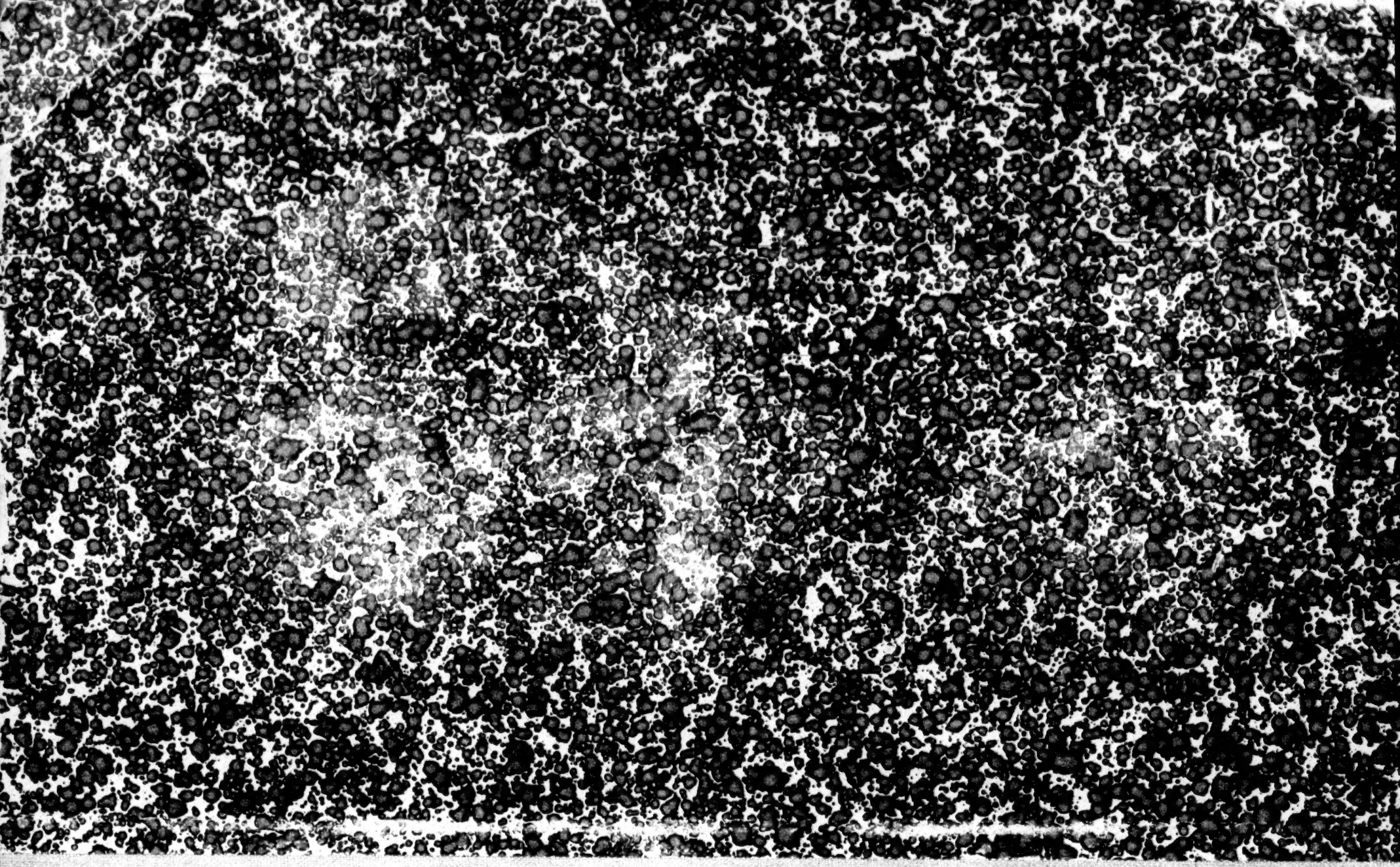
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American Railroad Journal.

New York, Saturday, January 6, 1866.

☞ For our Annual Table of Railroads in the United States, see pages 9 to 16 of our present issue.

The Past, Present and Future.

The present number heralds the thirty-sixth year of the AMERICAN RAILROAD JOURNAL. From a single idea on the part of its original founder, it has grown up to be a solid and permanent institution, the steady and untiring friend of the great railroad interests of the country. It has seen them in a regular and constant state of progression; from a single doubtful line, as regards which the public could scarcely make up its mind, to many thousands of miles of finished and remunerating roads, over which millions of passengers and of tons of freight are continually and successfully being transported. So too it has seen an infinite variety of changes in the structure, plant and management of these roads; an aggregation of vast capital; the establishment of armies of employees and managers; and the money market itself, obedient to its demands, or joyful in its gains. In short, it has seen a mighty power rise up as an element of our prosperity; and geographical, political, commercial and financial interests swayed by its influence. The JOURNAL has never for a moment forgotten its relations to these interests; but has been unceasing in its efforts to strengthen and maintain them. It has been the untiring friend of useful routes, energetic and enterprising companies, good officers and faithful servants. It has always been ready to give its advice, aid and co-operation to all good projects, and its assistance in the establishment of the best lines. It can therefore look on the American Railway system with complacency not only, but sincere regard; praising its past, encouraging its present, and cheering its future. It perceives in it, many great securities for the permanence of the Union, attended by a further advance in the arts of life, in civilization, in education and a general prosperity. Connected with this watchfulness over this modern form of transportation, so infinitely surpassing all other kinds previously known, the relations of commerce in the abstract as well as the concrete have naturally attracted the attention and study of the JOURNAL. It has therefore always devoted a large share of its columns to that topic; and in its numerous volumes are preserved very careful records of their progress and extension.

Every important fact bearing upon them is continuously recorded, so that its pages furnish ample materials for thinkers, writers and historians, and are constantly resorted to by those who discuss these subjects. In all the great public libraries of the country where the volumes of the JOURNAL are preserved, the student can find the amplest and the most complete materials for his contemplation.

Nor is this all. The progress and history of finance with the changes of the Money Market have also been carefully preserved; so that in this department of political economy, it has done a most useful work. On its pages are to be found almost exclusively the records of prices and of fluctuations, the rise and fall of securities, and the expansion and decline of credits. These are historically preserved for reference, and are a guide, a beacon, and a warning to financiers. From the data thus and there given, the economist is able to explain the relations of cause and effect, and understandingly, how they are and must be considered.

In short, in all the particulars we have alluded to, the JOURNAL is conspicuous for its accuracy, its diligence and its perseverance in its speciality of observation and record. That this is a well understood fact may be seen by another, that the leading and most successful bankers and stock brokers in this country as well as in the capitals of Europe, rely on the JOURNAL for information and authority. And we are assured that its steadiness of opinion and correctness of quotation have been greatly relied on, on the continent as a guide to investments in American securities; while even in England, less ready to believe in what is American, we find of late that the JOURNAL is received with a cordial acceptance as good authority.

We therefore feel that we have a perfect right to congratulate ourselves on the commencement of our 36th volume, and on our past and present success, assuring our readers there shall be no falling off on our part, and confident there will be none on theirs. There is a large field open to such exertions as ours. The railway system, extensive as it is, will yet become much more so. When the great Union Pacific Railroad is constructed, the new States which it is to pierce, will on their maps exhibit before many years, the same reticulations or net work of railways which are now to be seen on those of Illinois, or Ohio, or Pennsylvania. So too the traveller will practically find as many towns, commercial centres and stations. All this is plainly before us in no distant future; and of all this, the JOURNAL is the announcer and encourager. It will therefore be seen that we fully appreciate our duties and our responsibilities; and we accept them cheerfully, relying on the liberal support in the future that we have so long enjoyed in the past. Looking confidently for a proportional increase in the support of the public, we shall continue to perform our part of the compact of reciprocal service, and thanking our friends of to-day and former days for their adherence and patronage, we wish them a happy New Year; and to the railroad companies, whose peculiar interests are the sub-

ject of our constant consideration, renewed prosperity, large traffic and good dividends.

Debt of Philadelphia.

The following statement shows the loans bought by the Commissioners of the sinking fund, and canceled during 1865, from the sale of the stock of the Pennsylvania Railroad, held by the city:

Loans.	Amount bought.
Five per cent. loan	$33,236 79
Six per cent	225,888 70
Pennsylvania R. R. loan	135,733 90
North Pennsylvania R. R. loan	77,900 00
Hempfield R. R.	29,300 00
Total	$502,059 39

In addition to the above the City Treasurer has redeemed, during 1865, city loans, maturing to the amount of $394,223 34, making a total of $896,282 73, which is to be deducted from the funded debt of the city.

The funded debt of the city on January 1, 1865, was	$28,910,484 52	
Loans issued during 1865	5,708,100 00	
	$34,618,584 52	
Amount cancelled in 1865	896,282 73	
Actual funded debt, Jan. 1, 1866		$35,722,301 79

Loans to the amount of about $4,000,000 have been passed by Councils during the present year, in addition to the amount stated above, but they have not been issued, and will not be put upon the market unless they realize their par value. If issued during the coming year, the actual debt of the city will be about $37,000,000.

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1864 and 1865, were as follows:

	1863–'4.	'1864–'5.
From passengers	$152,616 20	$256,366 06
" troops	20,435 67	20,057 78
" freight	260,699 74	260,286 34
" express	7,982 75	12,802 50
" mail	9,400 00	9,400 00
" rents	89 00	215 00
	$451,223 36	$559,127 68

The expenses of 1864–'65 were:

Repairs of track	$83,607 53	
" bridges	13,118 22	
" buildings, etc	9,688 36	
" locomotives	28,863 19	
" cars	23,134 56	
" tools, etc	7,629 80	
Train expenses	42,762 03	
Fuel	32,154 18	
Oil, waste, etc	7,902 63	
Station expenses	31,585 51	
General superintendence	10,218 62	
Loss and damage	9,447 95	
All other expenses	12,294 70	
		312,407 28
Net earnings		$246,720 40

The earnings, expenses, etc., of this road for the past seven years have been as follows:

	Total earnings.	Operating expenses.	Net earnings.
1858–'59	$171,048 90	$97,797 37	$73,251 53
1859–'60	206,944 27	102,970 89	103,973 38
1860–'61	222,352 13	113,362 90	108,989 23
1861–'62	244,540 43	106,954 50	137,585 93
1862–'63	334,058 10	164,196 39	169,851 71
1863–'64	451,223 36	218,539 13	232,684 23
1864–'65	559,127 68	312,407 28	246,720 40

The receipts from all sources during the year, including $28,652 59 from previous year, were $585,388 23; and the expenditures, $537,979 38—leaving a balance in cash on hand August 31, 1865, of $47,408 85. The expenditures embrace:

Construction	$17,137 23
New freight cars	27,552 29
Increase of fuel and supplies	14,496 59
Materials for renewal of White River Bridge	12,810 60
Rebuilding two bridges burned	21,840 12
Interest—balance of account	93,592 26
Taxes	21,619 84
Land purchased for wood	1,246 35
Balance floating debt	10,000 00
Open accounts—current business	5,276 82
Transportation expenses, as above	312,407 28
Total	$537,979 38

INCOME ACCOUNT.

Balance September 1, 1864	$229,121 59
Earnings, as above	559,127 68
	$788,249 27
Operating expenses	$312,407 28
Rebuilding two bridges burned	21,840 12
Interest—balance of account	93,592 26
Taxes	21,619 84
Balance August 31, 1865	338,789 77
	$788,249 27

Of this balance there has been expended for construction and equipment, (being the excess in cost of those items over amount of capital stock and bonds) $226,690 20; and for supplies and materials on hand, $47,676 94—leaving available for future expenditures in cash and accounts receivable (less accounts payable $4,562 56), $68,985 19. The report says:

The year has brought this corporation nearer to a state of actual prosperity than it has heretofore approached, but still leaves it as it found it, a non-dividend paying road.

The gross, as well as the net, earnings of the Road, are both increased over those of the previous year, but the available surplus, after payment of running expenses, ordinary and extraordinary repairs, bond interest, and taxes, has not been sufficiently large to warrant much progress in completing the construction and equipment of the line at present in operation.

It is impossible to complete and equip the line now in operation by any attempted increase of funded debt, upon that line, or from any other source than current earnings; and current earnings is the source, as our accounts will show, by which this completion and equipment have, for years past, been and still are carried on.

A railroad, tolerably complete and tolerably well equipped, and showing a respectable annual surplus after paying working expenses, and all necessary renewals of track, structure and equipment and laying by a proper sinking fund for the redemption of its funded debt, usually has credit enough to raise money for needed improvements of its property, or increased facilities, by the sale of its stock or bonds.

This, however, is a condition that this road has never yet been in. Nevertheless, if the progressive earnings of the past four years of war, and the preceding three years of peace, may be taken as any safe criterion by which to gauge our expectations of the future, we may well hope that at no very distant day, if rival lines shall not weaken our position, that we shall possess a valuable property in the capital stock of this company.

The last of the floating debt being ten thousand dollars cash borrowed, as shown in our last annual report, was paid early in the year, leaving the company now free from floating debt.

The bonded debt of the company is one million two hundred and forty thousand dollars, to which must be added one hundred thousand dollars preferred stock, all bearing an interest of seven per cent. per annum.

Of this bonded debt one million and ninety thousand dollars falls due in 1869, having less than four years to run, when arrangements must be made for its payment or extension. The other one hundred and fifty thousand dollars of bonds, being those on the Rockville extension, fall due in 1881.

Except as to our rails, which are generally somewhat the worse for wear, our property is well maintained and in fair order, and during the year we have added improvements to various parts of the line.

Having come into possession of shops and machinery affording facilities for the purpose, we have, during the year spent more than half as much money in the repair and renewal of our engines, as we had expended for this purpose in the five preceding years, and that not before the expenditure had become imperatively necessary.

We have also during the year greatly improved the condition and efficiency of our freight cars, by substituting new box and covered stock cars for old ones worn out, and also made an increase in the total number, equal to, say twenty cars.

Our expenses, in every department, have greatly exceeded those of the preceding year, chiefly owing to the high price of labor and material, which has ranged very materially above the average of rates during the previous year.

There has been a great increase in the cost of maintenance of Way, resulting in part from the foregoing cause, but also in part from the increased number of trains for the past eighteen months, and from a great increase in the number of new rails purchased and laid down.

In addition to this unusual increase of ordinary expenses, we have been put to an extraordinary expense of upwards of $20,000, by the burning of two bridges by incendiaries, on the Rockville Extension of the road, during the last winter and spring, and by repeated injury to, and destruction, by unusual floods, of temporary bridges erected in their places for the passage of our trains whilst permanent structures were being built.

These new permanent bridges are now about complete, except enclosing, which will be done before winter sets in.

In February last a contract was made for rebuilding the superstructure, including a draw to pass boats, and three stone piers, of the White River Bridge, at fixed rates for each kind of work, which will amount in the aggregate to about $50,000.

This work was, by the contract, to be finished by the 1st day of December next, but in consequence of the wetness of the whole season, which delayed the timber in the woods and the stone at the quarry, and the mechanics in the yard, and has kept the stream vacillating between a point above low-water mark and flood height up to this day, the work has been greatly retarded, and has now, with nearly all the materials prepared on the ground, but none yet on the bridge, to be abandoned until next summer. Meantime, the company will be put to extraordinary expense to make the old bridge safe beyond question till substituted by the new one.

To enable us to do the same amount of business for another year with promptness and safety, we need two additional locomotives, one of which, at least, should be purchased or ordered without delay.

It is estimated that at least five miles of new and re-rolled rails will be required for the main track, besides a small addition to sidings, during the coming year.

It is believed to be the true policy of this company to complete its road, at the earliest practicable day, to a Northern Railroad connection. Whether that connection should be made at Crawfordsville, at Attica, or at some point on the Toledo, Wabash and Western Railroad west of Attica, is a matter yet to be determined upon.

Frequent communications are received from the communities on the proposed lines of extension, tendering liberal local subscriptions, and repeated negotiations have been broached between this company and the Toledo, Wabash and Western Railroad Co., but as yet no feasible project for furnishing the ways and means has been de-

vised, and the enterprise awaits the means for its prosecution.

The company own 14 locomotives; 10 passenger, 4 baggage, 85 box freight, 14 stock, 12 coal, 30 platform, 8 construction, 24 hand, 7 push, and 3 caboose cars. The aggregate mileage of trains for the year was 246,145. Number of passengers carried, 180,067; do., troops, do., 13,267. Tons of freight transported, 99,986.

GENERAL BALANCE SHEET Aug. 31, 1865.

Construction of road	$2,312,344 43
Equipment	288,255 30
Real estate	8,424 94
Fuel on hand	15,682 50
Materials in shops	19,183 83
" for renewal of White River Bridge	12,810 60
Cash	47,408 85
Bills receivable	161 06
Due from post office department	1,633 62
Military accounts	19,781 66
District Fair ground stock	500 00
	$2,726,186 81
Capital stock	$992,875 14
Fractional stock	9,289 61
Stock dividend of 1854 unclaimed	7,957 64
" " 1856 "	32,712 09
Preferred stock	100,000 00
Seven per cent bonds, due 1869	1,090,000 00
" " " " 1881	150,000 00
Open accounts	4,562 56
Balance of increase account	338,789 77
	$2,726,186 81

President and Sup't.—JOHN INGLE, Jr.

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, H.K. Wheeler. L. S. French, Wm. Burtch, Joshua Alsop, H. R. Wilson, Chauncey Rose, Jas. H. Turner, G. K. Steele, I. J. Silliman and J. W. Maddox.

Secretary and Treasurer.—J. E. MARTIN.

The Interests of Commerce.

We notice that public attention is turning very rapidly to the consideration of our commercial interests. The Pittsburg *Chronicle*, which we might suppose to be mainly in Western interests, takes a broad view of the subject, and in a late perspicuously written article, says openly of our foreign commerce, especially that with the South American States; "we need broader views and greater energy in this department than we have." We agree with the *Chronicle* in this. We want much larger views in regard to our trade with other nations than have prevailed for some time past. We have as much skill, as much enterprise, more energy than almost any modern nation; and until recently were successful competitors for the trade of the world. But at present, we are falling behind hand rapidly. We have very expensive foreign diplomatic relations which cost us enormous sums annually, and send large fleets to foreign ports while our trade is steadily declining. Thus with Holland our total exchanges in 1861, the latest returns to which we have access, that is to say our exports and imports, were but of the value of $6,530,000; with Spain, $5,100,000; Portugal, $460,000; Austria, $800,000; Colombia, $6,000,000; not half that enjoyed by England; Venezuela, $4,000,000; Buenos Ayres, $4,300,000; Hamburg, $11,000,000; Pacific, $2,000,000; Prussia, $42,000; Denmark, $16,000; and so on with various other countries. And yet we retain ministers and consuls there at a vast expense, and our trade is scarcely worth noticing. With British North America our present trade is $45,800,000 and we are at scarcely any expense of this kind at all. Surely something ought to be done to change this aspect of our affairs. With regard to South America, we are their nearest neighbors and the most natural friends; and yet with them we are doing little or no business. The truth is, our government has for many years past been so absorbed with local and interior politics that it has neglected our foreign interests. The management of parties at home has occupied too much of our attention; we are working along under obsolete treaties and conventions, neglecting our foreign mails, and leaving our merchants and shippers to grope along in the dark, or to run foul of regulations and restrictions which almost amount to non-intercourse. On the other hand, the British Government, with an eye that never sleeps, and a patience that never tires, is continually exploring every distant shore, and conciliating every interest, however remote, by which trade may be secured. Looking with complacency on all the difficulties of other nations, in fact rather pleased with them than otherwise, it is ever ready to send its ships and mariners to any port, open or blockaded, it makes no difference, where its industry and manufactures may secure an outlet and a profit. Thus it supports its great artificial fabric, keeps its much taxed and hard working people in good heart, piles up its wealth in ingots and influences the world. Here with vastly more area of production, natural advantages, and homogeniety of purpose we remain in the second or third rank of commercial nations, and leave the great oceans which lave our East and West coasts, to the almost exclusive enjoyment of British ships.

It is time that we were awakened to a sense of our position, and entered on a new career of trade. We should at once re-examine and modify our commercial treaties and conventions, and insist upon greater reciprocity than we now enjoy. The departments of State and the Treasury could not better employ themselves than in attending to this matter. There is no country in the world so well adapted to the construction and employment of ships as our own. No better timber or iron, no more valuable than ours, invite exertion in this direction or can anywhere be found.

In no more convenient and popular form can the revenues of the country be reinforced than by the aid of commerce. On these we desire to fall back as in past days for our Governmental expenditures, and to lessen the load of direct taxation. It is of small advantage for us to get rich out of each other by speculations, high prices, monopolies and combinations, we want to accumulate means by an open and manly contest with the people of other countries, and to deal in the standard values of the world. Profits made in paper, out of each other, are fallacious, ephemeral, and unsound. It is by commercial exchanges on a liberal scale that we should touch substantial advantages and secure a solid basis. The Pittsburg *Chronicle*, alluding to the conduct of England, says "her deficiencies are made good by energy," with a greater debt, no greater population, less territory and fewer advantages than we have. "She extends her commerce in every direction, and therein gives support to her manufacturers, interest to her capital and enables her debt to be borne with less trouble by her people. The same opportunities for similar conduct, with equal or greater returns, and less outlay, are at our doors."

Who then shall take the initiative in this neglected field. Where are the statesmen and legislators who will turn their attention to it, forgetting for a time the small political interests which are now continually thrown upon the notice of the people, in place of those of larger force. Do we appeal in vain to the sense, the experience, the ambition and the energy of our countrymen, when we call on them to pay some attention to the neglected interests of commerce? To come back to a practical view of the subject, we may say, that we pay to our ministers alone $270,000 and upwards annually for their services; about $70,000 to commissioners and secretaries of Legation, and a still larger sum to more than 200 consuls. All this expensive machinery exists, and apparently without much benefit to the country at large; and much of the expenditure occurs in places where our trade is scarcely perceptible. This is a startling view of the subject; and it is high time that we looked it fairly in the face. The idea that there should be this continuance of the theory of commercial relations, and diplomatic intercourse for their maintenance, without producing any very decided commercial result, is one which should be corrected at once.

Dry Goods Trade.

The following comparison shows the imports of the several classes of dry goods at this port for the year:

	1864.	1865.
Manufs. of wool	$31,411,965	$36,074,585
Manufs. of cotton	8,405,246	15,350,064
Manufs. of silk	16,194,080	20,556,261
Manufs. of flax	11,621,831	15,402,602
Miscell's dry goods	3,956,630	4,581,626
Total imports	$74,589,752	$91,965,138

New Route to Montreal.

The New York *Times* says that plans are being laid for "a new railroad line from New York to Montreal. By building a branch road, of eight miles, from the Housatonic Railroad at Kent, Conn., to the Harlem Railroad at Dover Plains, N. Y., a continuous line from New York to Montreal will be secured, with the exception of a short distance between Hoosick, N. Y., and the Western Vermont Railroad. The proposed route is as follows: From New York to Dover Plains on the Harlem road, thence to Kent by the new branch, from Kent to Pittsfield on the Housatonic Road, from Pittsfield to Adams on the North Adams Railroad, from Adams to Hoosick on the Troy and Greenfield Road, then intersect with the Western Vermont Road, and then on to Rutland, Burlington and Montreal. The cost of the branch from Kent to Dover Plains is estimated at $400,000, and the money is promised immediately for both the links which are needed to complete the line. While these are being built, the cars will run over the Western Railroad from Pittsfield to Chatham, and thence on the Harlem Road to New York. The latter arrangement will be entered upon in a few weeks."

☞ The application lists for the issue of £2,771,600 Atlantic and Great Western Railway Consolidated Sterling Mortgage Bonds were closed in London on the 13th ult. The applications, which were very numerous, are for more than the total amount required.

Journal of Railroad Law.

DELAY IN CARRIAGE OF PASSENGER.—RECOVERING OF EXPENSES DURING DETENTION ON THE ROUTE.

The case of Williams *vs.* Cornelius Vanderbilt, lately decided in the court of Appeals of this State, presents some interesting features.

The action was brought to recover damages for the failure of the defendant to carry the plaintiff from New York City to San Francisco, *via* Lake Nicaragua. Three claims in the complaint charged the defendant with neglect of duty as a common carrier in not transporting the plaintiff. The fourth and fifth claims charged the defendant with fraud in not transporting the plaintiff.

The action was tried at the Cayuga Circuit, in October 1855. One D. B. Allen acted as agent of the defendant, at the City of New York. He delivered tickets to the plaintiff, about the 1st of March, 1852, for transportation to San Francisco. One entitled him to a passage to Greytown at the mouth of the Nicaragua river, in the ship Prometheus, which was to sail on the 5th of that month; another entitled him to a passage up the Nicaragua river, through Nicaragua lake and thence by land to San Juan del Sur on the Pacific Ocean; the other entitled him to a passage from the latter place to San Francisco, on the steamer North America, which was advertised to leave San Juan del Sur about fifteen days after the plaintiff would arrive there, according to the usual course of conveyances. The defendant owned the ship Prometheus, and was one of the owners of the North America. The Accessory Transit Company issued the ticket which entitled the plaintiff to a passage up the Nicaragua river and through lake Nicaragua. The plaintiff left New York in the Prometheus on the 5th March, 1852, and arrived at Greytown on the 15th of that month, where he was detained eleven days. He then started for San Juan del Sur, on steamers of the Accessory Transit Company. He arrived at a place on the way called San Carlos, on the 31st of March, 1852, where he was taken sick; and he there received news that the North America was lost or wrecked about the 27th of the previous month; which fact was not known to the defendant at the time of making the contract, nor until about the 20th day of April 1852. The plaintiff arrived at San Juan del Sur on the 4th day of April, where he remained until the 9th day of May 1852, endeavoring, but unsuccessfully, to procure a passage to San Francisco. He then returned to New York. He remained sick from the time he was taken at San Carlos until long after his return home with a fever peculiar to the climate of Nicaragua. The defendant appealed to General Term, when the following opinion was delivered by

Balcom, J.—This court decided, in Quimby *vs.* Vanderbilt, (17, N. Y. Rep. 306,) that a part owner of one of several lines for the transportation of passengers, running in connection over different portions of a route of travel, may contract as principal for the conveyance of a passenger over the whole route; and that such contract may be established by the circumstances, notwithstanding the passenger receives tickets for the different lines signed by their seperate agents. Also, that passage tickets are generally to be regarded as tokens rather than contracts, and are not within the rules, excluding parol evidence to vary a written agreement. That decision shows, that the judge properly refused in this case to non-suit the plaintiff, and that he did not err in submitting the question to the Jury, whether the defendant was not a common carrier of passengers from New York to San Francisco by way of Nicaragua, and did not contract, as such, to carry the plaintiff the entire route for the $250, which the defendants agent received of him.

The evidence that representations were made to the plaintiff, when he made the contract for his passage as to the healthfulness of the climate on the isthmus, and to show that such representations were false, was given before the Judge decided that the plaintiff could not recover for fraud, under the fourth and fifth claim in his complaint; and when he so decided and charged the jury that the plaintiff could only recover for such sickness as was caused by the defendants neglect or breach of duty, the question of fraud was out of the case. The defendant therefore, was not prejudiced by the evidence that such false representations were made to the plaintiff.

It was entirely proper for the judge to receive evidence as to how much the plaintiff was exposed to the sun and rains while crossing the isthmus, and to show that the climate there was bad and unhealthy, so that the jury could determine whether the plaintiff's sickness was caused by the defendant's negligence or breach of duty.

The appellant's counsel contends that the contract proved, did not absolutely bind the defendant to carry the plaintiff from San Juan del Sur to San Francisco, but only required him to furnish the plaintiff a passage upon the North America; and that the loss or wrecking of that vessel excused the defendant carrying the plaintiff beyond San Juan del Sur. I cannot agree to this proposition. In the first place the jury must have found that the defendant was a common carrier of passengers from New York to San Francisco, and contracted as such to transport the plaintiff from the former to the latter place, or they could not have rendered a verdict for the charge, in favor of the plaintiff. In the next place, if the loss or wrecking of the North America was the act of God, it was the duty of the defendant to exercise diligence in providing another vessel for the carriage of the plaintiff. He was bound to use all the means, in endeavoring to supply another vessel, which a diligent, careful man exercises in regard to his own affairs. He could not heedlessly leave the plaintiff upon the isthmus to die, or work his way to San Francisco, or back to New York as he best could.

The main thing the defendant agreed to do was to carry the plaintiff from New York to San Francisco. His promise to carry him in a particular vessel from San Juan del Sur, to the latter place, was a minor part of the contract; though if such vessel had not been lost, he would have been obliged to carry the plaintiff in it.

I have asserted the doctrine that the loss of the North America did not wholly absolve the defendant from all duty under the contract. The true rule touching this question is laid down by Professor Parsons. He says "The non-performance of a contract is not excused by the act of God where it may be substantially carried into effect, although the act of God makes a literal and precise performance of it impossible." (2 Parsons on Cont. 3d ed. 185; see also White *vs.* Mann, 26 Maine Rep. 361.)

The defendant notwithstanding the loss of the North America, could have substantially carried the contract into effect to transport the plaintiff to San Francisco, if he had exercised proper diligence, according to the verdict of the jury. For, according to the verdict, he could, by the exercise of due diligence, have procured another vessel and taken him to San Francisco; and that would have been a substantial performance by the defendant of the contract to carry the plaintiff in the North America from San Juan del Sur to San Francisco. The correctness of those views is so clear to my mind that I must reject as unsound whatever there is to the contrary in Briggs *vs.* Vanderbilt, (19 Barb. 222,) and Bonsteel *vs.* the same, (21 id. 26).

The remarks of the judge, which authorized the jury to award damages to the plaintiff for derangement of his plans by reason of a violation by the defendant of an arrangement which he made and which he assumed when he received the plaintiff on board his vessel," were somewhat obscure. They were interpreted by the Supreme Court to mean that the jury might award damages to the plaintiff for breaking up his journey, rendering it necessary for him to return. But this court cannot determine whether those remarks were right or wrong, because no exception was taken to them by the defendant's counsel.

The time the plaintiff lost by reason of his detention on the isthmus, his expenses there, and of his return to New York, the time he lost by reason of his sickness; after he returned home, and the expense of such sickness; so far as the same were occasioned by the defendant's negligence or breach of duty; were legitimate and legal damages, which the plaintiff was entitled to recover.

He could not procure a passage from San Juan del Sur to San Francisco, and therefore had the right to return to New York and his home. If one of the plaintiff's limbs had been broken, through the carelessness of the agents or servants of the defendant, it is settled that he could have recovered the expenses of the sickness occasioned thereby and for the consequent loss of time; and also compensation for the bodily pain and suffering caused by such breaking of his limb (15 N. Y. Rep. 415; 18 id. 534).

The principle on which a recovery, in such a case, is allowed for bodily pain or suffering, loss of time and expenses, sustains the recovery, in this case, for the plaintiff's loss of health and loss of time, and his expenses during his sickness. And that the plaintiff could recover back the $250 he paid to be carried from New York to San Francisco, and his expenses while necessarily detained upon the isthmus, and the expenses of his journey from there back to New York, admits of no doubt, if the defendant, by the exercise of proper diligence, could have carried him to San Juan del Sur; or if his long detention on the isthmus and subsequent return to New York were justly imputable to the defendants neglect of duty to him. But I will not discuss these questions further.

My conclusion is that no error was committed on the trial; and that the judgment of the Supreme Court should be affirmed with costs.

Judgment affirmed.

NEGLIGENCE, VIOLATION OF REGULATIONS BY A PASSENGER.

The case of McAuliffe *vs.* The Eighth Avenue Railroad Company, decided in the Court of Common Pleas of this City, in November last, is interesting as holding that it is not negligence on the part of a passenger to violate a rule or regulation of the company, of which he had no notice, but to which he conformed as soon as he had notice thereof. It was also decided that in an action against the company for negligence, the burden of proof is on the defendant to show that its rules were infringed, after having been brought to the notice of the plaintiff.

The opinion of the Court was delivered by

DALY, F. J.—The plaintiff testified that the car was full of people, and that there was no room for him in it; that he saw a man sitting on the box beside the driver, and that he the plaintiff, with the driver's assent got up upon the box. That while he was seated on the right hand side of the driver, the starter of the defendants told him that he was not allowed to ride there, and directed him to get down; that, in obedience to the order, he wanted to get down on the left hand side but the driver would not let him, but directed him to get down on the other side, next to the Sixth Avenue Railroad track; that he commenced to get down while the defendants' car was standing still, and was obliged to do so with his face turned inward, and that while he was in the act of getting down the driver started the horses and the car, and carried him against a car of the Sixth Avenue Railroad, which was then in the act of swinging around, by which he was almost killed, his head being split open and one of the ears severed from the head.

The starter testified that, as he went up to start the car, he saw two men on one side of the driver and the plaintiff in the act of getting up. That he ordered them all to get down. That the two men got down; that the plaintiff was standing on the edge of the car, holding on as if attempting to get up, when the Sixth Avenue car swung around and struck him on the side of the head, when he fell, was taken up and carried away, when he, the starter ordered the driver to start the car, which was not in motion when the plaintiff was struck, and that the car did not start until after the plaintiff was carried away; that he was positive that the defendants' car was standing still when the plaintiff was injured; the driver of the Eighth Avenue car testified that he saw the accident; that he saw the driver "motion" to the plaintiff to get down as he was getting up, and that he (the plaintiff,) did not hear what the driver said; that the two men on the opposite side commenced getting down while the plaintiff was getting up; that the plaintiff did not get down until the Sixth Avenue car swung around and knocked him down, and that the defendants car was not in motion at the time when the accident occurred; the defendants testified that it was against the rule of the company for any person to ride with the driver. A juror asked him if the defendants had any signs up forbidding persons to get up behind the driver, and he said that they had not.

The jury found for the plaintiff, and upon the complaint in the testimony we must assume that they found the facts to be as detailed by the plaintiff and the witnesses House and Chamberlain. Their statement shows that there was no negligence on the part of the plaintiff, and that the acoident happened wholly through the negligence of the defendants' agent. It did not appear that the plaintiff knew that it was against the rules of the company for any person to ride upon the box with the driver. He had a right to infer the contrary, as he saw a person sitting next to the driver, and he the plaintiff, was allowed to get up, as he testified, and as the jury may have believed, for that was one of the facts in conflict with the driver's assent. When informed by the starter that he was not allowed to ride there, he at once complied with the order to come down, and that he was unable to do so with safety was attributable wholly to that act of defendants' agent and not to any negligence on his part.

Before the Judge charged the jury the defendants requested him to charge four propositions. The third and fourth of those propositions were that the plaintiff's attempt to get upon the seat of the car with the driver was such an act as would preclude him from recovering, and that he could not recover without proving that he did not know the rules of the company. The judge did not charge either of those propositions, and in my judgment he was right in refusing to do so. The other propositions, were as follows: First. If the defendants' car was on the track stationary at the time of the collision and the plaintiff was attempting to get on the car against the rules of the company; or Second. If the accident was occasioned by the Sixth Avenue car while the defendants' car was stationary on the track, that the plaintiff could not recover.

It did not appear as I have already said, that the plaintiff knew that it was against the rules of the company to ride on the box by the driver. There was therefore nothing in the evidence to support the first proposition, and as respects the second, though not charged in the form in which it was submitted, it was substantially included; and the defendants had the benefit of it in the charge which the Judge made. He told the jury that the plaintiff could not recover except upon the truth of his allegation that he was ordered down from the top of the car, and was not given the opportunity to do so safely, but compelled to descend in the manner and under the circumstances detailed by him. This was in effect telling the jury that if the defendants' car was stationary when the accident occurred, the plaintiff could not recover. The defendants exception was a general one to the judges refusal to charge as requested. It extended to the three propositions which were not charged, but being general, it does not necessarily follow, that it meant to assume that the second proposition was not substantially or sufficiently charged, and that an exception was to be taken upon the ground that the Judge had deprived the defendants of the benefit of that proposition, if the jury had been of the opinion that the facts were as stated, by the defendants' witnesses. We would not be justified therefore, in granting a new trial upon that ground.

☞ The Oil City and Pithole Railroad will be finished to Oil City by the first of February. Thos. B. Porteus, Esq., has been elected President of the company.

"Railroad Interest and Taxation."

EDITOR OF THE RAILROAD JOURNAL:

Dear Sir:—In number 49 of your JOURNAL, December 9th, 1865, I notice a communication under the above caption, which seems to require some explanation.

The subject is one of great interest to all, and is suggestive of many important considerations, which need to be made clearly apparent by your correspondent. Allow me to ask the following questions:

1st. In what respect railroads are not *protected* by the *tariff*?

2d. What class of men would your correspondent send to Washington, to correct the errors of the existing tariff, when it shall come up for revision?

3d. What are the irregularities of the tariff as now enforced, and which are the "several classes" affected by them?

4th. What does he mean by the present tariff encouraging the use of *inferior* material by railway companies?

5th. What are the "peculiar features" in the case which remove it beyond the ordinary arguments of Protection and Free Trade?

6th. Wherein lies the connection between these "tariff irregularities," and their influence upon the "great branches of industry?"

It can be easily understood *why* this question should be made one of *public* rather than of private interest, though I do not see how it can be so legislated on, in view of the constitutional organization of all railway companies in the Union. Special legislation is necessary to meet the case, and yet on what grounds can such legislation be undertaken without infringing upon the spirit of our institutions?

Yours very respectfully,

LEX.

NEW YORK, December 30, 1865.

☞ The following railroad corporations have been recently organized in this State, and their articles of association filed in the office of the Secretary of State: The Buffalo and Allegheny railroad company consolidated with the Buffalo and Washington Railway Company, under the last named title. The articles of consolidation were filed in the office of the Secretary of State on the 11th inst. The articles of association of the Dunkirk and Fredonia Railroad Company were filed on the 14th inst. The road is to run from the Erie Railroad depot at Dunkirk, to the village of Fredonia, Chautauqua County. The articles of association of the Ithaca and Towanda Railroad Company were filed on the 22d inst. The route proposed is from the navigable waters of the Cayuga Lake, at Ithaca, through the Counties of Tompkins, Chemung and Tioga, to the Pennsylvania State line, near the village of Waverly, a distance of 35 miles. The capital of the company is fixed at $2,000,000.

☞ The Albany *Argus* says that the projects of enlarging the Erie Canal through its entire length, and of constructing a ship canal around Niagara Falls, and the enlargement of the canals Eastward, will be brought before the next Legislature.

☞ The Oswego and Rome Railroad is completed, and passenger and freight trains commenced running on the 1st inst.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca.	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	19
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3
Balt. and N. C ..... N. C	2,000	5	----	25c
Bare Hill ..... "	----	----	----	155c
Bay State ..... L. S.	20,000	----	3½	11
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	75c
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	20c
Canada ..... Vt.	100,000	4	90c	85c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp ..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	20
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	120c
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	½	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint-Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	1c
Franklin ..... L. S.	20,000	----	6½	40
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	50c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	----
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	50c
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	40c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	13½
Hanover ..... "	20,000	----	½	1½
Hartford ..... "	20,000	25	12½	Toltec ..... L. S.
Hazzard ..... "	20,000	----	----	Tremont ..... "
Highland ..... "	20,000	----	7	3½ Union (L. & M.) .. "
Hilton ..... "	20,000	----	----	1½ Vernon ..... "
Hope ..... "	20,000	----	½	1½ Victoria ..... L. S.
Hudson ..... "	20,000	----	----	2 Vulcan ..... "
Hulbert ..... "	20,000	----	----	4½ Washington ..... "
Humboldt ..... "	20,000	----	2	4½ Waterloo ..... Ca.
Hungarian ..... "	20,000	----	1	62½ Waukegan ..... L. S.
Huron ..... "	20,000	----	16	40 West Minnesota .. "
Indiana	20,000	----	----	6 Wickham ..... Ca.
Inverness	200,000	2½	----	---- Wickopee ..... "
Isle Haute	40,000	----	----	---- Winthrop ..... L. S.
Isle Royale ..... L. S.	20,000	5	16	15 Wyandotte ..... "

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
Knowlton ..... "	20,000	----	2	----
Lafayette ..... Ca.	200,000	1	1	6
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lemoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	1½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	30c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	65c
Meudota ..... "	20,000	----	4	20
Merrimac ..... "	20,000	----	4	1½
Meteor ..... "	20,000	----	----	3
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	----
Minnesota ..... L. S.	20,000	----	3½	2
Missisquoi ..... Ca.	150,000	2	----	----
Montezuma ..... N. Mex.	200,000	5	----	6
Morrison ..... L. S.	20,000	----	----	20c
Nashua ..... "	20,000	----	----	85c
National ..... "	20,000	----	5½	1½
Native ..... "	20,000	----	3	----
Naumkeag ..... "	20,000	----	1	40
Nelson ..... Ca.	200,000	1	----	15c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	50c
New England ..... "	20,000	----	2	12c
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	----
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	----
North Silver Lake "	20,000	----	----	1
North State ..... "	20,000	----	3	----
North Sutton ..... Ca.	100,000	5	1	10½
North Western ..... L. S.	20,000	----	7½	5c
Norwich ..... "	20,000	----	----	20
Ogima ..... "	20,000	----	5½	----
Ontonagon ..... "	20,000	----	½	----
Ottawa ..... Ca.	200,000	1	----	120c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	25c
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	1½
Phila. & Boston .. "	20,000	----	15	15c
Phœnix ..... "	20,000	----	----	10
Pittsburg & Boston "	20,000	----	5½	1½
Pontiac ..... "	20,000	----	3½	4½
Prince of Wales ... Ca.	200,000	----	----	7
Providence ..... L. S.	20,000	----	----	3½
Quincy ..... "	20,000	----	10	75c
Reid Hill ..... Ca.	200,000	1	----	25c
Reliance ..... L. S.	20,000	----	----	25c
Richford ..... "	60,000	5	----	2½
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	4
Roscoe ..... Ca.	200,000	1	----	20c
Rudisell ..... "	----	----	----	12½
St. Clair ..... L. S.	20,000	----	3	----
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	12
St. Mary's (L. & M.) L. S.	20,000	----	8½	13
Salem ..... "	20,000	----	1	1
Sharon Consol ..... "	20,000	----	----	1½
Sheldon ..... "	20,000	----	----	40
Silver Creek ..... "	20,000	----	1	50c
Silver Hill ..... "	20,000	----	----	----
Silver Lake ..... "	20,000	----	----	50c
Silver Valley ..... "	20,000	----	----	6
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	10c
South Side ..... L. S.	20,000	----	3	----
Springfield ..... Md.	----	5	----	40
Stadcona ..... Ca.	100,000	5	----	60c
Star ..... L. S.	20,000	----	----	50c
Stark ..... Vt.	100,000	2	----	4½
Strafford	30,000	10	----	40c
Superior ..... L. S.	20,000	----	4	1
Sussex ..... "	20,000	----	----	13½
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	----
Tremont ..... "	20,000	----	5*	----
Union (L. & M.) .. "	20,000	----	----	3½
Vernon ..... "	25,000	10	----	1½
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	2
Washington ..... "	20,000	----	----	4½
Waterloo ..... Ca.	100,000	3	4*	4½
Waukegan ..... L. S.	20,000	----	----	62½
West Minnesota .. "	20,000	----	2½	40
Wickham ..... Ca.	200,000	5	----	6
Wickopee ..... "	100,000	5	----	----
Winthrop ..... L. S.	20,000	----	3½	----
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	2	----
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	21	30c
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	74½
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C .. Md.	----	----	----	110c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	15½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	11	23c
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	3	----
Central ..... "	----	----	53	----
Clinton ..... "	----	----	1	----
Coal Brook ..... "	4,000	50	----	38
Continental	10,000	50	73½	2
Cumberland (pref.) Md.	50,000	100	44½	12½
Daniel Webster	5,000	100	----	57
East Mahanoy ..... Pa.	----	----	----	1½
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	23½	½
Fulton ..... "	60,000	5	8½	57½
Gilbertson	5,000	100	42	----
George's Creek ..... Pa.	10,000	----	105	7½
Grand Tunnel	4,000	100	50	----
Green Mountain ... Pa.	----	----	4	----
Hampton & Balt .. Md.	----	----	91	3½
Hazleton ..... Pa.	32,300	50	5½	----
Henry Clay	3,000	100	----	50c
International ..... N. S.	20,000	50	----	2½
Lawrence ..... Pa.	2,000	100	6½	----
Locust Mountain .. "	----	----	41	----
Lorberry ..... "	4,000	100	11	1½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	29	8	3
Metropolitan ..... "	----	100	----	16
Middle Coal Fields. "	----	----	8½	----
Milford	2,500	50	----	30c
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	10c
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	1½	20c
North. & Luzerne . "	----	----	----	1½
Penn. ..... "	100,000	50	180	75c
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	2
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	50c
Potomac ..... Md.	40,000	10	18	5½
Powell ..... Pa.	----	----	----	85
Preston ..... "	----	----	----	----
Princess Alex. ... N. S.	5,000	100	----	1
Ridgeway	----	----	----	1½
St. Clair ..... Pa.	5,000	100	----	11½
Schuylkill Valley .. "	20,000	10	----	15
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	28½	----
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	55

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	8½
Consol. Greg'y (G.) Col.	50,000	100	----	9½
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) .... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	14½
Massachusetts (G.) .. Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50 000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	44½
Renfrew (G.) ..... Ca.	120,000	24	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	45
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	85
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro'poil'n)		6	....	46
30 Nov. '64	2.80	—	26	0	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	85
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11.000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	48
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31.000	104,617	170,235	—	3	....	46½
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	0.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	69	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '64	10.76	—	...	32	28	Broadway (Brooklyn)	237,139	200,000	27.500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,895	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	...	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	...	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	...	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,937	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12.000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90.000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	.....	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	...	32	..	Coney Island and Brooklyn	603,389	500,000	113,000	—	100,438	9,148	—	....	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
30 Sep. '64	18.50	1.00	...	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	....	....
30 Sep. '64	12.00	1.00	...	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	....	....
30 Sep. '64	....	....	....	....	..	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '64	4.52	—	...	....	..	Grand St. & Newtown (W'g'y	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	...	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	...	...	..	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	135
30 Sep. '64	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '64	17.50	—	...	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844.701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50.000	.....	.....	.....	leased.	—	—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124.500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
Dec. '62	5.32	—	...	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
Dec. '62	5.05	2.50	...	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	...	...	..	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17.00	—	—	160	22	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	...	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50.439	40	10	55½
31 Oct. '64	8.13	—	—	135	17	7 Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100.381	20,036	8	....	....
31 Oct. '64	4.12	—	—	12	2	0 Delaware County	30,729	28,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	—	119	20	0 Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	22
31 Oct. '64	16.74	—	—	257	40	0 Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	—	—	233	30	0 Germantown	377,824	112,245	250,000	—	116,540	41,534	—	—	55
31 Oct. '64	8.40	—	—	120	25	0 Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	26
31 Oct. '64	8.73	—	—	236	33	8 Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166.776	51,494	20	....	31
31 Oct. '64	11.00	—	...	—	16	2 Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	4½
31 Oct. '64	—	....	—	108	16	2 Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	11
31 Oct. '64	11.17	—	...	—	..	North Philadelphia	.....	.....	.....	.....	.....	.....	—	....	....
31 Oct. '64	12.00	—	—	60	12	0 Oakland (Pittsburg & E. L.)	29.500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.52	—	60	10	3 Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	—	116	18	6 Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	—	71	12	0 Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	—	129	22	0 Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130.000	100,000	30,000	—	—	—	—	....	6
31 Oct. '64	7.78	—	—	58	10	0 Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	13
31 Oct. '64	19.46	—	—	423	65	5 Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,883	27½	20	85½
31 Oct. '64	5.62	—	—	75	16	0 17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	11
31 Oct. '64	8.38	—	—	115	17	4 Spruce & Pine (Phil. & Gr. F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	35
31 Oct. '64	7.65	1.51	—	201	35	3 10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52
31 Oct. '64	6.25	—	—	125	17	0 13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	33½
31 Oct. '64	9.31	—	—	316	53	0 West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,253	7½	—	68
						MARYLAND.									
31 Dec. '62	21.00	....	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	20½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.62	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	per	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney Is'd.					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm:					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [read]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds.	51,76.	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	16,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D	1868	....
Utica City:					....
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Nov. 30, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	100
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	101¼
" " " ..... coupon		6	" "	1868	100
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	95½
" " " ..... coupon		6	" "	1871	100
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	101½
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104½
" " ..... coupon		6	" "	1881	104½
Loan of July 17, & Aug. 5, 1861 ... registered	264,252,450	6	" "	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	100½
" " " (5-20s) ..... coupon		6	" "	1882	105½
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	102½
Bonds, Central Pacific R. R. Co	1,898,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ... registered	172,770,100	5	Mar. & Sept.	1904	91½
" " " ..... coupon		5	" "	1904	92½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	98½
" " " " ..... coupon		6	" "	1884	102½
Treasury Notes of July 17, 1861 ..... coupon	280,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	98½
" 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	55,921,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	32,536,901	5	" "	----	----
Three Year's Compound Interest notes of '64	167,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	426,741,398				
Fractional currency	26,105,197				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " ("). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	119½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	95
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	99
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1,989,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	------	83
" — " special stock "	1,216,737	5	" "	------	----
— " Deferred stock ..... "	1,243,000	5	" "	------	----
— " special stock "	479,545	5	" "	------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
— " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	95
" — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc) ... coupon	516,130	6	----------	d'm'd.	80
— " " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	------	----
" — " " (war loan) ... "	670,000	6	----------	------	----
Maine—State bonds ..... coupon	---------	6	Mar. & Sept.	'68-'77	93½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	93½
Maryland—State bonds (st'ig) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
— " " (st'ig conv.) ... "	200,376	5		1885	----
" — " " (st'ig) ..... "	5,585,555	5		'89-'90	----
" — " " (st'ig conv.) ... "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100½
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R. R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88 '90	----
" — " " (" " "). dollar	416,500	6	" "	'90-'91	----
" — " " (" " "). "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
— " " (N. & W. R. R.) "	400,000	6	" "	1870	----
— " " (Cons. Stat'sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	5	June & Dec.	'68-'77	----
— " " (" " ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" " ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" " ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
—	247,300	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	92½
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	78½
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	80
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	79
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	760,000	----	----------	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	91½
" " —Notes	200,000	6	----------	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ... coupon	531,820	6	" "	'65-'71	----
" — " " (" ") ... "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	348,107	5	" "	pleas.	----
" " — " " " " " ...	900,000	5	" "	1875	----
" " — " " " " " ...	442,961	5	May & Nov.	1868	100
" " — " " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ...	1,300,000	6	" "	'68-'78	100
" " — " " " " " ...	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans ...	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " — " " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " " ...	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	'64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	----
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	87½
" — " " (" ") ..... "	1,015,000	5	" "	1865	110½
" — " " (" ") ..... "	379,866	6	" "	1868	95
" — " " (" ") ..... "	2,183,532	6	" "	1870	----
" — " " (" ") ..... "	1,600,000	6	" "	1875	100
" — " " (" ") ..... "	4,095,309	6	" "	1881	96
" — " " (" ") ..... "	2,400,000	6	" "	1886	98
" — " " (domestic debt)	125,680	6	" "	1863	100
" — " " (war loan) ..... coupon	1,500	---	" "	1866	108
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducib'e debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	----
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	90
" — " "	428,000	5	" "	1878	91½
" - Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	6	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	----	94
" —Relief Notes in circulation ...	97,360	----	----------	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan) ... coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	100
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) ... coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	----
" — " " (interna. impr.) "	2,063,606	5	----------	Var.	81
" — " " (railroads) ... "	12,799,000	6	----------	Var.	54
" — " " (capitol) ..... "	605,000	5	----------	1890	85
" — " " (Hermitage) ... "	48,000	6	----------	1890	87
Texas—Had no debt in 1861	----------	----	----------	----	90
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'88	----

Railroads of the United States.

A Tabular Statement showing the Length and cost of each Work at the end of the financial year, closing nearest January 1, 1866.

(Not including City Passenger Railroads.)

1. State of Maine.

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
1. Androscoggin	68.00	68.00	$1,399,718
2. Atlantic and St. Lawrence (part)	78.80	78.80	4,259,386
3. Bangor, Oldtown and Milford	12.50	12.50	250,000
4. Boston and Maine (part)	1.26	1.26	65,664
5. Calais and Baring	6.00	6.00	266,160
6. European and North American	90.72	....	380,000
7. Great Falls and South Berwick	6.00	6.00	172,232
8. Lewy's Island	16.50	16.50	315,397
9. Machiasport	7.50	7.50	110,000
10. Maine Central	109.81	109.81	4,211,878
11. Portland and Kennebec	63 00	63 00	2,871,260
Bath Branch	9.50	9.50	
12. Portland and Oxford Central	28.50	21 50	430,000
13. Portland, Saco and Portsmouth	53.50	53.50	1,500,000
14. Somerset and Kennebec	37.00	37.00	812,913
15. York and Cumberland	52.00	18.50	1,090,317
Total in Maine	640.59	509.37	$18,134,925

2. State of New Hampshire.

1. Ashuelot	23.76	23.76	$506,000
2. Atlantic and St. Lawrence (part)	54.00	54.00	2,901,318
3. Boston, Concord and Montreal	93.54	93.54	3,113,800
4. Boston and Maine (part)	37.22	37 22	2,101,240
Great Falls Branch	2.95	2.95	
5. Cheshire (part)	43.15	43.15	2,238,727
6. Concord	34.53	34.53	1,500,000
7. Concord and Portsmouth	49.90	49.90	350,000
8. Contoocook River	14.64	14.64	200,000
9. Dover and Winnipisseogee	28.12	28.12	848,000
10. Eastern	16.55	16 55	525,205
11. Great Falls and Conway	20.09	20.09	426,905
12. Manchester and Lawrence	26.89	26.89	1,065,345
13. Manchester and North Weare	19.43	19.43	200,000
14. Merrimac and Connecticut Rivers	29 30	29.30	698,258
15. Nashua and Lowell (part)	6.22	6.22	278,547
16. Northern	69.20	69.20	3,068,400
Bristol Branch	13.00	13.00	
17. Peterboro' and Shirley (Fitchburg)	9 36	9 36	93,600
18. Sullivan	24.70	24.70	1,622,248
19. White Mountains	20.78	20.78	200,000
20. Wilton	15.43	15.43	233,226
22. Worcester and Nashua (part)	6.57	6.57	172,128
Total in New Hampshire	659.33	659.33	$22,342,947

3. State of Vermont.

1. Atlantic and St. Lawrence (part)	16.20	16 20	$879,322
2. Bennington and Rutland	59.00	59.00	1,083,500
Bennington Branch	5.50	5.50	
3. Connecticut and Passumsic Rivers	110.30	110.30	2,880,277
4. Grand Trunk of Canada (part)	17.00	17.00	1,000,000
5. Rutland and Burlington	119.60	119 60	4,647,980
6. Rutland and Washington (part)	33.55	33.55	1,371,683
7. Rutland and Whitehall	6.88	6.88	255,700
Hydeville Branch	1.57	1.57	
8. Southern Vermont	8.00	8.00	200,000
9. Vermont and Canada	47.00	47.00	1,687,500
Burlington Branch	8.50	8.50	377,032
Swanton Branch	10.00	10.00	220,760
10. Vermont Central	117.00	117.00	8,522,610
Branches	2.00	2.00	
11. Vermont and Massachussetts (part)	10.50	10.50	445,203
12. Vermont Valley	23.69	23.69	1,301,350
Total in Vermont	596 73	596.73	$24,773,417

4. State of Massachusetts.

1. Agricultural Branch	23.36	15 03	$351,595
2. Berkshire	21.14	21.14	600,000
3. Boston, Hartford and Erie	.....	.....	4,930,130
4. Boston and Lowell	26.76	26.76	2,635,593
Woburn Branch	1.86	1.86	
5. Boston and Maine (part)	45.78	45.78	2,193,241
Medford Branch	2.23	2.23	
Methuen Branch	3.61	3.61	
6. Boston and Providence	43.50	43.50	3,160,000
Branches (Dedham and Seekonk)	3.97	3.97	
7. Boston and Worcester	44.63	44.63	4,500,000
Brookline Branch	1.55	1.55	
Newton and Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.87	3.87	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Milbury Branch	3.07	3.07	
8. Cape Cod	46.01	46.01	1,031,625
Wareham Branch	1.04	1.04	
9. Cape Cod Central	.....	.....	.....
10. Cheshire (part)	10.50	10.50	544,761
11. Connecticut River	50.00	50 00	1,801,944
Chicopee Branch	2.35	2.35	
12. Danvers	9.20	9.20	243,736
13. Dighton and Somerset	.....	.....	174,662
14. Dorchester and Milton	3.26	3.26	136,372
15. Eastern	44.10	44.10	4,295,944
Marblehead Branch	3.50	3.50	
Gloucester Branch	13.50	13.50	
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
16. Easton Branch	3.78	3.78	55,894
17. Essex	19.86	19.86	747,008
Harbor Branch	1.32	1.32	
18. Fairhaven Branch	15.11	15.11	243,809
19. Fall River, Warren and Providence	5.79	5.79	285,783
20. Fitchburg	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	
Lancaster and Sterling Branch	9.00	9.00	
Marlboro' Branch	3.90	3.90	
Peterboro' and Shirley	14.10	14.10	
21. Fitchburg and Worcester	13.99	13.99	275,000
22 Hartford and New Haven	5.87	5.87	285,500
23. Horn Pond Branch	0.66	0.66	13,075
24. Lexington and West Cambridge	6.64	6.64	251,257
25. Lowell and Lawrence	12.35	12.35	363,158
26. Medway Branch	3.60	3.60	37,909
27. Middleboro' and Taunton	8.54	8.54	152,778
28. Nashua and Lowell	8.35	8.35	376,056
29. New Bedford and Taunton	20.13	20.13	506,545
Harbor Branch	1 46	1 46	
30. Newburyport	14.58	14.58	597,386
Danvers and Georgetown Line	12.39	12.39	
31. New Haven and Northampton (part)	24.93	24.93	577,933
32. New London Northern	30.91	30.91	292,373
33. New York and Boston	33.00	33.00	1,912,985
34. Norfolk County (B. H. & Erie)	25.96	25.96	(See B. H. & E.)
35. Norwich and Worcester (part)	17.75	17.75	698,684
36. Old Colony and Newport	39.93	39.93	3,570,214
Fall River Division	42.24	42.24	
Bridgewater Branch	7.76	7.76	
37. Pittsfield and North Adams	18.65	18.65	443,677
38. Providence and Worcester (part)	25.41	25.41	950,684
39. Rockport	3 60	3.60	91,007
40. Salem and Lowell	16.88	16.88	464,013
41. Southern Midland (part)	46.54	46 54	(See B. H. & Erie.)
42. South Reading Branch	8.15	8.15	299,468
Branch	0.22	0.22	
43. South Shore	11.50	11.50	501,593
44. Stockbridge and Pittsfield	21.93	21.93	448,700
45. Stoneham Branch	2.37	2.37	74,368
46. Stony Brook	13.16	13.16	267,383
47. Stoughton Branch	4.04	4.04	101,720
48. Taunton Branch	11.10	11.10	313,156
Taunton River Branch	0.68	0.68	
49. Troy and Greenfield (Tunnel)	42.55	7.00	1,754,370
50. Vermont and Massachusetts (part)	58.83	58.83	2,819,996
Greenfield Branch	8.00	8.00	
51. Western	117.81	117.81	770,008
52. West Stockbridge	2.75	2.75	39,600
53. Worcester and Nashua (part)	39.12	39.12	1,082,769
Total in Massachusetts	1,353.55	1,309.65	$59,956,462

5. State of Rhode Island.

1. Hartford, Providence & Fishkill (part)	26.32	26.32	$908,598
2. New York, Providence & Bos'n (part)	44.00	44.00	1,899,043
3. New York and Boston	32.50	.....	325,000
4. Old Colony and Newport	17.32	17.32	688,165
5. Providence, Warren and Bristol	13.60	13.60	448,242
6. Providence and Worcester (part)	18 00	18.00	672,192
Total in Rhode Island	151.74	119.24	$4,941,240

6. State of Connecticut.

1. Danbury and Norwalk	23.81	23.81	$424,423
2. Fairhaven and Westville (Horse)	6.00	6.00	150,000

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
3. Hartford and New Haven (part)	55.51	55.51	
Middletown Branch	10.25	10.25	3,514,908
Hartford Branch	0.89	0.89	
4. Hartford, Providence & Fishkill (part) (B. H. & Erie.)	96.04	96.04	3,296,260
5. Hartford and Wethersfield (Horse)	9.00	9.00	200,000
6. Housatonic	74.00	74.00	2.439,775
7. Naugatuck	57.00	57.00	1,464,127
8. N. Haven, N. London and Stonington	62.00	62.00	1,454,040
9. New Haven and Northampton (part)	60.07	60.07	
Collinsville Branch	7.75	7.75	2,333,952
Tariffville	1.00	1.00	
10. New London Northern (part)	55.09	55.09	518,760
11. New York and Boston Air Line	80.00	....	657,071
12. New York and New Haven (part)	48.21	48.21	4,816,406
Branch at New Haven	1.00	1.00	
13. N. York, Providence and Boston (part)	6.00	6.00	258,967
14. Norwich and Worcester (part)	41.65	41.65	1,915,010
Allyn's Point Extension	7.00	7.00	
15. Rockville Branch	4.80	4.80	165,000
16. Southern Midland (part)	8.00	8.00	200,000
17. New Britain and Middletown	2.47	2.47	100,672
Total in Connecticut	717.54	637.54	$23,900,001

7. State of New York.

1. Adirondac	182.00	182.00	$1,796,068
2. Albany and Boston	21.40	21.40	300,000
3. Albany and Susquehanna	140.00	62.00	2,874,918
4. Albany and Vermont	12.00	12.00	600,000
5. Albany and West Stockbridge	38.25	38.25	2,388.359
6. Atlantic and Great Western	48.89	48.89	3,039,344
Buffalo Branch	79.00	....	.....
7. Avon, Geneseo and Mount Morris	15.53	15.53	215,304
8. Blossburg and Corning	14.83	14.83	582,346
9. Brooklyn, Bath and Coney Island	6.50	6.50	124,388
10. Brooklyn Central and Jamaica	14.50	14.50	897,646
11. Buffalo, Bradford and Pittsburg	2.00	2.00	50,000
12. Buffalo, New York and Erie	142.00	142.00	3,369,088
13. Buffalo and State Line	68.34	68.34	2,784,414
14. Cayuga and Susquehanna	34.61	34.61	635,500
15. Chemung	17.36	17.36	400,000
16. Coney Island and Brooklyn	10.50	10.50	603,889
17. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
18. Elmira and Williamsport (part)	7.80	7.80	257,009
19. Erie (part)	403.75	403.75	
Buffalo Branch	60.00	60.00	
Newburg Branch	19.00	19.00	37,162,402
Union Ramapo	0.25	0.25	
20. Harlem Bridge, Morrisania and Fordham	5.00	5.00	158,749
21. Hudson and Boston	17.33	17.33	183,000
22. Hudson River	144.00	144.00	14,699,847
23. Long Island	94.00	94.00	
Hempstead Branch	2.50	2.50	
Hicksville and Cold Spring	4.00	4.00	2,928.474
Glen Cove, Roslyn and Mineola	4.50	4.50	
24. New York Central	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Syracuse, Auburn and Rochester	104.00	104.00	
Batavia and Attica	11.00	11.00	
Rochester and Suspension Bridge	74.75	74.75	33,701,919
Lockport and Tonawanda	12.25	12.25	
Rochester and Charlotte	6.88	6.88	
Buffalo and Lewiston	28.25	28.25	
25. New York and Flushing	8.00	8.00	261,000
26. New York and Harlem	130.75	130.75	
Port Morris Branch	2.12	2.12	10,616,088
27. New York and New Haven (part)	14.14	14.14	1,376,124
28. Niagara Bridge and Canandaigua	98.46	98.46	
Tonawanda Branch	1.63	1.63	1,000,000
29. Niagara Falls and Lake Ontario	13.15	13.15	393,729
30. Ogdensburg and Lake Champlain	118.00	118.00	
Branches	3.76	3.76	4,644,056
31. Oswego and Rome	28.00	28.00	650,000
32. Oswego and Syracuse	35.91	35.91	901,853
33. Plattsburg and Montreal	23.17	23.17	349,775
34. Port Morris and Westchester	11.00	....	1,200
35. Rensselaer and Saratoga	25.22	25.22	962,336
36. Rochester City and Brighton	6.60	6.60	237,889
37. Rochester and Genesee Valley	18.45	18.45	656,026
38. Rome, Watertown and Ogdensburg	189.63	189.63	
Potsdam Branch	24.28	24.28	3,464,176
Cape Vincent Branch	24.24	24.24	
39. Sackett's Harbor, Rome and New York	18.00	18.00	76,542
40. Saratoga and Schenectady	21.50	21.50	480,684
41. Saratoga and Whitehall	40.86	40.86	
Rutland Branch	6.66	6.66	930,324
42. Staten Island	13.20	13.20	317,054
43. Syracuse, Binghamton and New York	81.94	81.94	3,381,865
44. Troy and Bennington	5.38	5.38	240,000
45. Troy and Boston	34.91	34.91	1,923,268
46. Troy and Cohoes	3.50	3.50	50,000
47. Troy and Greenbush	6.00	6.00	294,908
48. Troy and Rutland	18.50	18.50	385,000
49. Troy Union and Depot	2.19	2.19	752,601
50. Utica and Black River	34.94	34.94	
Trenton Falls Branch	2.14	2.14	921,656
51. Warwick Valley	10.33	10.33	172,580
Total in New York	3,278.17	2,918.17	$145,240,291

8. State of New Jersey.

1. Belvidere Delaware	64.21	64.21	$3,386,285
2. Burlington County	7.12	7.12	250,000
3. Camden and Amboy	63.90	63.90	
Trenton Branch	6.19	6.19	
Trenton and Dean's Pond	17.00	17.00	8,502,295
New Brunswick Line	26.11	26.11	
4. Camden and Atlantic	60.23	60.23	1,881,414
5. Cape May and Millville	39.00	39.00	622,746
6. Central of New Jersey	73.80	73.80	
Extra Track (Warren R. R.)	48.00	48.00	9,764,589
7. Flemington	12.00	12.00	362,682
8. Freehold and Jamesburg	17.00	11.50	230,840
9. Hackensack and New York	4.88	4.88	141,198
Lodi Branch (private)	0.78	0.78	20,000
10. Jersey City and Bergen Point	10.00	10.00	300,000
11. Long Dock and Tunnel (Erie)	2.88	2.88	2,480,000
12. Long Branch and Sea Shore	9.00	9.00	150,000
13. Millstone and New Brunswick	6.62	6.62	111,114
14. Millville and Glassboro'	22.30	22.30	403,036
15. Morris and Essex	90.00	90.00	5,500,000
16. Newark and Bloomfield	14.00	6.00	112,151
17. Newark and Paterson	11.50	....	.....
18. New Jersey	33.80	33.80	5,772,342
19. Northern New Jersey	21.27	21.27	452,115
20. Orange and Newark	6.00	6.00	200,000
21. Paterson and Hudson (Erie)	14.50	14.50	630,000
22. Paterson and Ramapo (Erie)	15.12	15.12	350,000
23. Perth Amboy and Woodbridge	8.00	8.00	160,000
24. Raritan and Delaware Bay	65.00	65.00	
Atsion Branch	9.00	9.00	
Long Branch Extension	4.00	4.00	2,596,481
Tom's River Branch	3.00	3.00	
25. Rocky Hill	....	....	41,615
26. Salem	16.00	16.00	250,777
27. South Branch	16.00	16.00	394,655
28. Sussex	12.00	12.00	397,825
29. Vincentown Branch	4.50	4.50	49,833
30. Warren	21.04	21.04	2,008,300
31. West Jersey	38.05	38.05	1,461,249
Total in New Jersey	887.80	866.80	$49,483,532

9. State of Pennsylvania.

1. Allegheny Valley	176.41	43.91	$1,828,731
2. Atlantic and Great Western	93.00	93.00	
Franklin Branch	32.00	32.00	8,142,790
Silver Creek Branch	6.00	6.00	
3. Bald Eagle Valley	51.20	51.20	1,050,000
4. Barclay Coal	16.50	16.50	400,000
5. Beaver Meadow (Con'ted with L. Val.)	....	....	.....
6. Bedford (Connected with H. & B. Top.)	....	....	.....
7. Bellefonte and Snow Shoe	20.50	20.50	
Bellefonte Branch	1.75	1.75	371,263
8. Bethlehem (B. to Stroudsburg)	35.00	....	100,000
9. Buffalo, Bradford and Pittsburg (part)	100.00	20.75	1,000,000
10. Catasauqua and Fogelsville	12.00	12.00	332,275
11. Catawissa (Atl. and Gt. West)	67.00	67.00	3,684,000
12. Chartiers Valley	22.50	....	341,639
13. Chester Valley	21.50	21.50	1,371,900
14. Chestnut Hill	4.13	4.13	126,650
15. Cleveland, Painesville and Ashtabula (part)	25.50	25.50	1,279,514
Erie Harbor Extension	1.20	1.20	
16 Cleveland and Pittsburg (part)	14.95	14.95	500,000
17. Cumberland Valley	56.00	52.00	1,131,037
18. Delaware & Hudson Canal Co's R. R.	32.00	32.00	1,921,361
Branches	2.80	2.80	
19. Delaware, Lackawanna and Western	110.70	110.70	9,620,385
Keyser Valley Branch	2.80	2.80	
20. East Brandywine and Waynesburg	17.50	17.50	259,000

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
21. East Mahanoy	10.00	10.00	380,550
22. East Pennsylvania	36.55	36.55	1,392,110
Temple Branch	1.12	1.12	
23. Ebensburg and Cresson	10.65	10.65	213,000
24. Elmira and Williamsport (part)	70.25	70.25	2,313,000
25. Erie (part)	42.50	42.50	3,792,162
26. Erie and North East	18.50	18.50	700,000
27. Erie and Pittsburg	81.00	81.00	1,781,386
28. Fayette County	12.69	12.69	130,000
29. Franklin	16.00	16.00	162,127
30. Gettysburg	17.12	17.12	274,481
31. Hanover Branch	12.20	12.20	227,839
32. Harrisburg and Lancaster	36.00	36.00	1,882,550
Columbia Branch	18.00	18.00	
33. Hazleton	18.00	18.00	360,000
34. Hempfield (part)	68.80	34.00	1,269,000
35. Huntingdon and Broad Top Mountain	31.25	31.25	2,012,243
Bedford Railroad	19.75	19.75	
Branches	19.20	19.20	
36. Ironton	9.68	9.68	261,876
37. Jamestown and Franklin	40.00	40.00	800,000
38. Junction (Philadelphia)	4.52	4.52	471,047
39. Lackawanna (Grassy Island)	9.10	9.10	182,000
40. Lackawanna and Bloomsburg	80.00	80.00	3,625,809
Pittston Branch	2.00	2.00	
41. Lawrence	18.00	18.00	360,000
42. Lehigh Luzerne	9.50	9.50	322,566
Eckley Branch	2.00	2.00	
43. Lehigh and Mahanoy	46.50	46.50	1,349,625
44. Lehigh and Susquehanna	21.50	21.50	1,894,988
45. Lehigh Valley	46.00	46.00	9,173,116
Beaver Meadow and Branches	26.00	26.00	
Mauch Chunk and Summit Hill	28.25	28.25	
Penn Haven and White Haven	17.50	17.50	
46. Little Saw Mill Run	3.00	3.00	83.044
47. Little Schuylkill	28.30	28.30	1,371,868
Branches	5.50	5.50	
48. Littlestown	7.25	7.25	76,000
49. Locust Gap	0.88	0.88	25,000
50. Lorberry Creek	5.50	5.50	82,050
51. Lyken's Valley	15.50	15.50	600,000
Branches	4.20	4.20	
52. McCauley's Mountain	5.25	5.25	160,500
53. McKean and Elk	26.20	....	262,000
54. Mahanoy and Broad Top Mountain	42.50	42.50	948,789
Branches	....	....	
55. Mauch Chunk and Summit Hill (connected with Lehigh Valley)	....	....	.....
56. Mifflin and Center County	12.50	....	.....
57. Mill Creek	15.03	15.03	500,000
58. Mill Creek and Mine Hill	4.09	4.09	323,375
Extension	12.70	12.70	
59. Mine Hill and Schuylkill Haven	24.50	24.50	3,700,060
Extension	105.50	105.50	
60. Mount Carbon	1.26	1.26	203,257
Branches	6.50	6.50	
61. Mount Carbon and Port Carbon	2.50	2.50	282,350
Branches	6.50	6.50	
62. Nauticoke	10.00	5.00	80,000
63. Nesquehoning Valley	13.10	....	36,117
64. New Castle and Beaver Valley	14.92	14.92	374,000
65. New York and Middle Coal Field	....	....	.....
66. Northern Central (part)	102.00	102.00	6,427,885
67. North Lebanon	7.52	7.52	306,706
Branches	0.68	0.68	
68. North Pennsylvania	55.26	55.26	6,067,793
Doylestown Branch	10.00	10.00	
Shimersville Branch	1.89	1.89	
69. Oil Creek	54.00	54.00	2,000,000
70. Panther Creek Valley	6.50	6.50	130,000
71. Penn Haven and White Haven (connected with Lehigh Valley)	....	....	.....
72. Pennsylvania	249.99	249.99	31,024,891
Hollidaysburg Branch	9.08	9.08	
Indiana Branch	18.99	18.99	
Philadelphia Division	81.14	81.14	
73. Pennsylvania Coal	46.87	46.87	2,000,000
Lackawaxen Branch	16.00	16.00	
74. Philadelphia and Baltimore Central	50.00	31.00	918,167
75. Philadelphia and Erie	287.60	287.60	15,760,623
76. Phila., Germantown and Norristown	17.06	17.06	1,401,478
Germantown Branch	3.14	3.14	
77. Philadelphia and Reading	95.00	95.00	24,734,756
Richmond Branch	5.50	5.50	
Lebanon Valley Line	54.00	54.00	
78. Philadelphia and Trenton	28.20	28.20	960,404
Connecting Railroad	6.00	6.00	
79. Phila., Wilmington and Balt. (part)	17.00	17.00	1,731,718
80. Pittsburg and Connellsville	149.00	59.50	2,272,100
81. Pittsburg, Ft. Wayne and Chicago (part)	47.00	47.00	2,350,000
82. Pittsburg and Steubenville (part)	34.00	34.00	2,000,000
83. Plymouth	....	....	.....
84. Port Kennedy	0.78	0.78	15,600
85. Reading and Columbia	40.00	40.00	1,392,796
Lancaster Branch	6.00	....	
86. Schuylkill and Susquehanna	54.00	54.00	1,308,686
Branch	1.00	1.00	
87. Schuylkill Valley	9.23	9.23	576,000
Branches	15.22	15.22	
88. Shamokin Valley and Pottsville	28.03	28.03	1,569,450
Lancaster Colliery Branch	1.12	1.12	
89. Shawmut and Ridgeway	12.00	12.00	250,000
90. Strasburg	4.25	4.25	100,000
91. Swatara (Good Spring)	6.00	6.00	41,780
92. Tangascootuc	....	....	.....
93. Tioga	29.61	29.61	968,137
94. Tonawanda	....	....	.....
95. Trevorton	15.30	15.30	1,890,000
96. Union Canal Co's. Railroad	3.50	3.50	120,000
Branches	2.25	2.25	
97. Tyrone and Clearfield	23.50	23.50	576,000
98. Westchester	9.00	9.00	184,833
Branch	1.25	1.25	
99. Westchester and Philadelphia	26 38	26.38	1,416,506
100. Western Pennsylvania	32.06	32.06	664,319
101. West Reading	1.74	1 74	54,800
102. Wrightsville, York and Gettysburg	13.00	13.00	393,230
Sundry Coal and Iron Railroads not specifically accounted for	350.00	350.00	6,000,000
Total in Pennsylvania	4,364.19	3,797.32	$195,982,888

STATE OF DELAWARE.

1. Delaware	84.30	84.30	$1,692,718
2. Delaware and Maryland	13.50	....	.....
3. Junction and Breakwater	40.60	8.60	94,642
4. New Castle and Frenchtown	6.00	6.00	744,425
5. New Castle and Wilmington	5.00	5.00	150,000
6. Phila., Wilmington and Balt. (part)	23.00	23.00	2,239,924
Total in Delaware	172,40	126.90	$4,921,709

11. STATE OF MARYLAND AND DISTRICT OF COLUMBIA.

1. Annapolis and Elkridge	20.50	20.50	$600,000
2. Baltimore and Ohio (part)	138.60	138.60	10,425,318
Branches	7.20	7.20	
Washington Line	30.00	30.00	1,650,000
Harper's Ferry Branch	....	....	.....
3. Baltimore and Potomac	80.00	....	.....
4. Cumberland Coal and Iron	10.20	10.40	600,000
Branches	3.60	3.60	
5. Cumberland and Pennsylvania	25.00	25.00	1,462,781
Branches	6.00	6.00	
6. Eastern Shore	31.60	6.50	100,000
7. Franklin (part)	6.00	6.00	63,000
8. George's Creek	21.00	21.00	660,000
9. Maryland and Delaware	40.00	....	1,000,000
10. Metropolitan	41.00	....	100,000
11. Northern Central (part)	36.00	36.00	2,203,380
Canton Extension	4.00	4.00	320,520
12. Philad., Wilmington and Balt. (part)	56.00	56.00	5,873,122
Port Deposit Branch	6.00	....	
13. Western Maryland	80.00	56.00	2,000,000
Hagerstown Extension	25.00	....	
Sundry Coal and Mining Roads, not specifically accounted for	60.00	60.00	1,500,000
Total in Maryland	727.90	486.80	$28,558,121

12. STATE OF WEST VIRGINIA.

1. Baltimore and Ohio (part)	241.00	241.00	$16,985,338
2. Hempfield (part)	9.00	9.00	450,000
3. Northwestern Virginia	103.50	103.50	6,252,128
4. Pittsburg and Steubenville (part)	8.00	8.00	683,201
Total in West Virginia	361.50	361.50	$24,370,667

13. STATE OF KENTUCKY.

1. Bardstown and Louisville	18.50	18.50	$370,000
2. Breckinridge Coal	8.50	8.50	312,000
3. Covington and Lexington	80.00	80.00	4,529,322
4. Henderson and Nashville	96.00	12.00	1,000,000
5. Lexington and Big Sandy	133.00	21.00	694,024
6. Lexington and Southern Kentucky	35.00	13.00	765,500

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
7. Lexington and Frankfort	29.00	29.00	651,598
8. Louisville and Frankfort	65.10	65.10	1,532,645
9. Louisville and Nashville (part)	140.00	140.00	
Memphis Branch	46.00	46.00	8,042,639
Lebanon Branch	73.50	73.50	
10. Maysville and Lexington	89.00	18.80	601,298
11. Mobile and Ohio (part)	58.50	20.50	1,592,137
12. Nashville and Northwestern (part)	7.50	7.50	225,000
13. New Orleans and Ohio	56.00	56.00	1,223,713
14. Portland and Louisville	5.00	5.00	100,000
Total in Kentucky	940.60	613.60	$21,639,876
14. State of Ohio.			
1. Ashtabula and New Lisbon	84.62	....	$846,200
2. Atlantic and Great Western	246.00	246.00	
New Lisbon Coal Branch	30.00	....	15,000,000
Cleveland Branch	50.00	50.00	
3. Bellefontaine and Indiana	118.23	118.23	3,430,357
4. Carrollton Branch	11.50	11.50	225,000
5. Central Ohio	137.10	137.10	6,502,178
6. Cincinnati, Hamilton and Dayton	60.30	60.30	4,933,989
Atlantic and Gt. Western Track	60.30	60.30	
7. Cincinnati and Indiana (part)	17.50	17.50	350,000
8. Cincinnati and Indianapolis Junction	21.67	21.67	682,000
9. Cincinnati and Zanesville	162.80	132.80	2,855,112
10. Cleveland, Columbus and Cincinnati	135.41	135.41	
Delaware Curve	5.72	5.72	4,750,000
Springfield and Pittsburg Line	49.80	49.80	
11. Cleveland, Painsville & Ashtabula (p't)	69.90	69.90	3,117,892
12. Cleveland and Pittsburg	101.00	101.00	
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	7,421,830
Beaver Extension (part)	7.05	7.05	
Wheeling Extension	47.00	47.00	
13. Cleveland and Toledo	87.50	87.50	7,424,022
Northern Division	60.00	60.00	
14. Cleveland, Zanesville and Cincinnati	114.10	61.39	1,574,693
15. Columbus and Indianapolis (part)	103.00	103.00	3,055,000
Covington and Richmond Branch	20.00	20.00	
16. Columbus and Xenia	54.56	54.56	1,714,241
17. Dayton and Cincinnati (Tunnel)	53.20	....	2,000,000
18. Dayton and Michigan	144.00	144.00	5,982,114
19. Dayton and Western	38.38	38.38	1,120,000
20. Dayton, Xenia and Belpre	63.00	16.25	860,496
21. Eaton and Hamilton	45.10	45.10	1,217,868
22. Fremont, Lima and Union	118.00	40.00	1,500,000
23. Greenville and Miami	32.00	32.00	1,000,000
24. Iron	56.00	13.00	267,333
25. Little Miami	83.40	83.40	4,126,278
26. Mahoning	67.00	67.00	2,851,951
Hubbard Branch	11.00	11.00	
27. Marietta and Cincinnati	182.80	182.80	
Hillsboro' Branch	21.60	21.60	
Dayton and Eastern Branch	42.00	....	15,233,782
Union Branch	9.00	9.00	
Scioto and Hocking Valley Line	55.60	55.60	
28. Michigan Southern and Northern Ind.	12.00	12.00	
Goshen Air Line (part)	63.60	63.60	2,422,628
Detroit, Monroe and Toledo (part)	7.00	7.00	
29. Ohio and Mississippi (part)	20.30	20.30	1,446,212
30. Pittsburg, Columbus and Cincinnati	117.80	117.80	4,772,951
Cadiz Branch	8.00	8.00	
31. Pittsburg, Ft. Wayne & Chicago (part)	249.00	249.00	11,261,527
32. Pittsburg, Maysville and Cincinnati	225.00	....	1,125,000
33. Sandusky, Dayton and Cincinnati	116.00	116.00	4,580,895
Findlay Branch	16.00	16.00	
34. Sandusky, Mansfield and Newark	116.00	116.00	2,428,910
Huron Branch	10.00	10.00	
35. Springfield and Columbus	19.50	19.50	352,132
36. Toledo, Wabash and Western (part)	75.50	75.50	3,139,881
37. Whitewater Valley	43.00	12.00	300,000
Total in Ohio	3,999.26	3,392.89	$131,872,472
15. State of Michigan.			
1. Amboy, Lansing and Traverse Bay	192.00	30.00	$1,250,000
2. Bay de Noquet and Marquette	77.00	33.00	750,000
3. Chicago, Detroit & Canada G'd Junc'n	59.00	59.00	1,962,712
4. Detroit and Milwaukee	188.00	188.00	8,918,303
5. Detroit, Monroe and Toledo	52.12	52.12	1,701,352
6. Flint and Fentonville	17.00	....	.....
7. Flint and Holley	18.00	18.00	400,000
8. Flint and Pere Marquette	173.00	35.00	1,500,000
9. Grand Rapids and Indiana	183.00	....	500,000
10. Grand River Valley	101.00	....	500,000
11. Marquette and Ontonagon	70.00	20.00	700,000
12. Michigan Central (part)	200.20	200.20	10,664,280
13. Mich. Southern & Northern Ind. (p't)	118.00	118.00	
Adrian and Monroe	33.60	33.60	
Palmyra and Lenawee	2.50	2.50	5,871,165
Jackson Branch	41.90	41.90	
Constantine Branch	4.20	4.20	
14. Peninsula (Chicago & N. Western)	70.60	70.00	3,850,000
15. Schoolcraft and Three Rivers	24.00	24.00	480,000
16. Port Huron and Lake Michigan	89.80	....	1,000,000
Total in Michigan	1,734.12	949.32	$39,648,812
16. State of Indiana.			
1. Chicago and Great Eastern (part)	89.50	89.50	$2,750,000
2. Cincinnati and Chicago	108.00	108.00	2,250,000
3. Cincinnati and Indianapolis Junction	77.43	35.00	1,000,000
4. Cincinnati and Indiana (part)	3.50	3.50	100,000
5. Cincinnati, Peru and Chicago	102.00	29.00	1,200,000
6. Evansville and Crawfordsville	109.00	109.00	2,600,599
Rockville Extension	23.00	23.00	
7. Evansville, Indianapolis & Cleveland	155.00	....	500,000
8. Ind. Cent. (Columbus and Indianapolis)	72.40	72.40	2,000,000
9. Indianapolis and Cincinnati	89.80	89.80	3,250,000
10. Indianapolis and Madison	86.00	86.00	
Martinsville Branch	26.00	26.00	1,464,347
Shelbyville Branch	23.00	23.00	
11. Indianapolis, Pittsburg and Cleveland (Bellefontaine line)	82.87	82.87	2,735,556
12. Jeffersonville	78.00	78.00	
New Albany Extension	4.00	4.00	2,000,000
13. Joliet and Northern Indiana (part)	15.00	15.00	666,666
14. Knightstown and Shelbyville	27.00	27.00	400,000
15. Lafayette and Indianapolis	64.00	64.00	1,920,000
16. Louisville, New Albany and Chicago	288.00	288.00	7,500,000
17. Michigan Central (part)	51.00	51.00	2,472,174
18. Michigan South. and N. Indiana (part)	99.00	99.00	4,944,664
Goshen Air Line (part)	60.00	60.00	
19. Ohio and Mississippi (part)	172.00	172.00	12,253,788
20. Peru and Indianapolis	74.00	74.00	2,370,922
21. Pittsburg, Ft. Wayne and Chic. (part)	149.00	149.00	6,739,227
22. Rushville and Shelbyville	20.00	20.00	320,000
23. Shelbyville and Lateral	16.00	16.00	160,000
24. Terre Haute and Richmond	73.00	73.00	1,988,509
25. Toledo, Logansport and Burlington	49.00	49.00	1,500,000
26. Toledo and Wabash (part)	166.90	166.90	6,941,037
27. Union Track (Indianapolis)	3.50	3.50	350,000
Total in Indiana	2,466.50	2,196.07	$72,377,489
17. State of Illinois.			
1. Alton and St. Louis	24.00	24.00	$800,000
2. Chicago and Alton	....	....	8,308,919
3. Chicago, Burlington and Quincy	204.00	204.00	
Aurora Branch	13.00	13.00	
Lewiston Branch	30.00	30.00	13,927,320
Peoria Line	53.00	53.00	
Quincy Line	100.00	100.00	
4. Chicago and Great Eastern (part)	20.00	20.00	500,000
5. Chicago and Milwaukee (part)	45.00	45.00	1,973,000
6. Chicago and Northwestern (part)	66.00	66.00	
Galena Line	91.00	91.00	
Fulton and Iowa Line	137.00	137.00	
Beloit Branch	21.00	21.00	22,253,631
Elgin and State Line	35.00	35.00	
St. Charles Air Line	9.00	9.00	
Kenosha and Rockford Line (part)	45.00	45.00	
6. Chicago and Rock Island	181.80	181.80	
Port Byron Branch	17.00	17.00	7,804,923
8. Illinois Central	308.75	308.75	
Galena Branch	252.20	252.20	29,675,410
Chicago Branch	146.50	146.50	
9. Illinois Coal	4.00	4.00	100,000
10. Jacksonville, Peoria and Chicago	161.50	81.40	3,500,000
11. Joliet and Chicago	37.00	37.00	2,000,000
12. Joliet and Northern Indiana (part)	30.00	30.00	1,383,384
13. Michigan Central (part)	13.00	13.00	630,162
14. Mich. Southern and N. Indiana (part)	13.00	13.00	381,388
15. Mound City	3.50	3.50	70,000
16. Northern Illinois	76.00	76.00	1,800,000
17. Ohio and Mississippi	148.00	148.00	4,870,000
18. Peoria and Bureau Valley	46.60	46.60	2,106,000
19. Pittsburg, Ft. Wayne and Chic. (part)	18.00	18.00	814,014
20. Rock Island and Peoria	71.00	11.00	300,000
21. St. Louis, Alton and Rock Island	120.00	.....	600,000
22. St. Louis, Alton and Terre-Haute	168.50	168.50	
St. Louis Branch	25.00	25.00	10,700,000
Belleville Line	14.80	14.80	

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
23. St. Louis, Jacksonville and Chicago	185.00	54.00	1,250,000
24. Sterling and Rock Island	52.00	52.00	1,200,000
25. Syracuse and Cortlandt	5.00	5.00	100,000
26. Toledo, Peoria and Warsaw	111.00	111.00	5,000,000
Mississippi and Wabash	116.00	18.00	
27. Toledo, Wabash and Western (part)	175.00	175.00	
Meredosia Branch	7.00	7.00	6,000,000
Meredosia-Quincy	34.00	34.00	
Clayton-Warsaw	26.00	26.00	
Total in Illinois	3,759.65	3,171.25	$127,798,081
18. State of Wisconsin.			
1. Beloit and Madison	47.00	47.00	$1,000,000
2. Chicago and Milwaukee (part)	40.00	40.00	1,741,000
3. Chicago and Northwestern (part)	176.00	176.00	11,220,160
Kenosha-Rockford Line (part)	28.00	28.00	
4. La Crosse and Milwaukee	95.00	95.00	3,500,000
5. Manitouwoc and Mississippi	220.00	7.50	200,000
6. Milwaukee and Beloit	43.50	.....	435,000
7. Milwaukee and Prairie du Chien	192.00	192.00	7,726,273
Southern Line	42.41	42.41	
8. Milwaukee and St. Paul	161.80	161.80	8,144,000
Horicon Branch	42.00	42.00	
Madison Branch	57.20	57.20	
9. Mineral Point	32.00	32.00	1,000,000
10. Racine and Mississippi	104.00	104.00	3,802,016
11. Sheboygan and Fond du Lac	43.00	20.00	457,292
12. Sugar River Valley	35.50	....	355,000
Total in Wisconsin	1,357.41	1,044.91	$39,580,741
19. State of Minnesota.			
1. Minnesota Central	112.00	56.00	$2,500,000
St. Paul Branch	6.00	....	
2. Minnesota Valley	180.00	26.00	750,000
3. St. Paul and Lake Superior	145.00	10.00	250,000
4. St. Paul and Pacific	375.00	50.00	2,500,000
Western Branch	220.00	....	.....
5. Southern Minnesota	420.00	20.00	500,000
6. Winona and St. Peter	150.00	65.00	1,750,000
Total in Minnesota	1,608.00	227.00	$8,250,000
20. State of Iowa.			
1. Burlington and Missouri	276.50	75.00	$2,777,376
2. Cedar Rapids and Missouri	240.00	122.00	4,000,000
3. Chicago, Iowa and Nebraska	82.10	82.10	2,800,000
4. Des Moines Valley	156.00	126.00	4,500,000
5. Dubuque and Sioux City	320.00	156.00	5,500,000
6. Dubuque, Marion and Western	90.00	54.00	1,600,000
7. Iowa Central	200.00	25.00	1,000,000
8. Keokuk, Mt. Pleasant and Muscatine	68.50	25.20	1,250,000
9. McGregor Western	165.00	51.00	2,000,000
10. Mississippi and Missouri	312.00	135.00	10,715,552
Oskaloosa Line	113.00	95.00	
Total in Iowa	2,023.10	946.30	$36,142,928
21. State of Missouri.			
1. Cairo and Fulton	76.79	37.00	$1,500,000
2. Chariton and Randolph	40.00	....	400,000
3. Cameron and Kansas City	36.00	....	360,000
4. Hannibal and St. Joseph	206.80	206.80	12,983,740
5. Missouri River Valley	160.00	....	.....
6. North Missouri	236.75	168.80	7,441,250
7. Pacific of Missouri	282.00	982.00	15,000,000
South West Branch	283.00	77.50	4,500,000
8. Platte County	150.40	52.00	2,000,000
9. Quincy and Palmyra	10.50	10.50	250,000
10. St. Louis and Iron Mountain	86.50	86.50	5,797,092
Potosi Branch	3.65	3.65	
Total in Missouri	1,572.39	924.75	$50,232,082
22. State of Kansas.			
1. Union Pacific—Eastern Div.	360.00	62.00	$2,000,000
2. Atchison and Pike's Peak	120.00	50.00	1,500,000
Total in Kansas	480.00	112.00	$3,500,000
23. Nebraska Territory.			
1. Union Pacific	1,200.00	53.00	$3,000,000
Total in Nebraska	1,200.00	53.00	$3,000,000
24. State of California.			
1. California Central	43.80	43.80	$2,500,000
2. California and Oregon	650.00	....	.....
3. Central Pacific	120.00	54.00	2,500,000
4. Freeport	9.00	9.00	250,000
5. North Beach and Mission	3.50	3.50	200,000
6. Northern California	29.00	29.00	1,200,000
7. Omnibus (San Francisco)	2.80	2.80	150,000
8. Placerville and Sacramento City	34.90	34.90	2,000,000
9. Sacramento Valley	22.50	22.50	1,750,000
10. San Francisco and Alameda	22.00	5.00	250,000
11. San Francisco and Oakland	4.00	4.00	200,000
12. San Francisco and Sacramento	58.00	....	580,000
13. San Francisco and San José	50.00	50.00	2,000,000
14. San Francisco and Washoe	92.00	....	.....
15. South San Francisco	4.00	4.00	100,000
16. Western Pacific	120.00	....	.....
Total in California	1,285.50	262.50	$13,800,000
25. State of Oregon.			
1. Cascades Transit	6.00	6.00	$200,000
2. Dalles and Deschuttes	13.50	13.50	300,000
Total in Oregon	19.50	19.50	$500,000
26. State of Virginia.			
1. Alexandria, Loudoun and Hampshire	160.00	41.51	$1,533,038
2. Alexandria and Fredericksburg	38.00	....	.....
3. Alexandria and Washington	6.00	6.00	200,000
4. Blue Ridge (State Road)	16.81	16.81	1,604,761
5. Clover Hill (coal)	18.50	18.50	185,000
6. Covington and Ohio	224.00	....	1,905,644
7. Fredericksburg and Gordonsville	45.00	....	221,572
8. Manassas Gap	139.30	77.77	
Port Royal Branch	1.00	1.00	
Gainesville Branch	7.96	7.96	3,153,228
Harper's Ferry Branch	44.12	.....	
9. Norfolk and Petersburg	80.00	80.00	2,129,029
10. Orange and Alexandria	88.30	88.30	
Warrenton Branch	8 90	8 90	6,421,798
Lynchburg Extension	59.50	59.50	
11. Petersburg (part)	53.78	53.78	
Gaston Branch (part)	9.03	9.03	959,370
12. Richmond and Danville	140.50	140.50	
Midlothian Branch	1.14	1.14	3,726,037
Manchester Branch	1.55	1.55	
13. Richmond, Frederick and Potomac	75.00	75.00	
Springfield Branch	3.50	3.50	1,9 5,579
14. Richmond and Petersburg	22.14	22.14	
Port Walthall Branch	2.75	2.75	1,222,523
15. Richmond and York River	38.30	23.66	725,394
16. Roanoke Valley (part)	8.12	8.12	158,871
17. Seaboard and Roanoke (part)	63.23	63.23	1,169,246
18. South Side	123.00	123.00	
City Point Branch	9.00	9.00	4,239,537
19. Virginia Central	189.19	189.19	5,493 950
20. Virginia and Kentucky	130.00	....	105 601
21. Virginia and Tennessee	204.24	204.24	
Salt Works Branch	9.42	9.42	7,430,835
Other Branches	1.20	1.20	
22. Winchester and Potomac	32.00	32.00	575,831
Total in Virginia	2,054.48	1,378.70	$45,146,843
27. State of North Carolina.			
1. Atlantic and North Carolina	94.92	94.92	$2,157,503
2. North Carolina	223.00	223.00	4,235,072
3. Piedmont (Greensboro' to Danville)	32.00	32.00	1,000,000
4. Petersburg (part)	8.22	8.22	
Gaston Branch (part)	8.97	8.97	300,484
5. Raleigh and Gaston	97.00	97.00	1,240,241
6. Roanoke Valley (part)	13.88	13.88	317,741
7. Seaboard and Roanoke	16.77	16.77	300,000
8. Western Coal	41.50	41.50	8 30,000
9. Western North Carolina	273.12	81.00	
Newton Branch	3.00	3.00	2,000,000
10. Wilmington, Charlotte and Rutherfordton	262.00	112.00	2,500,000
11. Wilmington and Manchester (part)	62.50	62.50	741,166
12. Wilmington and Weldon	161.50	161.50	3,076,588
Tarboro' Branch	15.00	15.00	120,000
13. Charlotte and South Carolina	6.04	6.04	100,000
Total in North Carolina	1,352.42	977.30	$19,308,018
28. State of South Carolina.			
1. Blue Ridge	53.50	31.50	
Branch	1.50	1.50	$2,989,165
2. Charleston and Savannah (part)	88.32	88.32	1,986,784
3. Charlotte and South Carolina (part)	103.56	103.56	1,619,045
4. Cheraw and Darlington	40.30	40.30	612,000
5. Cheraw and Coal Fields	57.00	.....	.....

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
6. Greenville and Columbia	143.25	143.25	
Abbeville Branch	11.50	11.50	2,762,930
Anderson Branch	9.50	9.50	
7. King's Mountain	22.50	22.50	225,000
8. Laurens	32.00	32.00	543,403
9. Northeastern	102.00	102.00	2,054,315
10. South Carolina	136.00	136.00	
Columbia Branch	68.00	68.00	6,503,106
Camden Branch	38.00	38.00	
11. Spartanburg and Ancon	67.00	30.00	897,391
12. Wilmington and Manchester (part)	99.00	99.00	1,758,834
Total in South Carolina	1,072.93	988.93	$22,423,690
29. State of Georgia.*			
1. Atlanta and West Point	86.74	86.74	$1,192,389
2. Augusta and Savannah	53.00	53.00	1,082,298
3. Barnesville and Thomaston	16.00	16.00	200,000
4. Brunswick and Florida	67.20	43.50	755,919
5. Central of Georgia	190.72	190,72	3,700,000
6. Charleston and Savannah (part)	15.00	15.00	333,000
7. East Tennessee and Georgia (part)	15.00	15.00	520,000
8. Etowah	8.87	8.87	112,526
9. Georgia	171.00	171.00	
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	4,156,000
Washington Branch	18.00	18.00	
10. Macon and Brunswick	174.00	37.50	1,000,000
11. Macon and Western	102.00	102.00	1,501,964
12. Main Trunk (Atlantic and Gulf)	163.50	109.69	2,193,817
13. Milledgeville and Eatonton	22.00	22.00	275,901
14. Milledgeville and Gordon	17.00	17.00	213,500
15. Muscogee	50.00	50.00	1,000,000
16. Rome and Kingston	20.00	20.00	250,000
17. Savannah, Albany and Gulf	68.13	68.13	1,386,634
18. Southwestern	106.10	106.10	
Butler Branch	22.00	22.00	
Eufala Branch	59.08	59.08	4,000,000
Fort Gaines Branch	21.89	21.89	
19. Western and Atlantic (part)	125.00	125.00	5,345,565
Total in Georgia	1,635.23	1,421.22	$29,169,573
30. State of Florida.*			
1. Florida	154.20	154.20	$3,084,000
2. Florida and Alabama	45.10	45.10	1,133,000
3. Florida, Atlantic and Gulf Central	59.30	59 30	1,212,000
4. Pensacola and Georgia	297.00	112.00	2,719,000
Monticello Branch	3.90	3.90	
5. Perdido and Junction	6.00	6.00	60,000
6. Tallahassee	21.00	21.00	420,000
Total in Florida	586.50	401.50	$8,628,000
31. State of Tennessee.			
1. Central Southern	47.58	47.58	$1,079,572
2. Cleveland and Chattanooga	30,00	30.00	867,210
3. East Tennessee and Georgia (part)	95.80	95.80	3,117,367
4. East Tennessee and Virginia	130.28	130.28	2,866,297
5. Edgefield and Kentucky	46.70	46.70	1,289,771
6. Knoxville and Kentucky	63.00	....	630,000
7. Louisville and Nashville	45.00	45.00	1,576,829
8. Memphis and Charleston	86.56	86.56	
Somerville Branch	15.40	15.40	2,248,217
Florence Branch (in Ala.)	....	....	
9. Memphis and Ohio	130.60	130.60	6,612,219
10. Memphis, Clarkesville and Louisville	56.80	56.80	1,592,518
11. McMinnville and Manchester	34.20	34.20	590,623
12. Mississippi Central	47.40	47.40	1,268,758
13. Mississippi and Tennessee	9.78	9.78	237,291
14. Mobile and Ohio (part)	118.50	118.50	2,957,599
15. Nashville and Chattanooga	149.75	149.75	
Shelbyville Branch	9.00	9.00	3,632,882
16. Nashville and Northwestern (part)	167.50	167.50	5,044,879
17. Tennessee and Alabama	57.62	45.81	1,185,053
18. Western and Atlantic (part)	13.00	13.00	555,932
19. Winchester and Alabama	38.12	38.12	629,662
Total in Tennessee	1,392 49	1,317.78	$33,977,478
32. State of Alabama.			
1. Alabama and Florida	115.60	115.60	$2,981,716
2. Alabama and Tennessee Rivers	167.40	109.80	2,446,833
3. Alabama and Mississippi	88.30	88.30	2,000,000
4. Marion and Cahawba	14.00	14.00	280,000

*Some few miles ought to be added to the aggregate of Georgia and Florida for the Georgia and Florida Railroad, built during the late war. We, however, have not the figures to represent it. It commences at Station No. 12, of the Atlantic and Gulf Railroad and extends to Live Oak Station, on the Pensacola and Georgia Railroad.

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
5. Memphis and Charleston (part)	157.00	157.00	
Florence Branch	4.00	4.00	3,731,497
6. Mobile and Gerard	228.30	57.30	2,000,000
7. Mobile and Great Northern	67.30	49.16	1,094,200
8. Mobile and Ohio (part)	63.00	63.00	1,788,373
9. Montgomery and West Point	88.50	88.50	
Opelika Branch	28.40	28.40	2,265,983
10. Northeast and Southwest	209.50	....	619,000
11. Selma and Gulf	58.80	....	588,000
12. Tennessee and Alabama Central	26.10	26.10	781,500
13. Tennessee and Coosa	36.50	....	365,000
14. Wills' Valley	82.00	....	410,000
Total in Alabama	1,434.70	891.16	$21,351,102
33. State of Mississippi.			
1. Grand Gulf and Port Gibson	8.00	8.00	$200,000
2. Memphis and Charleston	28.00	28.00	692,812
3. Mississippi Central (part)	188.60	188.60	5,055,034
4. Mississippi and Tennessee	89.42	89.42	2,135,624
5. Mobile and Ohio (part)	270.00	270.00	
Columbus Branch	14.50	14.50	6,731,927
6. New Orleans, Jackson and G. Northern	323.00	118.00	3,789,110
7. Raymond	7.00	7.00	100,000
8. Southern Mississippi	143.60	143.60	4,308,000
Total in Mississippi	1,072.12	867.12	$24,112,507
34. State of Louisiana.			
1. Baton Rouge, Gross-Tete & Opelousas	46.00	17.00	$327,009
2. Clinton and Port Hudson	22.00	22.00	750,666
3. Mexican Gulf	27.00	27.00	662,610
4. Milnburg and Lake Pontchartrain	6.00	6.00	212,988
5. New Orleans and Carrollton	6.50	6.50	
Branches	8.50	8.50	500,000
6. N. Orleans, Opelousas and Gt. Western	258.00	80.00	4,459,680
Houston Line	161.00	....	1,610,000
7. N. Orleans, Jackson and Gt. Northern	89.00	89.00	2,822,070
8. Vicksburg, Shreveport and Texas	189.00	53.75	1,662,691
9. West Feliciana	26.00	26.00	620,000
Total in Louisiana	838.00	335.75	$13,627,664
35. State of Arkansas.			
1. Cairo and Fulton	301.00	....	$1,000,000
2. Little Rock and Fort Smith	155.00	....	200,000
3. Little Rock and Napoleon	99.33	....	400,000
4. Memphis and Little Rock	146.00	38.50	1,200,000
Total in Arkansas	701.33	38.50	$2,800,000
36. State of Texas.			
1. Buffalo Bayou, Brazos and Colorado	160.00	32.00	$1,200,000
2. Eastern Texas	140.00	21 00	1,000,000
3. Galveston, Houston and Henderson	240.00	72.00	2,880,000
4. Houston and New Orleans	96.00	96.00	3,000,000
5. Houston Tap and Brazoria	80.00	80.00	2,000,000
6. Houston and Texas Central	356.00	78.00	
Austin Branch	120.00	20.00	4,829,772
7. Memphis, El Paso and Pacific	225.00	....	.....
8. Sabine and Rio Grande	452.00	....	100,000
9. San Antonio and Mexican Gulf	135.00	25.00	500,000
10. Southern Pacific	783.00	27.50	1,000,000
Total in Texas	72,87.00	451.50	$16,509,772

RECAPITULATION.

States.	Mileage—Total.	Mileage—Completed.	Cost of Road.—Total.	Cost of Road.—Per Mile.
1. Maine	640.59	509.37	$18,134,925	$35,619
2. New Hampshire	659 33	659.33	22,342,947	33,904
3. Vermont	596.73	596.73	24,778,417	41,497
4. Massachusetts	1,353.55	1,309.65	59,956,462	45,999
5. Rhode Island	151.74	119.24	4,941 240	41,513
6. Connecticut	717.54	637.54	23 900,001	37,498
7. New York	3,278.17	2,928.17	145,240,291	49,603
8. New Jersey	887.80	868.80	49,483,532	56,943
9. Pennsylvania	4,364.19	3,797.32	195,982,888	51,615
10. Delaware	172.40	126.90	4,921,709	38,758
11. Maryland & Dist. of Col	727.90	486.80	28,558,124	58,641
12. West Virginia	361.50	361.50	24,370.667	67,508
13. Kentucky	940.60	613.60	21,639,876	35,244
14. Ohio	3,999.26	3,392.89	131,872,472	38,865
15. Michigan	1,734.12	949.32	39,648,812	41,779
16. Indiana	2,466.50	2,196.07	72,377,489	32,922
17. Illinois	3,759.65	3,171.25	127,798,081	40,302
18. Wisconsin	1,357.41	1,044.91	39,580,741	37,876
19. Minnesota	1,608.00	227.00	8,250,000	36,348
20. Iowa	2,023.00	946.30	36,142,928	38,206
21. Missouri	1,572.39	924.75	50,232,482	54,305
22. Kansas	480.00	122.00	3,500,000	28,699

23. Nebraska Territory	1,200.00	53.00	3,000,000	56,604	
24. California	1,285.80	262.50	13,800,000	52,671	
25. Oregon	19.50	19.50	500,000	25,641	
26. Virginia	2,054.48	1,378.70	45,146,843	32,739	
27. North Carolina	1,352.42	977.30	19,308,018	19,762	
28. South Carolina	1,072.93	988.93	22,423,690	22,673	
29. Georgia	1,635.23	1,421.22	29,169,513	20,527	
30. Florida	586.50	401.50	8,628,000	21,489	
31. Alabama	1,434.70	891.16	21,351,102	23,979	
32. Mississippi	1,072.12	867.12	24,112,507	27,811	
33. Tennessee	1,392.49	1,317.78	33,977,478	25,779	
34. Arkansas	701.33	38.50	3,800,500	31,169	
35. Louisiana	838.00	335.75	13,627,664	40,559	
36. Texas	2,787.00	451.50	16,509,772	30,607	
Total United States	51,284.87	35,316.40	$1,388,555,268	$38,998	
Six New England States	4,119.48	3,831.86	$154,048,992	$40,199	
Five Middle Atlantic States	9,430.46	8,207.99	424,186,541	51,679	
Twelve Northern Interior States, &c.	21,502.43	13,970.59	557,913,148	39,998	
Two Pacific States	1,305.30	282.00	14,300,000	50,539	
Five Southern Atlantic States	6,701.56	5,167.65	124,676,061	24,129	
Six Gulf and Southern Interior States	8,225.64	3,901.81	113,428,523	29,064	
Total United States	51,284.87	35,361.40	$1,388,555,268	$38,998	

In making the reductions to cost per mile in the above table, the aggregate cost in each State has been divided by the completed mileage. This makes a greater or less error in result, according to the activity of railroad construction in the States severally. Thus in the New England States generally the result obtained by this process is nearly accurate, since the difference between completed and progressing roads is small. In the new States, however, in which large amounts have been expended on roads as yet incomplete, the difference is necessarily wider apart. Making reductions for the actual condition of affairs in the several States, a near approximation to the truth is arrived at. The following table is based on this proposition:

APPROXIMATE COST PER MILE OF ROAD.

States.	Cost as above.	Deduct per cent.	Resulting Cost.	States.	Cost as above.	Deduct per cent.	Resulting Cost.
Maine	$35,619	1	$35,263	Minnesota	$36,343	20	$29,705
N. Hamp.	33,904	..	33,904	Iowa	38,206	20	30,565
Vermont	41,497	..	41,497	Missouri	54,305	10	48,875
Mass.	45,999	..	45,999	Kansas	33,334	25	27,000
Rhode Isl.	41,513	1	41,098	Nebraska	56,604	50	28,302
Conn.	37,498	..	37,498	California	52,671	20	42,113
N. York	49,603	2½	48,363	Oregon	25,641	...	25,641
N. Jersey	56,943	1	56,374	Virginia	32,739	10	29,466
Penn.	51,615	5	49,035	N. Car.	19,762	3	19,169
Delaware	38,753	2½	37,675	S. Car.	22,673	5	21,540
Md., &c.	58,641	2½	57,175	Georgia	20,517	..	20,517
W. Va.	67,508	..	67,508	Florida	21,489	..	21,489
Kentucky	35,244	..	35,244	Alabama	23,979	12½	20,982
Ohio	38,865	5	36,922	Mississippi	27,811	10	25,030
Michigan	41,779	10	37,602	Tennessee	25,779	4	24,748
Indiana	32,922	2½	32,099	Arkansas	31,169	25	23,377
Illinois	40,302	5	38,201	Louisiana	40,559	20	32,447
Wisconsin	37,876	5	35,983	Texas	36,607	33½	24,405

The following table shows the

PROGRESS OF RAILROAD CONSTRUCTION,

from the year 1827, when the only railroad in America was that belonging to the Quincy Company, extending from their quarry to tide-water in Boston Harbor, to the commencement of the present year, 1866, when the United States, in the aggregate is traversed by a longer length of track than is found in all other parts of the world together! and if the equivalent single track be measured, the whole would girdle the earth at the equator with a double track line!

Year.	Miles.	Year.	Miles.	Year.	Miles.	Year.	Miles
1827	3	1837	1,421	1847	5,336	1857	22,625
1828	3	1838	1,843	1848	5,682	1858	25,090
1829	28	1839	1,920	1849	6,350	1859	26,755
1830	41	1840	2,197	1850	7,475	1860	28,771
1831	54	1841	3,319	1851	8,589	1861	30,593
1832	131	1842	3,877	1852	11,027	1862	31,769
1833	576	1843	4,174	1853	13,497	1863	32,471
1834	762	1844	4,311	1854	15,672	1864	33,860
1835	918	1845	4,522	1855	17,398	1865	34,442
1836	1,102	1846	4,870	1856	19,251	1866	35,361

PASSENGER RAILROADS.

It is almost impossible to follow the progress of city railroad construction. All our large and many of our second or third rate cities have these accommodations, and in several instances they extend far into their neighborhoods. We have lists which, at some future time, and when more complete, we shall publish. These, incomplete as they are, sum up to more than 1,100 miles, and with their second tracks cannot measure less than 1,650 miles. If we add these to the commercial and mineral roads given in the tables as above, we find that the total length of road in the Union is 37,000 miles, or, with second track, no less than 50,000 miles, costing, in round numbers, $1,450,000,000.

CENSUS STATISTICS OF MANUFACTURES PRODUCED IN THE UNITED STATES DURING THE YEAR ENDING JUNE 1, 1860.

States and Territories.	No. of Establishments.	Capital Invested.	Cost of Raw Material.	Average No. of Hands Employed. Males.	Females.	Annual Cost of Labor.	Annual Value of Product, In 1860.	In 1850.	Per Cent. Increase.	Val. of An. Product per Capita.
Maine	3,810	$22,044,020	$21,558,066	21,827	9,792	$8,868,691	$38,193,254	$24,661,057	54.4	$60 78
New Hampshire	2,592	23,274,094	20,599,857	18,379	13,961	8,110,561	37,586,458	28,164,503	62.2	115 27
Vermont	1,883	9,498,617	7,608,858	8,568	1,984	3,004,956	14,637,807	9,570,920	70.8	46 45
Massachusetts	8,176	132,792,827	125,058,721	146,268	71,158	56,960,918	255,545,922	157,743,994	62.	207 58
Rhode Island	1,191	24,278,295	19,858,515	20,795	11,695	8,760,125	40,711,296	22,117,688	84.	238 14
Connecticut	3,019	45,590,450	40,909,090	44,002	20,467	19,026,196	81,924,555	47,114,585	73.8	178 04
Total in N. E. States	20,671	$257,477,783	$245,523,107	262,824	129,002	$104,231,478	$468,599,387	$283,372,747	65.36	$149 46
New York	22,624	172 895,652	214,813,061	177,885	58,227	65,446,759	379,170,939	237,897,249	59.45	97 61
New Jersey	4,173	40,521,048	41,429,100	43,198	12,829	16,277,337	76,806,104	39,851,256	91.4	113 54
Pennsylvania	22,363	190,055,904	168,477,698	182,593	39,589	60,369,165	290,121,188	155,044,910	87.1	99 62
Delaware	615	5,452,887	6,028,918	5,465	956	1,905,754	9,892,902	4,549,296	117.78	89 59
Maryland	3,683	23,280,693	25,494,007	21,630	6,773	7,190,672	41,735,157	33 048,892	26.3	60 74
District of Columbia	429	2,905,865	2,884,185	2,658	495	1,139,154	5,412,102	2,690,258	101.	73 08
Total in Middle States	53,287	$435,061,964	$444,126,969	433,424	113,819	$152,328,841	$802,638,392	$472,876,861	69.67	$96 31
Ohio	11,123	57,295,308	69,800 270	65,749	9,853	22,302 989	121,691,148	62,692,279	94.1	59 91
Indiana	5,823	18,451,121	27,142,597	20,563	732	6,818,885	42,808,469	18,725,423	128.5	31 69
Michigan	3 448	23,808,226	17,635,611	22,144	1,046	6,735,047	32,658,356	17,169 002	191.4	43 59
Illinois	4,268	27.548,563	35,588,782	22,489	479	7,637,991	57,580,886	16,584 272	249.3	53 63
Wisconsin	3,064	15,831,581	17,187,334	14,641	778	4,268,708	27,349,467	9,293,068	199.9	35 89
Minnesota	562	2,388,310	1,904,070	2,104	19	712,214	3,378,172	58,300	58.96	19 99
Iowa	1,989	7,247,180	8,612,259	6,142	165	1,922,417	13 971,325	3,551,783	293.3	20 70
Missouri	3,157	20,084,220	23,849,941	18,628	1,058	6,669,916	41,782,781	24,424,418	71.3	35 35
Kentucky	8,450	20,356,579	22,295,759	19,587	1,671	6,020,082	37,981,240	21,710,212	74.7	33 69
Kansas	344	1,084,935	1,444,975	1,700	35	880,346	4,857,408	....	....	30 79
Nebraska Territory	107	266,575	287,215	334	2	105,332	607,328	....	....	21 01
Total in Western States	36,785	$194,212,543	$225,618,818	194,081	15,828	$68,573,807	$384,606,580	$168,058,757	128.8	$37 58
Virginia	5,885	26,985,560	30,840,581	32,606	3,568	8,544,117	50,652,124	29,602,507	71.1	33 63
North Carolina	3,689	9,693,708	10,203,228	12,104	2,118	2,689,441	16.678,698	9,111,050	83.	16 89
South Carolina	1,230	6,981,756	5,198,881	6,096	898	1,380,027	8,615,195	7,045,477	22.3	12 24
Georgia	1,890	10,890,275	9,986,582	9,492	2,083	2,925,148	16,925,564	7,082,075	139.	16 09
Florida	185	1,574,125	874,506	2,297	157	619,840	2,447,969	668,335	266.	17 43
Alabama	1,459	9,098,181	5 439.963	6,792	1,097	2,182,940	10,588,566	4,528,876	133.8	10 93
Louisiana	1,744	7,151,172	6,788,486	7,673	916	3,683,679	15,587,473	6,779,417	130.	23 01
Texas	933	3,272,450	3,867,372	3,338	111	1,162,756	6,577,202	1,168,538	462.	10 68
Mississippi	976	4,384,492	3,146,686	4,572	208	1,618,320	6,590,687	2,912,068	126.	8 55
Arkansas	518	1,816,610	1,280,503	1,881	46	554,240	2,880,578	587,908	435.	6 61
Tennessee	2,572	14,426,261	9,416,514	11,582	946	3,370,687	17,937,225	9,725,608	84.9	16 20
Total in Southern States	20,631	$95,974,585	$86,543,152	98,583	12,188	$28,681,195	$155,531,281	$79,161,859	96.47	$17 03
California	8,468	22,043,096	27,051,674	49,169	57	28,402,287	68,258,223	12,862,522	430.	179 90
Oregon	309	1,387,288	1,431,952	968	10	635,256	2,976,761	2,236,640	33.	56 78
Utah Territory	148	443,356	439,512	380	9	231,701	900,153	291,220	204.9	22 35
Washington Territory	52	1,296,200	502,021	866	4	458,601	1,406,921	[illegible]	....	121 85
New Mexico Territory	82	2,008,350	367,892	1,044	30	341,306	1,249,123	249,010	405.	13 35
Total in Pacific States & Territories	9,059	$27,128,240	$29,793,051	52,427	110	$30,064,151	$74,786,186	$15,639,892	378.	$129 42
Aggregate in United States in 1860	140,433	$1,009,855,715	$1,031,605,022	1,041,349	270,897	$379.178,968	$1,885,861,676	$1,019,106,616	85.5	$59 97
Aggregate in United States in 1850	128,025	538,245,851	555,128,822	781,187	225,922	236,755,464	1,019,106,616			
Increase	17,408	$476,610,364	$476,481,270	310,212	44,975	$142,423,502	$866,755,060			
Increase per cent.	....	89.5	85.9	....	....	....	85.5			

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y. ($1,580,850):				
5 per cents, municipal	100,000	J. & D.	'70–'74	
6 " " "	225,000	J. & J.	'85–'89	
6 " " "	100,000	J. & J.	'80–'84	
6 " " water	850,000	F. & A.	'70–'81	
6 " " Alb. N'rth. R. R.	300,000	M. & N.	1879	
6 " " A. & W. S. R. R.	1,000,000	J. & J.	'66–'76	
Alleghany City, Pa.				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me. ($103,000):				
6 per cents, municipal	103,000	var.	'67–'78	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38–'70	
6 " " Miscellaneous	400,920		var.	
6 " " Court House	169,754		"	
6 " " Water	3,500,000		"	
6 " " New Jail	250,000		"	
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	
6 " " Park	503,996		1890	
6 " " Flcat. & D'fens	225,000		var.	
6 " " Bounty	9,900			
6 " " N. W. Va. guar.	1,500,000	J. & J.	1873	
6 " " Y & C. "	500,000	" "	1877	
6 " " W. Md. RR. "	200,000	" "	1890	
Bangor, Me. ($876,567):				
6 per cents, municipal	208,70	var.	'66–'82	
6 " " K. & P. R. R.	720,000	" "	'66–'74	
Bath, Me. ($404 000):				
6 per cents, municipal	201,00	var.	'66–'73	
6 " " K. & P. R. R.	200,000	J. & O.	1870	
Boston, Mass. ($11,71 9,2)				
4½ per cents, municipal	582,205	var.	'78–'84	
5 " " "	1,607,618	"	'66–'70	
5 " " "	2,593,000	"	'71–'80	
5 " " "	364,000	"	'81–'85	
6 " " "	1,2 6,5 0	"	'71–'88	
5 " " water (notes)	400,000	"	'78–'79	
4½ " " " (sterling)	1,9 ,711	"	'72–'73	
5 " " " (dollar)	993,000	"	'70–'78	
Brooklyn, N. Y.:				
6 per cents, municipal	791,200	J. & J.	'66–'74	
6 " " "	245,000	" "	'75–'85	
6 " " "	40 ,000	" "	'86–'95	
6 " " "	25,000	M. & N.	'66–'68	
6 " " Williamsburg	323,070	J. & J.	'61–'81	
6 " " water	1,700,000	" "	'68–'81	
6 " " "	749,000	" "	18 6	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1894	
6 " " "	850,000	" "	1899	
Buffalo, N. Y. ($854 000):				
6 per cents, m nicipal	216,000	var.	'66–'79	
7 " "	290,000	"	'66–'82	
7 " " war and relief	19 ,500	"	'82–'85	
Cambridge, Mass.				
5 per cents, municipal	161,000	var.	'66–'82	
5½ " " " of '50–'51	15,000	"	'66–'71	
5½ " " " of '54–'57	55,000	"	'66–'77	
6 " " " of '56–'62	45,692	"	'66–'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1881	
Camden, N. J.				
6 per cents, municipal	38,100	J. & J.	'65–'74	
6 " " "	27,300	" "	'78–'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67–'73	
5½ " " "	52,000	var.	'65–'67	
6 " " "	78,000	"	'68–'77	
5 " " Volunteer Aid	174,060	A. & O.	'77–'83	
5 " " water	202,000	" "	'82–'83	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70–'72	
5½ " " "	74 000	" "	'79–'88	
6 " " "	117,000	var.	'63–'77	
Chicago, Ill. ($3,730,807):				
7 per cents, municipal (old)	70,000	J. & J.	'66–'74	
7 " " " (new)	907,000	A. & O.	1881	
6 " " " (old)	100,000	J. & J.	'66–'74	
6 " " " (new)	200,000	" "	'75–'76	
7 " " sewerage	674,000	" "	'79–'87	
6 " " "	613,000	" "	1888	
7 " " water	252,000	" "	1884	
6 " " water	1,0 0,000	" "	1388	
Cincinnati, O ($3,840,000):				
5 per cents, municipal	200,000	A. & O.	'71–'85	
6 " " "	1,490,0 0	var.	'70–'94	
6 " " water	875 000	var.	'90–'95	
7 " " railroads	1,275,000	var.	'80–'90	
Cleveland, Ohio ($1,142,840):				
7 per cents, municipal	221,000	J. & J.	'66–'76	
8 " " Ohio city	21,000	" "	1879	
7 " " water	540,0 0	" "	'79–'81	
7 " " sewerage	32,000	" "	'68–'82	
Detroit, Mich. ($5 0,700 :				
7 " " sewers	38,545	var.	'69–'71	
7 " " redemptions	167,338	"	'70–'79	
7 " " H. of Correct'n	74,000	J. & D.	'79–'81	
7 " " redemptions	20,000	var.	'70–'71	
7 " " water	650,000	J. & J.	'70–'71	
7 " " soldiers bounty	150,000	A. & O.	'65–'69	
Dubuque, Iowa:				
8 per cents, municipal	319,547	var.	'69–'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	
7 " " D. & W. R. R.	250,000	" "	1877	

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Fall River, Mass.:				
5 per cents, municipal	$222,500	var.	'64–'72	
Gardiner, Me.:				
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'63–'79	
10 " " " (N.Y.)	141,000	"	'74–'81	
Hartford, Ct.:				
6 per cents, municipal	123,800	var.	'64–'80	
6 " " park	130,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1883	
Jersey City, N. J.:				
6 per cents, mun cipal	58,925	var.	'65–'74	
6 " " " coupon	63,000	"	'65–'81	
7 " " "	118,000	"	'65–'75	
6 " " water	650,000	J. & J.	'77–'83	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " " (sp'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'63–'75	
5½ " " "	130,000	"	'63–'82	
6 " " "	151,550	"	'63–'79	
Lowell, Mass.:				
5 per cents, municipal	58,000	annual.	'64–'67	
5 " " "	60,0 0	sem.-an.	'72–'82	
5½ " " "	60,000	" "	'72–'87	
5 5-6 p. " "	42,000	Feb.	'69–'75	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " "		"	"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	46,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
5½ " " "	18,800		'64–'69	
6 " " "	76,300		'63–'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72–'78	
6 " " (coupon)	99,500	" "	'66–'78	
6 " " (")	67,500	" "	'80–'88	
Marysville, Cal.:				
10 per cents, municipal		J. & J.	var.	
8 " "		" "	"	
Milwaukee, Wisc.:				
10 per cents, municipal		var.	due.	
7 " "	17,000	"	"	
4 " " re-adjust'd	50,000	J. & D.	1894	
8 " " railroad	754 500	var.		
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64–'80	
Newark, N. J.:				
6 per cents, municipal	280,000	sem.-an.	'70–'83	
7 " " Volunteer Aid	1,065,000	" "	'73–'84	
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'63–'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67–'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000	" "	1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73–'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " "		"	"	
7 " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70–'81	
New York, N. Y.:				
5 per cents, water	3,000,200	Quarterly, viz. F., M., A., & N.	1870	
5 " "	2,147,000		1880	
5 " " Croton water	900,000		1890	
6 " " "	100,000		1890	
5 " " Wat. Stk '49 & '54	512,700		1875	
5 " " '54 & '57	1,878,' 00		1875	
5 " " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1873	
5 " " Fire indemnity	402,768	F. & A.	1868	
5 " " Central Park	399,300		1898	
6 " " "	3,066,071		1887	
6 " " "	275,000		1 98	
6 " " Improv.	2,083,200		1887	
6 " " "	1,966,1 00		1876	
6 " " Add. Improv	1,000,000		1874	
6 " " W. Wash. Mark't	600,000		1875	
6 " " Croton water	1,800,000		1883	
6 " " Floating Debt	2,' 48,000		1878	
5 " " Publ. Bld'g No. 3	150,000	Feb., May, Aug. & N.	'64–'66	
6 " " Docks & Slips	500,000		'67–'76	
5 " " Publ. Education	154,000		1873	
6 " " Tompkins M'k't	102,000	F. & A.	'62–'69	
7 " " Harlem Bridge	60,000	var.	'64–'68	
6 " " Co. Court House	1,000,000	M. & N.	'75–'84	
5 " " Vol. Sold. Aid 7-11	4,500,000	" "	'65–'75	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64 '70	
Peoria, Ill.:				
7 per cents, school	35,000		'73–'80	
7 " " railroad	215,000		'73–'74	
6 " " " "	75,000		'71–'72	

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Philadelphia, Pa. ($28,910,484)				
6 per cents, consolidated	$689,967	J. & J.	'64–'73	
5 " " "	69,255	" "	'74–'82	
6 " " "	1,152,247	" "	'64–'73	
6 " " "	2,902,308	" "	'74–'83	
6 " " "	9,606,307	" "	'84–'90	
6 " " "	4,237,856	" "	'91–'99	
5 " " Phila. City	852,700	" "	'64–'74	
6 " " "	489,600	" "	'75–'79	
6 " " "	1,743,200	" "	'80–'91	
5 " " " Poor	217,295		'64–'68	
5 " " Southwark	99,150		'64–'81	
6 " " "	110,606		'64–'77	
6 " " Richmond	34,146		'82–'93	
5 " " Spring Garden	17,000		1866	
6 " " "	726,200		'65–'85	
6 " " Kensington	204,200		'65–'81	
6 " " District of Penn	60,333		'65–'76	
5 " " Moyamensing	6,000		'68–'71	
6 " " Frankford	48,459		'70–'73	
6 " " North Liberties	30,784		'70–'80	
6 " " West Phila.	71,813		'72–'73	
6 " " Germantown	1,000		1875	
6 " " Phila. County	360,117		'70–'75	
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me. ($3,101,245):				
6 per cents, municipal	1,030,246	var.	'66–'84	
6 " " A. & St. L. R. R.	1,500,000	"	'68–'70	
6 " " " "	500,000	A. & O.	1866	
Portsmouth, N. H.:				
5 per cents, municipal	35,700	M. & S.	'66–'72	
5½ " " "	11,800	" "	'66–'69	
5½ " " "	19,000	" "	'66–'71	
5 " " Volunteer Aid	58,000	A. & O.	'67–'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	90,000	" "	1866	
Poughkeepsie, N. Y.:				
6 per cents, municipal	37,677	var.	'66–'86	
6 " " water	14,000	"	'60–'78	
6 " " bounty	169,500	A. & O		
Providence, R. I.:				
6 per cents, municipal	509,000	M. & S.	1885	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	200,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc.	48,000	var.	var.	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Floating	66,000	A. & O.	'74–'82	
6 " " City Hall	62,000	J. & J.	'66–'73	
7 " " Bridge & impr.	129,000	var.	'66–'82	
6 " " "	60,000	"	'76–'82	
6 " " St'm Fire Eng's	20,000	"	'81–'82	
6 " " R. & Gen. V. RR.	24 ,000	J. & J.	'66–'76	
Sacramento City, Cal.:				
6 per cents, municipal S. F.	1,474,800		'88–'90	
St. Louis, Mo. ($4,76 ,500):				
6 per cents, Pacific R. R.	456,000	var.	71–'73	
6 " " O. & M. R. R.	420,000	J. & J.	72–'74	
6 " " Iron M't'n R. R.	285,000	" "	'74–'77	
6 " " N. M. R. R.	399,000	" "	'74–'75	
6 " " municipal	1,132,000	var.	'66–'83	
6 " " real estate	519,000	"	'66–'90	
6 " " sewerage	419,000	"	'70–'88	
6 " " impr. (old lim.)	249,000	"	'71–'87	
6 " " water	483,000	"	'71–'83	
6 " " harbors	246,000	"	'66–'86	
6 " " wharfs	163,000	"	'67–'81	
San Francisco, Calif.:				
10 per cents, municipal	1,352 600	M. & N.	1871	
10 " " fire	178,500	J. & J.	1866	
10 " " school	79,500	" "	1870	
7 " " "	42,000	" "	'77–'78	
7 " " city & county	1,300,000	" "	'77–'84	
7 " " " "	960,000	A. & O.	1883	
6 " " municipal	324,000	J. & J.	1875	
6 " " city & county	1,133,500	" "	1888	
Springfield, Ill.				
10 per cents, municipal	51,467		'68–'82	
8 " " "	55,000		'68–'81	
Taunton, Mass.:				
6 per cents, town bonds	85,000	J. & J.	var.	
Troy, N. Y.:				
7 per cents, municipal	140,000		'73–'79	
6 " " Schen. & T. R. R.	12,000		'66–'67	
6 " " Troy Un'n R. R.	115,000			
5½ " " Schen. & T. R. R.	154,000		'61–'72	
5 " " water	65,000		'66–'80	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, M. & W. R. R.	80,000	J. & J.	1878	
8 " " W. & Mad. R. R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S.	1873	
Wilmington, Del ($ 3,075):				
6 per cents, certificates	333,075	sem.-an.	'66–'78	
Worcester, Mass.:				
5 per cents, municipal	191,500	J. & D.	'66–'84	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var.	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	-----	-----
Chicago and Alton:													
1860	55,[illegible]4	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,[illegible]1	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	355,075	294,804	-----	-----
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281 334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	-----	-----
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,496,387	1,451,217	-----	-----
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,306	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,728	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,286	661,391	657,141	603,492	6,329,447
1865	546,410	522,655	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	624,968	-----	-----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55.257	48,544	512,219
1863	38,203	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	-----	-----
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,085	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,913	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	226,840	-----	-----
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,205	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	306,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	-----	-----
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159.658	151,902	175,696	188,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	406,445	410,892	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	-----	-----
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,398	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,663,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	-----	-----	-----	-----
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	284,622	283,646	288,619	245,977	2,785,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,368	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	468,873	486,557	454,826	4,088,837
1863	335,683	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	506,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	759,465	807,382	713,472	-----	-----
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,18	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	158,470	144,736	143,748	162,921	1,564,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	178,722	162,571	218,553	216,737	222,924	207,098	-----	-----
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,735	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	127,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	89,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	146,338	139,626	244,114	241,840	221,570	220,209	265,154	2,000,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	379,951	375,534	361,610	-----	-----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96½
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	100
" " " 1850	676,000	6	Jan. & July.	"	1880	102½
" " " 1855	1,085,000	6	Jan. & July.	"	1875	101½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	96½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '39, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	94
" " $875,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	91
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	100½
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	97
1st Mortgage pref. S. F.	564,000	7	April & Oct.	" "	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	82½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	83
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1883	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	108
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	239,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land. 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	93
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1831	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	6	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	83
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,607,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1866	
Memphis Branch 1st Mortgage	236,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn. Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	112
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	85
2d Mortgage	1,500,000	7	April & Oct.	" "	1894	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8	" "	"		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		49
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	209,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subs. (endors.)	231,000					
***New Albany and Salem:**						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,126	6	May & Nov.	New York.	1883	91½
D'bts of former Co's outst'ding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	104
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	96½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	
N. York, Providence and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	78-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7	" "	" "	1861	39
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'62–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99¾
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	300,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
" 1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	116
1858, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	79
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1873	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (-) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Year ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	288	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346 299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	583,490	3,000,000	927,000	.....	4,654,333	75.2	452,258	1,459,711	413,528	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	....
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464.127	*	—	1,100,000	300.000	29,149	.....	62.0	145,684	360,467	140,391	16	....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,287	loss.	—	117
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336.485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	34	....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724 336	*	—	658,805	51,000	.....	810 982	66.0	211,836	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	.....	8,810,340	117.4	652,755	1,847,291	622,566	9	114
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,982	3,238,531	66.4	344,463	631,728	244,471	7	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	252.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102 5	226,241	404 618	212.676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,028,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	11	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275.901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	105
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464 265	400.0	1,963,105	5,728,910	2,752,273	20	114
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	35½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	108½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '64	454.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,675,410	.....	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,465,194	8	131½
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	459,874	210,950	—	....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	42½
								INDIANA.													
.. .. '58	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2 080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	.....	2,726,187	132.0	216,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,884	9	100
31 Dec. '64	84.0	—	....	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	.....	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,963	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,558,765	132 0	.....	315,172	117,941	6	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	643,827	371,40	—	36½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,979	521,254	18	154½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 9	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	101.3	4	1	—	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,995	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	}	}	}	} Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	738,513	29.0	.....	188,468	65,774	7	80
30 Jun. '65	65.1	—	5.4	—	4	13	219	} Louisville and Frankfort	1,532,845	126,735	12,200	1,109,594	276,000	—	1,713,321	65 1	236,061	419,548	139,817	6	96
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	933,047	4,514,540	2,172,515	8	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505.260	—	3,242,318	560,000	339,297	5,855,320	80.0	180,204	481,922	223,64.)	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	58.7	—	....	126.3	...	...	—	*Vicksburg, Shreveport & Texas*	1,662,831	*	—	1.233,015	248,969	108.434	1,710,819	58.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7,565,489	—	14,781,571	329.3	1,582,793	3,121,215	1,715,063	18	108
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	74½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	338	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1.254.894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	53.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	....
2[illegible] Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,708	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,188	950,499	640,641	—	37
3[illegible] Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
2[illegible] Feb. '65	289.0	—	14.4	—	4[illegible]	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	450,423	649,212	12,580,598	235.0	598,415	1,097,798	271,310	—	....
2[illegible] Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	8,098,940	116,927	—	79,513	8,467,234	.....	8,853,402	114.0	100,562	197,744	1,895	—	....
2[illegible] Sep. '64	36.5	3.0	1.7	—	16	13	319	*St. Louis and Iron Mountain*	5,457,000	369,920	—	1,975,2[illegible]	3,001,000	49,000	5,853,10[illegible]	90.1	280,180	600,281	81,2[illegible]	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,354	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	238,767	6	95
May, '59	37.0	—	.....	—	—	—	-----	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	111½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183.345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	94½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,384,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	116
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	128½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	128½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	60½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	103½
30 Nov. '64	44.2	30.5	27.5	—	31	74	458	Eastern	3,986,179	329,765	264,102	3,155,000	1,067,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	104½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,455	809,362	71.0	185,647	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,600	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	100
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	392,470	81,543	—	243,305	226,900	727	470,931	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)	—	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248 495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	40
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	130½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,986	136,049	8	61
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,200	20,904	operated	by	Concord	R. R.	90,699	7	105
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166 500	15,519	3,250,418	92.0	.....	210,265	210,265	7	91
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,235	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	125½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	122,930	2,221,449	60.2	.....	231,466	71,106	—	54
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	120½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270 000	570,764	171,755	7	99½
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	140
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,260,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18.2	—	—	—	—	—	—	Warren	2,408,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	180,510	6½	46½
31 Dec. '64	38.5	—	.....	47	—	—	—	West Jersey	1,461,219	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209	—	1,604.145	1,016.739	173 722	2,794,607	82.0	65.472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369.088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	190
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,516,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	96½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	108½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,269	335,287	14	38
30 Sep. '65	297.8	258.1	421.0	—	258	284	6,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	94½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,709,850	163.8	1,736,116	1,860,429	450,769	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726 343	176,640	—	41
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218 191	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432 3 3	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,764	10	100
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257.035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34 237	—	628,100	200,000	140.000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	186	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	324,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	105,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '56	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06 /	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	131.6	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750 000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	125
31 Dec. '64	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,759	23,340	1,036,065	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424 299	1,651 990	26	.....
30 Nov. '64	101	102.5	.....	—	56	25	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	8	85½
31 May '65	109.1	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	113
31 Dec. '55	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '55	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268.317	35,315	1,692,300	248,800	—	2,128,089	oper	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.5	—	18	8	413	Dayton and Michigan	5,496,811	485,303	—	2,366.705	3,782,430	—	6,214,825	142.0	.....	.....	1,069,187	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,406	—	.....
30 Apr. '65	192.8	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '55	117.8	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '6	153.4	82.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595,400	251,867	3,343,956	1,341,093	14,202	5,172,138	205.9	366,409	719,922	145,900	—	10½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,902	1,292,000	144,994	2,810,780	125.0	209,011	382,807	189,488	—	.....
31 Dec. '64	242.4	—	—	—	45	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,322	945,492	2½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,459	149,013		31
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	175
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,499	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,020,000		2,020,000	78.0	308,770	656,518	43,741	2½	30
31 Oct '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	61.0	71,880	163,502	55,456		
31 Oct. '64	36 0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	8	3	12	Hempfield	1,616,458	41,241		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	146	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,014,243	*		1,325,992	1,263,427	268,281	2,977,700	58.0	305,743	335,280	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,108	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	51.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	68½
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	29
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,709,006	*		3,700,000			3,709,000	(	"	"	")	7½	56
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,765		6,255,855	69.8	320,638	741,977	346,401		30½
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,06	16,684,840		43,520,356	356.9	5,846,778	14,759 057	4 005,112	10	57
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	232,399		1,38 ,100	315,500		1,673,100	24.0	253,752	428,147	207,893	8	55
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,760,622			5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		51½
30 Nov. '64	152 0	46.8	204,5		216	81	14089	Philadelphia and Reading	18 998,278	5,736,480	784,788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,299,341	4 308,150	15	53½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,494		245,195	999,200	250,000		1,249,200	28.2	175,447	824,006	477,658	10	120
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,6 7,300	692,000		9,349,300	197 0	839,238	3,205 560	1,365,200	10	59½
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,486	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569		9
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,667,000		23,942,870	468.3	3,940,773	7 150,406	3 019,067	10	105½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791 597	Lease'd to	Northu	Cen.	87,070	226,318	107,490	10	40
31 Oct '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,936	1 009,095	162,312	1,855,448	26.4	178,658	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	293,336	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	120
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		341,190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		315,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	160,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	654,949	519,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,066		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	76.0	2	1	40	Houston and Brazoria	1,250,000			275 000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880 277	*		1,879,600	638,500		3,033,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556.275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887		
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	1
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,995	64,267	26,451		94
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,063,500	*		832,000	700,000			ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42.000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	66.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	123.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	5,720,057	*		1,981,197	1,200,000	75 908	6,756,655	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,224,523	*		835,750	204,808	26,853		43.5	1,058,054	163,753	79,586	6	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,058	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,489	347,957		70
								WISCONSIN.													
31 Dec. '64	195.0	175.0			54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000		9,650,000	370.0	1,125,571	2,113,118	508 55		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607.000		8,452,351	234.4	968,183	1,711,281	505,530		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,665,376	49.0		242,798	117,842		
30 Jun. '63	1,096	137.0		78.0	204	130	2,399	Grand Trunk	16,210,346	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,388,510	1,154,858		15
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,436		26,084,180	357.0		3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6			18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	90.1	402,670	467,266	191,153		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,568,706			4,668,706	108	160,421	107,640	20,005		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,388		1,280,000	18,100	136,000	1,799,232	60		182 55	86,076		
								NOVA SCOTIA.													
Dec. '62	61.5	80.6			20	18	160	Nova Scotia	4,278,401	*		4,278,281			4,278,281	92.0	168,416	139,107	37,181		
								NEW GRANADA.													
Dec 63	48.7				11	23	120	Panama	5,000,000	*	453	5,000,000	78,500		10 761,123	48.		937,435	1,328,224	12	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	----	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	----	----
Camden & Atlantic (preferred)	620,500	7	----	26
Catawissa (preferred)	1,150,000	7	----	46
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	45½
Chicago & Alton (preferred)	2,425,200	7	7	106½
Chicago & Northwestern (pref.)	12,994,720	7	7	62
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William-port (preferred)	500,000	----	----	43½
Erie (preferred)	8,535,700	7	7	35½
Hannibal & St. Joseph (preferred)	5,253,856	7	----	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	----	76½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	70
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	----	----
" " " (2d pref.)	904,473	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,668	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	75½
Improvement	588,500	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	44
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	31
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	24
" " (preferred)	50	2,722,607	—	29¾
Susquehanna and Tide Water	50	2,048,260	—	5½
Union	----	----	----	----
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	56½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	50	@ 52 —
Pig, American, No. 1		50	@ 52 —
Bar, Refined, English		110	@115 —
Bar, Swedes, assorted sizes (in gold)		90	@ 95 —
		Store Prices.	
Bar, Swedes, assorted sizes		165	@175 —
Bar, English & American, Refined		125	@130 —
Bar, English & American, common		115	@120 —
Scroll, English		155	@200 —
Ovals and Half round		145	@155 —
Band, English		—	@155 —
Horse Shoe		150	@155 —
Rods, English		127 50	@180 —
Hoop, English		160	@225 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— 40	@ — 45
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		—	@ — —
Rails, English (gold)	per ton	57	— @ — —
Rails, American		85	— @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 19	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 13
American Machinery		— 13	@ — 14
Milan (in bond)		—	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 55
Sheathing, Yellow		—	@ — 40
Pig, Chile		—	@ — —
Bolts		—	@ — 55
Braziers'		—	@ — 55
American Ingot (cash)		— 41½	@ — 43

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena	per 100 lb.	—	@ — —
Spanish		—	@ 10 —
German Refined		—	@ 10 —
English		—	@ 10 —
Bar	per lb.	—	@ — 12
Pipe and Sheet		—	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 28½	@ — 28½
Straits		— 27¼	@ — 27¼
English		— 26½	@ — —
Plates, Charcoal I. C	per box	15 —	@ 15 50
Plates, I. C. Coke		12 50	@ 14 —
Terne, Coke		10 50	@ 11 —
Terne, Charcoal		14 —	@ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	7 50	@ 8 —
Clinch (cash)		— 9	@ — 10
Copper		—	@ — 60
Ausable Horse, Norway Iron, Forged		—	@ — 41
Zinc Nails (6 mos.)		—	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 40	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 81	@ — 82
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		—	@ — —
Naptha, Refined (60@63 gravity)		— 47	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th 25	F. 29	Sat 30.	M 1	Tu. 2	W. 3.
Atlantic M. S. S. Co.	131½	----	----	----	133	133½
At. & Gt. W. (O) 1st m't.	----	97	----	----	96½	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	94
California 7s	----	----	----	----	----	----
Canton Co.	----	45½	45⅝	----	----	45½
Central Am. Transit	----	----	----	----	----	28
Chicago & Alton	----	----	----	----	----	105
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	114	----	----	114
Chic. & Northwest'n	35	35½	36	----	36½	36½
" " pref.	61½	61½	61½	----	61½	62½
" " 1st M.	82½	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	108¾	107½	108¾	----	108½	108¾
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	125	----	----	----	----	----
Clev. and Pittsburg	83	82½	84	----	85½	85½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	76	----	77	----	----	----
Clev. and Toledo	114	113½	113	----	113½	113
" " S. F. 7 p.c	----	----	----	----	----	----
Cumberland Coal, pref	44½	44½	45	----	44⅞	45
Del. & Hudson Canal	145	144	145	----	----	----
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	95⅝	95½	96	----	97½	97
" pref.	----	86	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	102½
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	108¾	108¾	----	----	109	109¾
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	102	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	95	----	----	----	----	----
Illinois Central	121½	----	----	----	132	131½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	106	----	106	----
Marietta & Cin. 1st pref.	----	50	----	----	----	----
" " 2d "	----	----	80	----	----	----
" " 1st mort.	85	----	----	----	----	----
Mariposa Mining Co.	15	14½	----	----	14½	----
Michigan Central	109x	109	108½	----	108½	108¾
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	112	112	112	----	----	112
M. S. and N. I.	74¾	74½	74¾	----	75½	75½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	94
" " 2 M.	88	----	----	----	----	----
Mil. and P. du Chien	----	----	96	----	90	97
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	20	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	49	----
Missouri 6s	78¼	78½	----	----	78½	78⅝
" 1ss. to H. & St. J. R.	----	----	80	----	----	----
" " Pacific	79	----	----	----	79	80
New York Central	97	96⅝	97	----	97⅛	97½
Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	104	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	92
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7 p.c. '73	99	100	----	----	----	----
" "2M. 7 p.c. '64	----	----	----	----	----	----
" "3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	85½	85½	86	----	86	87
Ohio & Miss. cer.	28½	28½	28⅝	----	----	28⅞
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn's Coal Co.	----	----	----	----	----	----
Phila. and Reading	106½x	106½	106¾	----	107½	107½
Pitts. Ft. W. & Chicago	105½	106	106	----	103⅝	104½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	44	44	----	----	44½	44½
St. L., Alton & T. H.	----	----	----	----	----	----
" pref.	----	71	----	----	----	71
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	90	----	90	89
Tol., Wab. & Western	----	----	----	----	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	94
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	71

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.

	Th.28	F.29	Sat.30.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	96⅛	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	92⅞	93⅛	93⅞	----	93⅛	93⅜
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	104	----	----	----	104⅜
U. S. 6s, 1881, cou.	107⅞	108⅛	----	104⅜	104⅜	104⅜
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	- -	- -	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	120	----	----	----	121⅛
U. S. 6s, 1868, coup.	----	125	----	----	----	----
U. S. 6s, 1 year certif.	98⅛	98⅜	----	98⅜	98⅜	98⅜
U. S. 6s, 5-20s, c. 1862	103⅜	103⅝	105⅛	----	104⅛	104⅛
U. S. 6s, 5-20s, c. 1864	101⅛	102⅛	----	----	101⅛	101⅞
U. S. 6s, 5-20s, c. 1865	101	101⅛	102	----	----	102
U. S. 6s, " reg.	----	----	----	----	----	102
7.30 Notes, 1st series.	----	98⅛	98⅜	----	99⅛	99⅛
" " 2d series.	98⅛	98⅛	98⅜	----	99	99⅛
" " 3d series.	98⅛	98⅛	98⅜	----	98⅜	98⅜
American Gold	----	----	----	----	----	143½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.

	W.27.	Th.28	F.29	Sat.30.	M.1.	Tu 2.
Cattawissa	26	27⅞	28	29½	----	31
" preferred	36½	40⅜	44⅛	44⅛	----	46
Camden & Amboy	125	125	125	----	----	----
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	91	91	91	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	55	----	55	----	55	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '84.	----	----	----	----	----	----
Lehigh Valley R. R.	----	68⅛	----	----	----	----
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	29	----	29	----	----	29
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	30⅛	----	----	----	----	----
" " 6s.	86⅜	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	56⅞	57	56⅞	57	----	57
" 1st m.	102	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon.	----	----	----	----	----	----
" " 6s, W. L.	100⅛	100	100	----	----	----
Philadelphia City, 6s	----	----	----	----	----	----
" " new.	90	----	89⅜	----	----	90⅛
Philad., Germ. & Nor.	----	----	----	53⅛	----	----
Phila. & Reading	53⅛	53⅛	53⅛	53⅛	----	53⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	93	----	----	----
Philadelphia & Erie	30⅜	30⅛	30⅛	----	30⅛	----
" " 6s.	----	----	----	87⅛	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	24
" " pref.	29⅜	29⅛	29⅛	----	----	29⅛
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	8⅛	----	----
" " 6s '78.	----	----	45⅞	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	21	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	56½	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	37⅛	37⅞	39	39½	----	40
Chestnut & Wal. "	----	53½	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	35	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.
Baltimore City 6s, 1875.	----	----	----	----	----	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	100⅛	----	----	100⅛
Balt. and Ohio	111⅛	----	----	----	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " '67. 97	----	----	----	----	----	----
" " '75.	----	----	----	----	----	----
" " '80.	----	----	----	----	----	----
" " '85.	----	----	----	----	----	100
Northern Central	----	----	----	----	----	85⅛
" " b'ds, '85.	----	----	----	----	----	----
" " '95.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.

	Th.28.	F.29.	Sat 30.	M.1.	Tu.2	W 3.
Boston and Lowell	----	----	----	----	----	94⅛
Boston and Maine	115⅛	115	----	115⅞	116	
Boston and Providence	----	128⅜	----	128½	----	
Boston and Worcest.	128x	128	128½	----	----	----
Cheshire, pref.	----	45½	----	----	----	----
Concord	61	60	59½	----	61	----
Connecticut River	----	----	103⅜	----	----	----
Eastern, Mass.	99⅛	98⅜	99⅞	----	----	99⅛
Eastern, N. H.	99	----	----	----	----	99
Fitchburg	105	104½	104½	----	104½	104½
Manchester & Lawr'ce.	----	104⅛	----	----	105	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	91	91
Old Colony and Fall R.	100	100	99⅞	----	100	100
Ph., Wil. & Baltimore	59	59	59	----	59⅛	59⅛
Portl'd, Saco & Ports.	94	----	91⅛	----	----	95
Vermont & Canada	----	----	94	----	94	94
Vermont & Mass.	----	41	----	----	----	40
Western	----	130½	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	84½	----	85	----
Metropolitan "	----	45½	----	46	----	48
Middlesex "	----	----	----	----	46½	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26	26½	25⅛	----	25⅛	26
Franklin "	40⅛	40⅛	40⅛	----	40⅛	40
Huron "	----	----	----	----	----	40
Isle Royale "	14⅜	----	14½	----	----	15
National "	----	----	----	----	----	----
Minnesota "	----	19	----	----	----	----
Pewabic "	----	38½	38½	----	----	38
Pittsburg "	56	----	----	----	57	----
Quincy "	58	58	58	----	57⅞	57⅛
Rockland	----	----	2⅞	----	----	3¾

London Stock Exchange.

The following were the closing prices for American Securities on the 15th of December:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	62¾	"	63
Virginia State 5s	48	"	52
Do. 6 per cent.	41	"	43
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	79	"	81
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	76	"	78
Erie shares, $100 (all paid)	58½	"	58¾
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, all paid	81	"	82
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	33	"	36
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, January 6, 1866.

Stock Exchange and Money Market.

The commerce of the port of New York for the year 1865, is ascertained by official statements to have been of the value of $221,283,391, against $215,593,666 in 1864. The amount disposed of in the market here during the last year is stated at $215,330,611, against $184,200,875 the previous one, and the customs duties paid in 1865, $104,794,945, against $66,993,842 in 1864. We also notice that the exports reduced to their gold value, were in 1865, as follows: produce and goods, $116,160,661; gold and silver, $29,963,270—total, $146,124,330. In 1864 they were: produce and goods, $97,283,897; gold and silver, $50,000,705—total, $147,284,602. Thus showing a large increase in the produce exports, and a large falling off nearly 50 per cent. in those of the precious metals. On the other hand, the receipts of these last have increased very considerably. In 1864 the amount brought in from California was $12,952,067, but in 1865 it was $20,680,164. The balance remaining in this country in the Banks and Treasury safe subject to count is estimated at the sum of $20,234,117; but if we reckon the amounts brought from the inland mining States, and territories which never pass through official bands, we may conclude that the actual sum in the country is very much larger.

The imports, estimated at their currency value for the last year at this port, are given at $221,283,391, an increase from the previous year of $5,689,725, while the exports at their currency valuation were $173,079,839, a decrease from the previous year of $40,944,734. The total exports of specie were for the year $29,963,670, against $50,010,705 the previous year, showing a decrease of $20,147,035.

The gold received for customs in 1865 was $102,794,945, against $66,993,842 in 1864, out of which the interest paid by the Government was $40,104,279, leaving a balance by this count of $62,695,666 in its favor. On the 1st inst., about $9,750,000, a farther payment of gold interest was due and payable with ample means of payment, as will be perceived. The official monthly statement for December from the Assistant Treasurer's office shows an immense amount of business promptly transacted there, with a final balance at its disposal of $75,996,841 08. A small amount of bullion has been received at the Assay Office in this city from Lake Superior.

There is a constant increase of the number of the National Banks. There are now 1,625, with a capital of $407,409,203, and a circulation of $237,371,155. The profits of these institutions under the advantages they derive from the new system are enormous as is seen by the very large dividends they are enabled to make. We certainly look forward to their being called on at no distant day to perform their duty to the public which is doing so much for them, by making their bills equal to specie, as they profess to be, and if the legal tenders were out of the way they would be compelled to do. If some attempt in this direction is not made by the Treasury department, the National Bank system, to use the words of a cotemporary will become a "serious National evil." We have on several occasions pointed out a remedy, which perhaps partakes of a rather radical character, what in medical practice would be called a "heroic remedy," yet we think it is nevertheless the surest and most effectual. It is to require of all new banks hereafter created by act of Congress to deposit greenbacks as security for their issues instead of bonds. We might then allow a large increase of banking capital at the South without danger. More than this, if the existing banks were called on to deposit greenbacks as security for their issues, and take back their bonds, exchanging them at intervals of 90 days, we could get in enough of these legal tenders to enable the Government to resume specie payments and thus compel the banks to follow its example.

The banks will of course stoutly oppose this measure; for now they have immense privileges and no responsibility; but the people of this country are under no obligations to submit to a ruinously depreciated currency, unsettled and ex-

orbitant prices, and a large diminution in their foreign commerce for the sake of these institutions. This Government and this Union do not exist for the exclusive advantage of the issuers of paper money, and it is time the system was corrected. We do not care how many banks are created, if they are compelled to redeem their bills in specie. But we do object to being weighed down by excessive prices for their benefit. We must as all admit, have a change, or the wealth of the country will fall into the hands of a very small class of persons, and this is the present tendency of things. Large accumulation in few hands, impoverishes great numbers of the people, and in this country our prosperity depends on the advancement of the many and not the gain of the few.

"Ill fares the land to countless ills a prey,
Where wealth accumulates and men decay."

The Money Market has been very easy for some time past. The rates to borrowers seem to have settled down on good securities to 6 per cent. The British Money Market on the contrary gives signs of much disturbance. Our last arrivals brought the rumors that the Bank of England was quite likely to advance its rates, and there was considerable anxiety in commercial circles with regard to it. Consols were unusually low. American securities had again advanced, of which immediate advantage was taken in this city. It is curious to note that a monetary crisis has arrived at Rome. The *Debats*, a Paris journal, says that at the last dates, there was a run upon the Government Bank for specie, and that its bills were redeemed chiefly in copper coin of the smallest values, paid out so very slowly, that crowds were compelled to wait for hours at the doors before they could get in even to take their turn, and were sent away at a particular hour, whether they had been served or not. Soldiers and policemen were present in large numbers to keep order, and the Government had prohibited the brokers from buying or selling its coined money. Paper money has run the length of its rope in the Holy City, and the people finding that prices in consequence are destroying them, have made this final attempt to convert their *billets* into coin, while the bank is doing all it can to avoid its responsibilities to the holders.

This fact reminds us of similar transactions recorded in our own history of Banking, when a celebrated financier who owned an institution in the interior of this state at Sandy Hill redeemed for a short time under a sudden call for payments, his own paper in small coin taking a goodly time for the count, much to the annoyance of his creditors. Paper issuing banks as a rule care very little for the public when they are crowded themselves, and we may fully expect at no future day to see the same kind of tactics repeated, whenever there is an attempt at the redemption of bank paper. The longer this is postponed, the greater will be the difficulty of this redemption.

We have a very easy money market attributable to the large amount of dividends now in process of being made as well by banks and private companies as the National Government. The returns of the associated banks for the week are considered favorable, and act upon the character of the market. They return an increase of legal tenders by the large sum of $17,243,476, while they also show a very light demand for discounts. They have however a less amount of specie on hand from that previously reported by the sum of $723,268. The net balance of deposits is increased by the sum of $6,202,990. The circulation has been enlarged $361,168. Among the large dividends alluded to is that of the National Currency bank, being 15 per cent. for three months, making for the year the enormous profit of 60 per cent! The stock market is reported strong with a disposition to purchase. In the leading railway shares there is an advance.

Gold shows a tendency to fall off, the price being below 145, and is chiefly in demand for duties. If prices of our principal staples were lower, it would still further decline, for there is but a small profit, if any, in shipping gold. It is never taken for this purpose, if any useful product can be substituted which will bear transportation, and pay even a moderate profit. It is only taken when nothing else will pay, or is drawn for politico-financial reasons; such, for instance, as the wants of the Bank of England, when it has to look about for a reinforcement for its specie reserves. Beyond all question this has often been the cause of the heaviest drafts upon us, made at its intimation through the heavy houses which lean upon it, and often are leaned upon. The financial policy of England is entirely controlled by the bank parlor, and its movements are often "sharp, short, and decisive."

Foreign exchange is merely nominal in its operation, though considerable amounts have the last week been sold below par, a circumstance easily explained when we know the large quantities of cotton and United States securities going forward under the effect of the late advance in both.

A curious fact is stated in the annual message of the Governor of this State, delivered to the Legislature on Tuesday last, in relation to the bonds of the state. The change produced by the abandonment of the local system for the national, has been that of retiring 193 from the former to the latter, and a consequent decrease in their circulation of $13,109,186, and an increase of cash of $90,215 39. So far then, it is evident the change has been a beneficial one to the people of this state, who have also gained in the uniformity of the currency.

We are working out many curious problems in finance, such as no other people ever had occasion to do, and could not if they tried. Our indomitable spirit, our unsurpassed boldness, and our wonderful self-reliance seem to be equal to every emergency. We pay little attention to experience, but seem willing to take all the chances in order to effect a particular purpose, nor do disasters appal, or losses discourages; when discomfitted, we try again, and growing up to our requirements we ride through every storm. With a prudence equal to our resources and real native ability, we should make progress more wonderful than ever has been made. But we have peculiar tastes and propensities.

None is more fixed than those of expenditure, in which all indulge without regard to consequences. Economists are nowhere, in the giddy throng which now leads and makes public sentiment in the world of business and the pursuits of life. But for the occasional overthrow of great and reckless operators, there would scarce be any check upon the masses who make up the business power of the country.

This is a hard thing to say, but it is the opinion and the teaching of our wisest public men, and of the most honest portions of the press.

Included in the exports from this port for the past week were 14,711 bales of cotton valued at $3,333,072. We can here see the importance of cotton in a striking manner.

The balance in the Sub-Treasury on the 2d inst. was $64,190,404 88.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—American Gold, 142½; State 7s Bounty Loan, 98¾; Georgia 6s, 90; Connecticut 6s, 95; Long Island R. R., 76; Morris and Essex, 99½; Milwaukee and St. Paul 1st mort., 85; Mariposa pref., 19¼; Central Coal Co., 53; Spring Mt., 55; Schuylkill Coal, 15; Lehigh and Susq. Coal, 7¾; Ashburton Coal, 15; Copake Iron, ¾; Western Union Tel., 50; Brunswick Land, 8; Rutland Marble, 17½; Bank of Commerce, 105; 9th National Bank, 102; Shoe and Leather Bank, 100; Central Bank, 108; 4th National Bank, 101¼; Manhattan Bank, 132; Am. Ex. Bank, 109; Metropolitan Bank, 120.

Philadelphia.—Pittsburg 5s, 71; 13th and 15th streets R. R., 33½; Mahanoy Coal, 8; Hazleton, 57½; do., Loan, 91½; Shamokin, 7; Green Mt., 4; Big Mt., 5⅝; Swatara Falls, 2¼; Clinton, 1; Fulton, 8¾; St. Nicholas, 7½; N. Y. and Middle Coal Fields, 8½; Commercial Bank, 48½; Consolidation Bank, 39½; Farmers and Mechanics Bank, 119½; Girard Bank, 51¾; Corn Ex. Bank, 60; Caldwell Oil, ¾; Dalzell, 2⅛; Era, 3½; Franklin, 2⅜; Feeder Dam, ⅞; Hyde Farm, 1; Jersey Well, ⅞; Junction, 1⅛; McClintock, 1¾; Maple Shade, 5½; McElrath, 1⅝; Mingo, 2⅜; Corn Planter, ¾; Ocean, 19¾; St. Nicholas, ⅝; Sugar Creek, 2¼; Slippery Rock, 1¼; Wm. Penn., 2¼. The latest quotations are: City 6s, 85@87; do., new, 90½@91; State 5s, 89@89; do., coupon, 90@91½; do., 6s, W. L., 100@100½; Phila., Wil. and Balt., 59; Reading, 53⅝@53¾; do., 6s, 1870, 92@93; do., bonds, 85@90; do., con., 106@107; Camden and Amboy, 125½@125; Penn. R. R., 56⅞@57; do., 1st mort., 99¾@99⅞; do., 2d mort., 93@94½; Little Schuylkill R. R., 29@30; Morris Canal, 82@84; do., pref., 115@116; do., bonds, 90@95; Wyoming Valley Canal, 57@59; do., 6s, 87@87; Susquehanna Canal, 8¾@9¼; do., 6s, 44@48; Sch. Nav., 23¾@24¼; do., pref., 27½@30; do., 6s, 1882, 75@76; Union Canal bonds, 21@23; Delaware Div. Canal 31@33½; do., bonds, 80@91; Elmira and Williamsport, 26@28; do., pref., 40@41; do., 7s, 1873, 94@95; Lehigh Coal and Navigation, 54¾@55; do., bonds, 1884, 90½@91½; North Pennsylvania, 31; do., 6s, 86¼@87; Philadelphia and Erie, 31¼@31½; do., 6s, 88@90; Minehill, 54@56½; Catawissa, 30¾@31; do., pref., 45⅞@46; Lehigh Valley, 68½@69; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 43@46; Second and Third, 83@84; West Philadelphia, 68@69; Spruce and Pine, 35@40; Green and Coates, 30½@31; Chestnut and Walnut, 50@51½; Thirteenth and Fifteenth, 32½@34; Girard College, 25@28; Tenth and Eleventh, 52@53; Norristown, 58½@55; Union, 21@23; Hestonville, 41¼@41¾.

Boston.—Rutland and Burlington 1st mort., 70;

Vermont Central 1st mort., 80; do., 2d mort., 25¾; Northern (Ogdensburg) 1st mort., 92; do., 2d mort., 39; New York and Boston R. R. 6s, 35; Ogdensburg and Lake Champlain R. R., 41; Conn. and Pass. Riv. pref., 75¼; do., 6s 90: Sandusky Dayton and Cin., pref., 24⅞; Massachusetts 5s, 1894, 92⅛; do., 6s, 1868, gold, 124; do., 5s, 1874, gold, 96¾; do., 1894, 94¼; Chicago 7s, sewerage, 1881, 93; Boston 5s, 1883, gold, 95; Bath 6s, 1889, 90½; Boston Water Power Co., 26¼; Waverly Co., 4⅛; Union S. S. Co., 90; Cary Imp. Co., 9; Boston and Roxbury Mill, 40; Short Mt. Coal, 28¼; Franklin Coal, 23⅜; Bear Valley, etc., Coal, 15¼; Gilberton Coal, 42; Boston Gas, 735; State Bank, 103; Webster Bank, 103; Old Boston Bank, 62; Bank of North America, 100; Bunker Hill Bank, 111; Exchange Bank, 129; Continental Bank, 102; Tremont Bank, 110¼; Market Bank, 102; Pawners Bank, 98¼; 3d National Bank, 101⅞; Mt. Vernon Bank, 100; Bank of Republic, 112; Albany and Boston Mining Co., 19; Bay State, 11; Canada, 85c.; Dudley, 75c.; French Creek, 50c.; Hancock, 13¾; Huron, 40; Humbolt, 4½; Petherick, 3¾; South Side, 1¼; St. Clair, 2¼; Superior, 3½; Star, 2; Winthrop, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 85; Guilford Mining Co., 0.40; Bare Hill, 1.40; Mineral Hill, 0.60; Cambridge, 0.15; Maryland Anthracite, 16½; Santa Clara, 10½; Penn. Oil, 0.60; Baltimore Chrome, 1.00; Farmers and Mechanics Bank, 43¾. The latest quotations are: Balt. and Ohio, 111@112; do., 6s, 1867, 95@97; do., 1875, 98@98½; do., 1880, 100@100; do., 1885, 98¾@100; Northern Central, 44½@45; do., bonds, 1885, 85⅛@85¾; N. W. Va. 1st mort., 1873, 95@98; do., 2d mort., 93@98; do., 3d mort., 1885, 20@30; do., guar., 92@98; Marietta and Cincinnati 7s, 1891, 85@85; Central Ohio 1st mort., 83½@89; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@79; do., guar., 97@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 100½@101; Baltimore 6s, 1870, 96¼@96¼; do., 1873, 98½@100; do., 1875, 101@101¾; do. 1886, 97@98¼; do., 1890, 100½@101⅜; do., coupon, 100@100⅜; do., 5s, 1838-'70, 81@85; City Passenger R. R., 21@21½; Canton Co. 45@46; Gardner, 0.60@0.90; Gas Coal, 0.60@0.70; Maryland, 0.50@0.55; North State, 0.10@0.10; Springfield, 0.80@0.95; George's Creek, 110@124; Santa Clara, 10@12; Balt. Chrome, 0.95@1.10; Bare Hill, 1.30@1.45; Atlantic Coal, 1.05@1.10; Mineral Hill, 0.60@0.70; Baltimore Coal, 140@200.

☞ We invite attention to the advertisement in this issue of Messrs. ADAMS, KIMBALL & MOORE, Bankers and Brokers, No. 7 New Street. Their resources are ample for the transaction of any business committed to their charge, and it will be seen that their references are of the highest character.

☞ The Philadelphia and Baltimore Central Railroad has been extended to Rising Sun, in Cecil Co. An excursion train passed over it on the 25th ult.

☞ The total debt of the City of Charlestown, Mass., is $1,238,300, of which $820,000 is a water debt and $134,197, a war debt. The annual interest amounts to $68,811.

Railroad and Steamboat Accidents.

The total number of casualties by Railroad Accidents in 1865, was 1,762; of which 335 resulted in death, and 1,427 in wounds. In 1864 the number of casualties was 1,890, viz: killed, 404; wounded, 1,486—a decrease in 1865 of: casualties, 128; deaths, 69; wounded, 59. These figures do not include accidents where no lives were lost, accidents to individuals which were caused by their own carelessness or design, or deaths or injuries resulting from the recklessness of persons in crossing or standing upon railroad tracks where trains were in motion.

The total number of casualties by Steamboat Accidents in 1865, was 2,053; of which 1,788 resulted in death, and 265 in wounds. In 1864 the number of casualties was 501; of which 358 resulted in death, and 143 in wounds—an increase in 1865 of: casualties, 1,552; killed, 1,430; wounded, 122.

The following table exhibits the number of Railroad Accidents, with the number of persons killed and injured by such casualties during the past thirteen years:

	Accidents.	Killed.	Wounded.
1853	138	234	496
1854	193	186	589
1855	142	110	539
1856	143	105	629
1857	126	130	536
1858	82	119	417
1859	79	129	411
1860	74	57	315
1861	63	101	459
1862	99	264	877
1853	89	264	671
1864	140	404	1,486
1865	183	335	1,427
Totals	1,551	2,438	8,852

The following table shows the number of Steamboat Accidents, and the killed and wounded during the past thirteen years:

	Accidents.	Killed.	Wounded.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	332	82
1858	27	300	107
1859	21	342	146
1860	29	597	134
1861	19	69	88
1862	16	220	70
1863	20	255	85
1864	26	358	143
1865	32	1,788	265
Totals	355	5,691	1,737

☞ A project is on foot to unite Lake Ottawasaga with Lake Ontario at Toronto, by a canal running entirely through Canadian territory, but designed as a carrier, also, to benefit the United States, by facilitating the delivery of Western produce at our seaboard. The canal is to be fed by Lake Simcoe, and to be about 100 miles long, saving a water journey by the St. Clair Flats of about 420 miles. An act of Parliament incorporates the enterprise under a liberal charter, and only forty million dollars of capital are required to execute the work.

☞ A dispatch from Leavenworth, Kansas, states that the Union Pacific Railroad has been completed to Topeka, and that the first passenger train arrived at Topeka from Wyandotte on the 2d inst.

Debt of Massachusetts.

The following is a statement of the loans outstanding November 30, 1865, the principal and interest of which is payable in gold:

	Rate.	Amounts outstanding.	Principal payable.
1856	6	$100,000	1866
1857	6	150,000	1868
1861	5	15,000	1868
1861	6	75,000	1868
1861	5	150,000	1870
1859	5	21,000	1870
1861	6	89,000	1870
1861-'62-'64	6	205,000	1871
1852	5	100,000	1872
1861	5	17,000	1872
1861	6	83,000	1872
1861-'62-'64	6	341,000	1872
1853	5	125,000	1873
1861-'62-'64	6	304,000	1873
1854	5	150,000	1874
1854	5	94,000	1874
1861-'62-'64	6	300,000	1874
1861-'62-'64	6	420,000	1875
1861-'62-'64	6	1,430,000	1876
1857	6	50,000	1877
1861-'62-'64	6	400,000	1877
1861-'62-'64	6	200,000	1878
1860-'62	5	220,000	1880
1863-'64	6	1,088,000	1883
1863-'64-'65	5	6,429,000	1894
Total		$12,556,000	

The following loans are payable at maturity, principal and interest in lawful money:—

Deposit loan, Acts 1863, Resolves 1865, 30 days notice, $2,594,736; temporary loan from banks, Acts 1863, various dates, $274,400; temporary loan, Resolves 1865, 6 to 12 months, $2,880,758; total, $5,749,894.

Debt free of interest:	Amounts outstanding.
Debt past due	$1,000
Requisitions	2,296,250
Total	$2,297,220

RECAPITULATION.

Debt, principal and interest in gold	$12,556,000
Debt, principal and interest in lawful money	5,749 894
Debt free of interest	2,297,250
Total of all debt*	$20,603,144
Less sinking funds, Back Bay lands, railroad stock and cash, applicable to the redemption of the public debt	12,888,003
	$7,715,141

* Exclusive of loans to Railroad Corporations, secured by mortgage and collateral.

☞ The first line of survey for the Alexandria and Fredericksburg Railroad has been completed. The line crosses the Occoquan at Colechester, and will connect with the Fredericksburg and Aquia Creek road some six or seven miles above Fredericksburg, making the entire length of the road something less than forty miles. One or two other lines will be surveyed, but we presume this will be found the shortest and most practical one.

☞ The St. John *News* says that the railroad, west from St. John, is assuming quite the appearance of a public work. Fourteen miles have been placed under contract, the contractors being Mr. William Davidson, and Messrs. Yorston & Ross. Grading is going on at three different points. The number of men engaged is 50, and it is Col. Pierce's intention to keep not less than 100 fully employed till Spring, when it is understood a large force will be set to work.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JULY 31, 1865.

The receipts on capital account during the half-year amounted to £674 0s. 10d., and the total receipts to 31st of July, 1865, were £5,146,349 16s. 1d. The aggregate expenditure to the same date amounted to £5,119,366 17s. 9d., leaving a balance to the credit of capital account of £26,982 18s 4d. The outlay on capital account during the half-year consists of proportion of expenditure chargeable to capital on rebuilding timber bridges in stone and iron—cost of "fish-jointing six miles of rails—outlay on new car ferry-boat for the Detroit river—expenditure on account of the extension of the line along the Toronto Esplanade, and new station at Toronto, &c., amounting altogether to £27,180 15s. 6d. The revenue account for the past half-year is as follows:

Gross receipts		£284,565
Working expenses, including the maintenance of way, taxes, insurance, and rent of suspension bridge		132,487
		£152,079
From which there has to be deducted—		
Interest on Government loan	£17,498	
Interest on bonds, &c	32,464	
Loss on the conversion of American money	54,937	
Renewal of rails, sleepers, bridges, &c.	26,317	
		131,217
		£20,862
To which may be added—		
Am't for mail service on Sarnia branch, to 31st July, 1865, not previously included in traffic amounts	£8,295	
Amount from the Montreal Telegraph Co. under agreement	3,082	
Surplus from last half-year	4,571	
		15,948
Leaving a surplus of		£36,810

From which the Directors recommend the payment of a divdend at the rate of 2 per cent. per annum. This will absorb £33,604 19s. 5d., and leave a balance of £3,205 7s. 6d. to be carried to the credit of the current half-year. The loss on the conversion of American funds during the half-year amounts to the sum of £54,937 6s. 7d. The purchases of gold have been effected at an average rate of 153½. An additional loss amounting to £4,670 14s. 6d., has been incurred by the conversion of the sum of $77,504, American funds since 31st July, and a further amount of $164,654, also in American funds, was at that date due to the Company on traffic account. The following table shows the receipts and expenses of the last five half-years:

	Receipts.				Expenses, including taxes, insurance, & Suspension bridge rent.
Half-year.	Passen. mails, and sundries.	Freight and live stock.	Rents.	Total.	
	£	£	£	£	£
July, 1863	111,671	183,772	625	293,067	136,270
Jan., 1864	129,684	171,329	621	301,634	135,879
July, 1864	125,282	189,081	577	314,940	140,189
Jan., 1865	154,125	157,874	730	312,730	137,437
July, 1865	139,821	144,028	716	284,565	132,487

The gross receipts for the six months ending July 31st, 1865. were £284,565 7s. 7d., against £314,939 19s 2d. for the corresponding half-year in 1864. In the aggregate, the passenger receipts for the half-year just ended show an increase of £14,539 6s. 7d., while the freight and live stock receipts show a decrease of £45,052 12s., leaving a total decrease of $30,513 5s. 5d. as compared with the half-year ending 31st July, 1864. Notwithstanding this large decreese the working expenses amount only to 46.56 per cent. of the gross receipts. The decrease in the receipts is entirely attributable to exceptional causes. The winter was unprecedentedly severe, and caused serious stoppages on American connecting lines. The passenger traffic was also affected by the adoption of the passport system. Immediately upon the removal of these obstructions the weekly returns began to be most satisfactory, and from the 8th of April to the close of the half-year showed an average weekly increase over the corresponding period £1,294. The abundant harvest throughout Canada, and the general improvement of business, afford reasonable ground for believing that the traffic of the current half-year will continue satisfactory. The receipts from the 1st of August to the 15th of September (the date of the last return) show an aggregate increase of £18,726 over the corresponding period, or an average increase of £2,675 per week. After long negotiation, a settlement has been arrived at with the Provincial Government as regards the payment for postal or mail service since October, 1858. By a report of the Executive Council, approved by His Excellency the Governor-General in Council on the 21st of August, 1865, the Government has allowed the sum of $100 per mile of railway per annum up to the 31st August, 1865; and from the 1st September, 1865, in consideration of additional facilities to be afforded by the Company, will increase the payment to $125 per mile of railway per annum. This arrangement is for four years. The appeal of the Commercial Bank of Canada has been argued before the Judicial Committee of the Privy Council, judgment being delivered on July 27th, confirming the decision of the Canadian Court of Error and Appeal, and dismissing the appeal with costs against the bank. The new joint-lines along the Esplanade, at Toronto, are nearly completed, and it is expected that in November the new station at the foot of Yonge street will be opened to the public. The free grant made by the Corporation of the City of Toronto, subsequently legalised by an act of the Provincial Legislature, places this Company in a position to afford greatly increased traffic facilities to that important city. The Directors have tendered their thanks to the Corporation for the liberality displayed by it, and they are pleased to state that the new station now being erected by the Company in Yonge-street is so conveniently and centrally situated as to give great satisfaction to the public. The contract for the hull of the new car ferry boat for the Detroit river has been completed, the various parts transported safely to Canada are now being put together, the boat will be ready for traffic next spring. The Directors have recently received very encouraging information with regard to the oil districts of Bothwell and Enniskillen, which are situated upon the lines of the Great Western railway. American and other capitalists have been making large purchases of land, and sinking new wells. The construction of the Erie and Niagara railway is being proceeded with by the Atlantic and Great Western Company, and it is hoped that by next spring the railway will be ready for public use. The working arrangement between the Companies will be submitted to the Shareholders for their formal approval. The Directors are happy to report that their relations with the American connecting railways continue to be upon a satisfactory footing. It is gratifying to the Directors to state that the efficiency with which the railway had been managed, the freedom from accident, and the general good condition of the rolling stock and permanent way, have made it one of the most popular routes on the American continent for both through and local traffic, and reflect much credit upon the officials of the Company. The receipts of the Detroit and Milwaukie railroad for the half-year ending the 30th June last amounted to £147,870 against £119,576 for the corresponding period 1864, showing an increase of £28,294.

Signed on behalf of the Board of Directors,

THOMAS DAKIN, President.

London, Sept. 27, 1865.

Railroads of Connecticut, 1864.

An abstract of the Annual Returns published by the State Railroad Commissioners.

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Rate.
New York and New Haven	$3,616,700	$2,000,000	$125,621	$5,742,321	$6,192,520	62.95	$1,481,038	$330,896	$28,500	$1,840,434	$713,884	$1,126,550	12
Hartford and New Haven	2,350,000	927,000	.....	3,277,000	3,486,598	72.52	787,626	457,110	47,570	1,292,306	784,643	507,663	12
Norwich and Worcester	2,338,600	607,000	10,961	2,956,561	2,613,694	66.40	254,459	359,350	17,939	631,728	419,173	212,555	7½
Hartford, Providence and Fishkill	2,037,939	1,936,740	.....	3,974,679	4,204,866	122.86	305,778	202,729	9,300	517,806	388,298	184,508	..
New London Northern	658,805	61,000	55,425	775,230	658,805	86.00	132,849	128,512	9,310	270,671	216,372	54,299	8
Housatonic	2,000,000	191,000	143,446	2,334,446	2,439,975	124.00	147,849	263,476	7,762	428,517	291,815	136,702	8*
Naugatuck	1,100,000	300,000	29,149	1,429,149	1,464,127	57.00	138,440	217,077	4,550	360,167	219,776	140,391	16†
Danbury and Norwalk	307,060	95,000	730	402,790	412,782	24.00	42,866	44,804	1,800	89,470	43,441	46,029	7
New Haven and Northampton	1,010,000	650,000	.....	1,660,000	2,878,045	85.00	.....	.....	.....	197,387	111,439	85,948	4
New York, Providence and Boston	1,508,000	250,000	.....	1,758,000	2,158,000	50.00	366,447	181,530	9,608	557,586	303,079	254,507	12
New Haven, N. London & Stonington	788,538	766,000	.....	1,504,538	1,454,040	50.00	227,044	80,098	17,745	274,887	318,007	.....	..
Rockville	98,750	32,500	27,000	158,250	165,000	4.80	11,090	15058	419	28,796	15,000	13,796	4
New Britain and Middletown	75,000	.....	.....	75,000	100,672	2.47	.....	.....	.....	.....	.....	.....	..
Totals	$17,829,392	$7,816,240	$392,432	$26,047,864	$27,726,924	805.06	.....	.....	.....	$6,489,755	$3,819,927	$2,669,828	....

*$8 per share on preferred capital stock. †7 per cent. of which was a stock dividend on previous earnings.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in Dec., 1865, were:

	1865.	1864.
Passengers	$7,568 13	$7,855 08
Freight	14,168 72	10,962 39
Mail, express & telegraph	1,185 00	1,079 58
Total	$22,921 85	$19,897 05
Total for the fiscal year commencing Jan. 1.	$1,192,139 53	$994,801 80

The earnings of the Michigan Central Railroad for the 3d week in Dec., 1865, were... $70,838 00
Corresponding week of previous year.. 86,099 00

Increase. $15,171 00

The earnings of the Grand Trunk Railway for the week ending Dec. 23d, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$43,720 00
Express, freight, mails and sundries..	7,500 00
Freight and live stock	72,695 00
Total	$123,915 00
Corresponding week, 1864	106,658 00
Increase	$17,257 00

The traffic of the Great Western Railway for the week ending Dec. 29, 1865, was as follows:

Passengers	$28,967 72
Freight and live stock	22,092 46
Mails and sundries	1,965 59
Total	$53,025 77
Corresponding week of 1864	58,600 87
Decrease	$5,575 10

Milwaukee and Minnesota Railroad.

The sale of the Eastern Division of the La Crosse and Milwaukee Railroad, under the foreclosure proceedings, which was to have taken place on the 4th inst., has been stopped, it is said, by the payment of the arrears of interest on the 2d mortgage, amounting to about $470,000, into the U. S. Circuit Court for the District of Wisconsin. The Milwaukee and Minnesota Railroad Company will now take possession under the mandate of the Supreme Court of the United States, of its valuable property, and all the franchises of the late La Crosse and Milwaukee Railroad Company, which includes the 95 miles of road between the city of Milwaukee and Portage, which it owns in fee, together with the right of way over the Western Division to the Mississippi River at La Crosse, and all the valuable equipment of the late La Crosse and Milwaukee Company. The Company has been organized by the election of the following board of directors: Henry M. Alexander, President; Alexander Fleming, Vice-President; John Edgar Thomson, Thomas A. Scott, Matthew Baird, Philadelphia; Ashbel Green, A. C. Gunnison, A. S. Bright, New York; Henry E. Weed, Troy.

Texas Railroad.

St. Louis, Dec. 27.—Mr. Lockridge, a representative of the railroad interests in Texas, has arrived in Kansas City on a mission to the president of the Kansas City, Fort Scott and Galveston railroad, with a view to the speedy completion of that road with its Texas connection. The people of Texas are fully alive to the importance of the improvement, and hope that it will soon be completed. Mr. Lockridge says that the hope of speedy railroad connections with the northwest, and the resumption of railway traffic and travel, is causing a spirit of enterprise to prevail throughout the State, and the people generally are anxiously looking forward to the restoration of the State to the Union.

The National Debt.

The National Debt on the 1st of January, as telegraphed to the Associated Press, was as follows:

Debt bearing interest in coin	$1,167,148,291 80
" " " currency.	1,179,475,235 50
" on which int. has ceased	1,166,880 32
" bearing no interest	459,519,950 37
Total	$2,807,310,357 99
Coin in Treasury	$45,735,550 69
Currency in Trea.	44,993,271 11
	90,728,881 80
Debt less cash in Treasury	$2,716,581,536 19

☞ Hartford capitalists are moving in regard to the proposed railroad between Collinsville and Van Deusenville (Great Barrington.) The length of the road will be about 39 miles, and the Hartford people anticipate a lucrative trade if the road goes through.

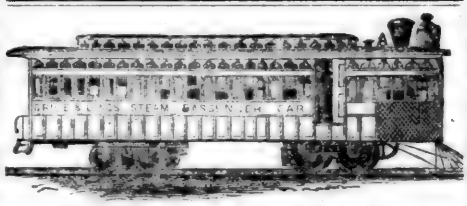
Portage Lake Copper Mines.

The November product of these mines was as follows:

	Tons.	Lbs.
Quincy	143	1,492
Pewabic	135	127
Franklin	114	570
Huron	42	1,797
Isle Royale	40	305
Grand Portage	34	1,302
Albany and Boston	24	340
Sheldon Columbian	14	1,467
Hancock	9	

—making the total product of the Portage District for the month 558 tons and 1,400 lbs.

☞ The product of the Central Copper Mine for the month of November was 113 tons.



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BROKERS,
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GOVERNMENT SECURITIES, STOCKS, BONDS, GOLD and COMMERCIAL PAPER, Bought and Sold on Commission.
A. BARSTOW,
Late with Messrs. Henry Clews & Co.
ALBERT R. EDEY,
Late with Messrs. J. V. Ontivia & Co.
6m12-

Central Pacific Railroad
STATE AID BONDS.
INTEREST AT THE RATE OF
Seven per Cent. per Annum in Gold,
PAYABLE SEMI-ANNUALLY,
Guaranteed and Paid by the State of California.
The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of $50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.
1m50 FISK & HATCH, Bankers.

JOHN Q. ADAMS. R. J. KIMBALL. E. D. MOORE.
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Government Securities, Stocks, Bonds, Gold and Foreign Exchange, Bought and Sold on Commission.
Four per cent. interest allowed on Deposits, subject to Draft.
Collections made on all parts of the United States and Canadas.
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MOLSON'S BANK, Montreal, C. E.
ONTARIO BANK, Toronto, C. W.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was *Resolved*, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.
8t50 THOMAS E. WALKER, Treasurer.

D. B. GILBERT F. S. ENTZ.
GILBERT & ENTZ,
BANKERS and BROKERS,
No. 4 WALL STREET.
Gold, Government Securities, State and Railroad Bonds, Bought and Sold on Commission, at the New York Stock Exchange.

To Railroad Companies or Contractors.
THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trestle work, or loading trains with material for gravelling.
Any persons having such work to do will please address, with particulars, Box 366, Clinton, Mass. 6m-35

OFFICE OF
Toledo, Peoria and Wabash
RAILWAY COMPANY,
SCRANTON BUILDINGS,
26 Exchange Place,
CHARLES L. FROST, President.

HENRY B. SMITH,

(Late with United States Trust Co.)

STOCKS, BONDS, GOLD,

AND

GOVERNMENT SECURITIES

BOUGHT AND SOLD ON COMMISSION.

No. 47 Exchange Place,

NEW YORK.

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JOHN A. STEWART, Esq., President United States Trust Company of New York.

CHAS. P. LEVERICH, Esq., President Bank of New York, National Banking Association.

DAVID DOWS, Esq., THOS. W. PEARSALL, Esq.

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Messrs. VERMILYE & Co.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

COUPONS OF THE CENTRAL PACIFIC RAILroad Company of California, Due January 1st, 1866, will be paid on and after that date, less government tax, by EUGENE KELLY & CO.,

36 Wall Street.

THE NORRIS LOCOMOTIVE WORKS,

LANCASTER, PA.

HAVE for sale and ready for delivery, the following First-Class Passenger Locomotives and Tenders, built of the best material, and guaranteed in every particular.

1 of 16½x22 Cylinders, 5 foot Drivers.
1 of 16½x22 Cylinders, 5½ foot Drivers.
1 of 16½x24 Cylinders, 5½ foot Drivers.

And will take orders for April delivery for either Freight or Passenger Engines, either for Coal or Wood.

1m49

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

TOUCHING AT MEXICAN PORTS,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER, FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

DECEMBER.

1st—HENRY CHAUNCEY, Captain Gray, connecting with CONSTITUTION, Captain Farnsworth.
11th—ATLANTIC, Captain Maury, connecting with GOLDEN CITY, Captain Bradbury.
21st—NEW YORK, Captain Horner, connecting with COLORADO, Captain Watkins.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

Through Passage Rates, in Currency.

	First Cabin.	Second Cabin.	Steerage
On steamers	$350	$250	$125

A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers with families.

One hundred Pounds of Baggage allowed each adult. Baggage-masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing from steamboats, railroads and passengers, who prefer to send down early.

An experienced Surgeon on board. Medicines and attendance free.

A steamer will be placed on the line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River.

F. W. G. BELLOWS, Agent.

UNITED STATES

STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia. 42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

LAING, WETHERILL & CO.

Bankers,

16 & 18 BROAD STREET, NEW YORK.

FOUR (4) per cent. Interest allowed on deposits, subject to Check.

COLLECTIONS made on all accessible points, at the Lowest Rates.

Orders executed for the Purchase and Sale of GOLD, BONDS, GOVERNMENT SECURITIES, RAILROAD, INSURANCE, BANK, PETROLEUM & MINING STOCKS.

Prompt attention given to Orders through Mail or Telegraph.

SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titu-ville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.

NEW YORK, September 16, 1865.

E. J. M. DERRICK,

ARCHITECT AND CIVIL ENGINEER,

Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

REFERENCE:

CHAS. MINOT, Esq., Consulting Engineer Erie R. R.
JOHN HOUSTON, Esq., Chief Engineer Erie R. R.
M LANE, Esq., Chief Engineer Nassau Water Works Brooklyn.
PETER COOPER, Esq., New York.
A. S. HEWITT, Esq., New York.
E. H. MILLER, Esq., New York. 3m50

IMPORTANT TO CONSUMERS OF STEAM.

FUEL ECONOMIZED

AND

POWER OF STEAM INCREASED.

CARVALHO'S

IMPROVED SUPER-HEATER,

Prevents "Priming" in Boilers, and Economizes from 20 to 30 per cent. of the fuel used.

This invention, awarded a **SILVER MEDAL** at the Fair of the American Institute, 1865, **IS SIMPLE IN CONSTRUCTION,** and is easily attached **at small cost** to boilers in use, **OR TO LOCOMOTIVES,** greatly increasing their economy and efficiency. It will furnish pure steam of a moderate temperature for use in engines, or when required, produces, without the least fear of decomposition, highly Super-Heated Steam, for Chemical and Manufacturing purposes, fumigating ships, &c. Persons interested in the use of Steam, are invited to call upon, or address the subscriber, who is the sole Agent for the United States.

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Goodman & Merrill,

COTTON FACTORS

AND

General Commission Merchants.

AGENTS FOR THE

PURCHASE, SALE AND LEASE OF

COTTON PLANTATIONS,

ALSO FOR THE PURCHASE OF

Railroad Equipment and Supplies.

No. 36 New Street,

NEW YORK.

November 24th, 1865. 3m48

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

WILLIAMS & PAGE. Boston.

TILFORD & BODLEY,

BANKERS,

9 NEW STREET,

NEAR WALL,

NEW YORK.

Government and State Securities, Stocks, Bonds, Gold, &c., Bought and Sold on Commission. Interest paid on deposits at the rate of four per cent, per annum.

JOHN B. TILFORD. CHAS. S. BODLEY.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 2] SATURDAY, JANUARY 13, 1866. [WHOLE No. 1,552, VOL. XXXIX.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 13, 1866.

The Cattle Prohibition.—Commercial Blunder.

It is a very curious fact that anti-commercial legislation just now appears to be quite popular. Everything for manufacturers, nothing for commerce. Not that we are opposed to the interests of the former, on the contrary we are the friends of domestic industry in all its varied forms. But we do not ignore the fact that our country lies upon two great oceans and is traversed by very grand rivers, and that to overlook their existence is an act of gross folly.

Yet we see but little attention paid to the interest of commerce, and we are rapidly falling behind other nations in this respect. We are trading with them after the old fashion of former years as if there were no steamers, no improvements in machinery, no increase in our productive power, and no disposition to advance in this direction. In Europe during the last two years, large and important changes have been made in its commercial relations: Sweden has made nine changes, all of them on the liberal side, with one exception—namely, an increase of the duty on certain coarse kinds of cast iron wares to 3s. 11¾d. per cwt., which is about three times the previous rate. From gutta percha the duty is removed, and the other alterations consist of reductions ranging between 16½ and 60 per cent. on various sorts of wrought iron, miscellaneous articles, and cotton tissues. Hamburg has made a reduction of 50 per cent. in the whole of her import duties. Portugal has enacted that tobacco shall be allowed only to be imported by contractors authorised by the government. Italy has effected numerous modifications, all of a liberal character, chiefly consisting of reductions ranging between 13 and 74 per cent. in linen and silk goods and metals. The Papal States have reduced their duties on linen yarns and woollen drugget 60 per cent., and Switzerland has reduced her duty on arms of all kinds for private use 86½ per cent.

Our exertions appear to be made in an opposite direction. We have broken off our trade with Canada which between 1854 and 1863 gave a total balance in our favor on all goods coming and going of $46,307,275, while the total aggregate of exchanges since 1854 has been upwards of three hundred millions. But our object at this time is to remark on the spirit of our legislation. Thus Congress has recently and scarcely with any debate or discussion, prohibited the importation of cattle from all foreign countries.

This was evidently done under the idea that it would prevent the introduction of the cattle pest from abroad. One immediate effect of this law is that we cannot receive cattle from Canada from which we have hitherto obtained large and very acceptable supplies, and as it is understood none of any description whatever, though the staticians in their tables make quite a distinction between the varieties of what may be termed cattle, and enter them under different heads.

In the United States in common usage according to Webster, *cattle* means beasts of the bovine genus exclusively, oxen, bulls, cows and their young. In the local laws respecting domestic beasts the distinction is observed. In Great Britain the difference is recognised as between black cattle and small cattle, the latter including swine, sheep and goats. But since the passage of the present law, new doubts have arisen as to the real meaning and application, and the Secretary of the Treasury has already been called upon to determine its application on several occasions. Thus one of the latest and most amusing inquires made of him for his opinion, was from parties owning a menagerie, who wished to know whether they could bring their elephants, tigers and monkies from Canada to the United States. The Secretary interpreting the law according to its true intent and meaning decided that these animals were not within the prohibition enacted by Congress, and that they might cross the line without violating the law. But the law itself under any circumstances was hastily and improvidently passed, and the consequence is already seen in an advance of several cents per lb. on meats sold in the markets. It is therefore supposed by many persons, that the bill was the work of cattle speculators, and the holders of packed provisions, just as we had whiskey legislation during the last Congress, under similar impulses. Now if the law had forbidden the importation of cattle from those countries where the plague prevails, we could have seen some propriety in its enactment. Even then its necessity might be well doubted. For we do not import them from any country where the pest has existed, beyond now and then a few heads at high prices for the improvement of our stock. Who ever heard of a ship load of cattle being brought from England, or Holland, or Belgium? In those countries with humid climates and a general use of artificial *feed* it is not singular that disorders and diseases should break out among their herds, yet we doubt whether an animal in good health could carry the seeds of infection across 3,000 miles of ocean, and we doubt whether any one would attempt to export sick animals to the United States as they would assuredly die on the passage. A Roman Catholic Prelate of Ireland goes so far as to say that the *kinder pest* is a judgment of Providence on the British people for caring more about cattle than men, but we do not propose to discuss this view of the subject. The point we would make is, that the law cuts off the usual supplies from Canada, where no pest has appeared, or with its climate and natural pastoral supply of food is likely to

appear. There is no more probability of its breaking out there, than in any of the North Western States. So that the law by its generality and vagueness, is really doing mischief and cutting off a needed supply of food. If it had been left to the Secretary of the Treasury to designate the countries from which the importation was to be denied, it would have been far better, as he could easily have determined that from the facts of the case in good time. But as it is now, we have a prohibition against the importation of cattle from countries from which we do not receive any supplies, and cut it off from one which is as free from the pest as our own, and whose supplies are really a necessity to the population of the adjacent States.

It is against this sort of legislation that we feel ourselves called upon always to remonstrate.

Debt of Boston.

The total funded and unfunded debt of the City of Boston on the 23d of December, 1865, was as follows:

City debt proper	$3,572,920 38
Water debt	6,889,845 73
War debt	2,013,850 00
	$12,476,616 11
Means on hand of paying the debt.	2,065,776 51
Net debt, Dec. 23, 1865	$10,410,839 60
The consolidated debt of the city, funded and unfunded, Dec. 24, 1864, was	$11,618,232 77
Means then on hand	1,597,034 69
Net debt, Dec. 24, 1864	$10,021,198 08
The increase of the gross debt in 1865 was	$858,383 34
The increase of means in 1865 was	468,741 82
Showing the net increase of the city debt to have been	$389,641 52

Baltimore and Ohio Railroad.

The only reports published by this company since the outbreak of the rebellion are those for the fiscal years ending September 30, 1861, 1862 and 1863; and these were not presented to the stockholders until the annual meetings in November, 1863, 1864 and 1865—in each instance two years later than usual. The cause of the delay in making these annual statements is attributed "to the protracted difficulties connected with the war, and the delays in the adjustment of the accounts with the Government."

The President's reports, being a general resume, of the year's business, have been published in the JOURNAL—that for 1861, in the number for Nov. 21, 1863, that for 1862, in the number for Dec. 3, 1864, and that for 1863 in the number for Dec. 9, 1865. A comparative statement of the business of the years 1861 and 1862 was also published in the JOURNAL for March 11, 1865.

We have recently received the report of this company for the year 1863, containing the tabular statements of the Treasury, Transportation, Road and Machinery Departments. These reports embrace much matter of peculiar and marked interest, showing, in addition to the usual statistics, the continued and immense destruction of the tracks, bridges and equipment, stations and other property of the company, with particulars of the reconstruction, as far as accomplished, and of the working operations of the road.

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch, (two-thirds of the stock of which is owned by the Baltimore and Ohio Railroad Company,) and the Northwestern Virginia Railroad, which at the date of the report was under lease to the Baltimore and Ohio Company, and in which it possessed large financial interests. The length of these several lines is as follows:

Baltimore and Ohio Railroad	379.6 miles.
Washington Branch	30.0 "
Northwestern Virginia Railroad	103.5 "
Total length of road	513.1 "

The stock of engines on hand at the close of the fiscal year 1863, numbered 221, of which 154 were 1st class; 30, 2d class; 15, 3d class and 22, fourth class. Of these 38 were passenger engines, 146 coal and tonnage, and 37 ballasting, etc. During the year six new engines were added to the equipment; and one hundred repaired and rebuilt. Owing to the embarrassments of the war and the employment of the cars of this company on various roads it was impossible to make a correct statement of cars in the service; they were, however, in proportion to the number of engines in the service.

The mileage of engines in 1862 and 1863, on the lines severally was as follows:

	1862.	1863.
Main Stem	1,953,769	2,938,010
Washington Branch	525,129	494,218
Northwestern Va. R. R.	314,322	298,035
Total	2,793,220	3,730,258

No returns are given of the number of passengers carried, and very incomplete reports of the tonnage. The through tonnage, which in 1862 amounted to 65,018, was in 1863, 120,848, showing an increase of 55,830 tons.

In 1862, the entire road was in the company's possession only a little over 4½ months, while in 1863 it was in use for some 6 months of the year as a through line.

The aggregate quantity of coal paying freight was in 1862, 160,705; in 1863 it was 307,545—showing an improvement of 146,842 tons.

The tonnage of live stock in 1862 was only 11,788; in 1863, it was 24,151.

The quantity of flour brought to Baltimore in 1863 over the Main Stem and Washington Branch was 474,168 bbls., against 390,839 in 1862. And the lumber trade which in 1862 amounted to 6,063 tons, was in 1863, 7,466 tons.

The following tables give the receipts of the last four years, those for 1860 and 1861 being inserted as a measure for comparison:

	Passenger.	Tonnage.	Total.
Main Stem—			
1860..	$967,735 44	$3,224,467 50	$3,922,202 94
1861..	889,159 05	2,324,266 65	3,211,425 70
1862..	1,769,497 13	2,712,361 85	4,481,858 98
1863..	2,332,806 37	4,177,138 69	6,509,945 06
Washington Branch—			
1860..	$361,026 57	$101,853 87	$462,880 44
1861..	327,879 03	110,260 66	438,139 69
1862..	444,262 30	334,154 37	778,416 67
1863..	500,117 08	203,006 51	703,123 59
N. W. Va. R. R.—			
1860..	$111,357 20	$227,845 92	$269,203 12
1861..	134,386 14	216,145 59	350,531 73
1862..	125,780 09	238,242 10	364,022 19
1863..	147,874 97	298,345 89	446,220 86
Aggregate—			
1860..	$1,100,119 11	$3,554,167 29	$4,654,286 50
1861..	1,349,424 22	2,650,672 90	4,000,097 12
1862..	2,339,539 52	3,284,758 82	5,624,297 84
1863..	2,980,798 42	4,678,491 09	7,659,289 51

The aggregate gross earnings of the lines separately for the last two years, give the following amounts:

	1862.	1863.
Main Stem	$4,481,858 98	$6,509,945 06
N. W. Virginia R. R.	364,022 19	446,220 86
Washington Branch..	778,416 67	703,123 59
Total	$5,624,297 84	$7,659,289 51

The expenses of operating and repairs were as follows:

	1862.	1863.
Main Stem	$1,427,205 83	$1,965,847 41
N. W. Virginia R. R.	266,670 77	404,096 07
Washington Branch..	153,827 75	273,238 32
	$1,847,704 35	$2,643,175 80

And the revenue after deducting the cost of operating and repairs as follows:

	1862.	1863.
Main Stem	$3,054,653 15	$4,544,097 65
N. W. Virginia R. R.	97,351 42	42,125 79
Washington Branch.	624,588 92	429,890 27
	$3,776,593 49	$5,016,113 71

The earnings and expenses of the Main Stem proper for the year ending September 30, 1862 and 1863, have been as follows:

MAIN STEM.

Earnings:	1862.	1863.
Passengers	$1,769,497 13	$2,332,806 37
Tonnage	2,712,361 85	4,177,138 69
Total	$4,481,858 98	$6,509,945 06
Working expenses:		
Transportation exp.	$436,650 22	$485,251 85
General expenses	21,001 00	40,769 66
Losses by accidents, etc.	4,659 64	12,197 04
Repairs of railway	311,134 10	364,354 64
" locomotives.	157,017 63	304,184 95
" burden cars.	124,530 42	270,112 66
" pass. cars..	28,222 25	43,787 45
" dump cars.	2,715 14	4,469 67
" stationary machinery	11,901 92	21,101 38
" depots	30,908 83	71,941 27
" water stat's.	14,728 39	23,486 59
" bridges	140,031 58	126,949 42
" telegraphs.	4,759 24	5,927 82
Fuel & preparing, etc.	88,205 98	122,134 41
Cleaning engines and cars	18,752 13	27,544 88
Pumping water	5,488 84	7,993 61
Watching cuts, tunnels and bridges	24,677 95	31,785 90
Contingent expenses of Machinery Departm't	1,825 62	1,864 81
Total	$1,427,205 83	$1,965,847 41
Net earnings	$3,054,653 15	$4,544,097 65

Statement of Profit and Loss for the years ending September 30th—

Cr.	1862.	1863.
Bal. from prev. year.	$4,312,977 48	$6,109,218 55
Net earnings	3,054,653 15	4,544,097 65
Divid'nd upon 10,168 shares of Washington Br. stock owned by the Co.	91,512 00	45,756 00
Increment of Five Million Loan S. F.	49,580 27	47,300 52
Increment of Mortgage Debts S. F.	74,815 87	67,528 42
Increment of Ground Rent S. F.	10,522 87	.....
House rents	740 51	1,331 03
Difference Machin'y Department	32,463 00	.....
Div. Washington Br. Stock	45,756 00	.....
	$7,673,021 10	$10,816,222 17

Dr:	1862.	1863.
Dividend on stock..	$694,530 00	$393,345 75
Interest on bonds..	836,773 04	749,500 36
Ground rents.....	26,454 51	28,384 21
W. & W. N. P. R. Co.	6,050 00	.....
Balance	6,109,213 55	9,648,991 85
	$7,673,021 10	$10,815,222 17

In 1862 two dividends of 3 per cent. each were included; in 1863 only one—the fall dividend, as in preceding years, having been carried to the succeeding year's account.

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, Sept. 30, 1862 and 1863:

	1862.	1863.
Stock	$13,037,700 00	$13,116,500 00
St'k scrip not f'nd'd	5,402 00	4,802 00
Certificates of indebtedness not conv. into stock.	105,410 00	28,280 00
Scrip issued for fractional cert...	3,450 00	2,380 00
Preferred stock...	3,000,000 00	3,000,000 00
L'n red'mable 1867	1,000,000 00	960,083 78
Mort. bonds given for iron held by mort. debt S. F..	453,333 32	.....
Loan of 1875.....	1,128,500 00	1,085,000 00
" 1880.....	700,000 00	676,000 00
" 1885.....	2,500,000 00	2,391,500 00
City Loan.....	5,000,000 00	5,000,000 00
Open accounts....	23,855 73	140,056 81
Unclaimed dues ..	24,437 70	27,940 32
Wash. Br. road...	582,261 90	729,841 66
Profit and loss....	6,109,213 55	9,648,991 85
Total.....	$33,673,564 20	$36,811,376 42
Assets:		
Cost of road	$18,515,666 08	$18,515,666 08
" second track	1,551,238 06	1,551,238 06
" rolling power	3,621,755 03	3,621,755 03
" real estate ..	1,257,968 59	1,256,434 00
Property.....	$24,946,627 76	$24,945,093 17
Bonds of Central Ohio R. R.....	400,000 00	1,223,932 88
Central Ohio R. R. Co.....	41,371 48	441,371 48
Stock of Pittsburg and Connellsville R. R. Co.....	43,550 00	43,550 00
Northwestern Va. R. R. Co.....	2,488,532 25	2,220,560 54
Bills receivable of N. W. Va. R. R. Co.	.....	476,982 42
Stock of Washington Br. R. R. Co.	1,016,800 00	1,016,800 00
S. F. $5,000,000 l'n	812,664 72	859,965 24
" mort. debt ..	933,693 33	476,000 00
" general rents on Camden stat'n	101,191 66	101,191 66
Bills receivable...	31,427 70	2,614,926 62
Cash dues and uncollect'd revenue	2,501,739 17	1,762,933 70
Machinery Department materials..	171,033 27	217,525 31
Road Dept. materials, iron, &c....	162,746 00	177,204 69
Bal. after paying int. on bonds, due Oct. 1	21,181 86	233,338 71
Total.....	$33,673,564 20	$36,811,376 42

NORTHWESTERN VIRGINIA RAILROAD.

Statement of the earnings and expenses for the year ending September 30:

Earnings:	1862.	1863.
Passengers.....	$125,780 09	$147,874 97
Tonnage.....	238,242 10	298,345 89
Total.....	$364,022 19	$446,220 86
Expenses:		
Transportation	$56,411 91	$48,993 94
Repairs of road.....	59,014 87	145,744 43
" water station	461 34	539 42
" telegraph ...	308 95	1,003 14
" station'y machinery....	1,225 59	1,332 10
" locomotives.	68,388 84	99,866 26
" burden cars.	40,841 92	60,442 92
" pass. cars...	5,758 92	8,198 04
" dump cars ..	1,380 55	1,046 39
" bridges.....	6,413 73	12,743 04
" depots.....	1,789 98	4,245 26
Pumping water.....	1,890 00	1,937 50
Losses by accidents...	.....	357 49
Fuel and preparation..	14,822 68	10,465 76
General expenses	6,108 05	9,087 84
Cleaning engine & cars.	2,560 63	2,912 77
Cont. expenses.....	293 31	238 47
Total.....	$266,670 07	$404,095 07
Net earnings	$97,351 42	$42,125 79

The profit and loss and General Ledger account are not given in the report, the Baltimore and Ohio Company not having charge of the books.

WASHINGTON BRANCH.

Statement of earnings and expenses for the year ending September 30:

Earnings:	1862.	1863.
Passengers.....	$444,262 30	$500,117 08
Tonnage.....	334,154 37	203,006 51
	$778,416 67	$703,123 59
Expenses:		
Repairs of roadway and improvements	$137,352 09	$254,751 64
Repairs of depots.....	8,213 73	3,163 70
" water stati'ns	5,353 32	2,054 11
" bridges.....	130 63	7,479 82
Pumping water.....	2,877 98	5,784 05
Total.....	$153,827 75	$273,233 32
Net earnings	$624,588 92	$429,890 27

Statement of profit and loss for the year ending September 30:

Cr.	1862.	1863.
Balance from prev. yr.	$356,394 92	$557,261 90
Net earnings.....	624,588 92	429,890 27
Total.....	$980,983 84	$987,152 17
Dr.		
Dividends on stock....	$222,750 00	$74,250 00
State tax on passengers	199,701 94	207,540 51
Ground rents.....	20 00	20 00
On account of annuity.	1,250 00	500 00
Bal. carried to next yr.	557,261 90	704,841 66
Total.....	$980,983 84	$987,152 17

In the year 1862 three dividends of 4½ per cent each were included; in 1863 only one—the fall dividend, as in preceding years, having been carried to the succeeding year's account.

Statement of the liabilities and assets of the Washington Branch, Sept. 30, 1862 and 1863:

Liabilities.	1862.	1863.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal)	25,000 00	25,000 00
Profit and loss.....	557,261 90	704,841 66
	$2,232,261 90	$2,379,841 66
Assets.		
Road & equipm'ts..	$1,650,000 00	$1,650,000 00
Am't due by B. & O. R. R. Co.....	581,261 90	729,841 66
	$2,232,261 90	$2,379,841 66

☞ The work upon the Reno Oil Creek and Pithole Railroad is progressing favorably.

Cleveland and Pittsburg R. R.

At the annual meeting of the stockholders of the Cleveland and Pittsburg Company, the following gentlemen were elected directors:—Messrs. J. F. D. Lanier, Franklin F. Randolph and Smith Clift of New York; B. F. Jones, Springer Harbaugh and P. Geisse of Pittsburg; J. N. McCullough, T. P. Handy, W. H. Halloway, D. C. Lee and James F. Clarke of Ohio; and H. C. Kingsley of New Haven. It was at the same time resolved to recommend the board of directors to propose such modifications of the existing contract with the Fort Wayne Company as are equitable and calculated to prove mutually beneficial. The issue of a million of stock sold by the old management at 80, many months back, was at the same time ratified. There is no change to be made in the presidency of the road, Mr. McCullough retaining his position, and the transfer books here are to be removed back to the Farmers' Loan and Trust Company. The interest account is reduced to $26,000 per annum in round numbers and the amount of stock outstanding is about $5,300,000. The reported design of the new management to buy in a branch road is contradicted, the directors being pledged to make no such negotiation and none of them being interested in the property referred to.

Milwaukee and St. Paul Railroad.

It gives us much pleasure to be able to state to-day that the project of connecting this city with the Milwaukee and St. Paul Railroad is rapidly passing into that stage where its success can no longer be doubted. A corps of engineers has just been placed on the contemplated line, with instruction to make a thorough survey of the same, and it is hoped that when their labors are completed, the contract for building the road will be let without delay. We are enabled to state, in addition, that Mr. Angus Smith, of Milwaukee, in whose hands the active management of this affair rests, gives very confident assurances that the road will be finished during the coming summer. He has pledged himself, moreover—and we regard this as a most favorable indication—to prominent gentlemen of this place that, if the contract for the construction of the road aforesaid is not let within sixty days from this time, the charter will thereupon be surrendered to its original owners in Winona.

This is something definite. We, therefore, regard the construction of the road, next summer, as almost beyond question.—*Winona Republican.*

Freights over the Plains.

Freights from Kansas to Nevada, Idaho, &c., for 1865, over the plains, was 81,500,000 pounds in weight, and employed a great train of animals and wagons. The wagons brought $2,400,000 in specie in return. The freight business has grown steadily at Kansas, and is expected to double in the current year.

Northern Pacific Railroad Company.

This company was reorganized at Boston on the 5th inst. The control and management of this great interest has passed into the hands of the representative capitalists of New England, who will prepare for the vigorous prosecution of the work.

☞ The Sandusky, Dayton and Cincinnati Railroad was sold on the 5th inst., by O. Follett, receiver, under order of the Court, for $750,000, minimum valuation, to J. P. Yelverton, of New York; J. W. Pierce and Israel M. Spelman, of Boston, purchasing trustees, under plan of bonds and stockholders of capitalization for securities.

Banks of the State of New York.

REPORT OF THE SUPERINTENDENT OF THE BANK DEPARTMENT.

The passage of the act of March 9, 1865, commonly known as the Enabling Act, precipitated what, under existing conditions, could not long be delayed, the fourth, and, to appearance, the concluding era in the history of State banking in New York.

The object of the act in question was to afford to the banks of this State a means of transferring their organization and business to the national system, without the tedious process of a formal dissolution, with the attendant inconvenience of a dispersion of their capital and surplus earnings. Since its passage 173 banks have closed business as State institutions, and been received into the National fold, and though some of these had already taken steps in that direction, the passage of the act greatly facilitated their transfer. Besides these, 20 banks had received authority, and were doing business under the National system prior to the passage of the act, and of these, ten had effected the change prior to October 1, 1864. The last fiscal year, therefore, has witnessed the practical extinction of 183 State banks, and their transfer, with all their wealth and influence, to the National guardianship.

Under the provisions of the Enabling act this revolution has been effected silently and almost imperceptibly, without derangement in the affairs of the institutions, or detriment to public interests. Their relations to this Department are still maintained to the extent of the securities deposited to protect their circulation, and to the means of withdrawing these securities upon the return and destruction of their notes.

No circulation has been issued by this Department to any bank after its conversion was fully perfected, nor has such favor been solicited by any bank. The strictures of the Controller of the Currency upon the *double-dealing* of some of his proteges, do not, therefore, apply to the honored and honorable institutions of the State of New York.

It is due to the truth of history and to the reputation of the New York banking system, to say, that this *wholesale conversion* has been wrought less by the greater novelty and superior attractions of the new dispensation than by the practically compulsory policy of the General Government. The change was in most instances very reluctantly made, and only when it appeared to be the last alternative except the relinquishment altogether of the business of banking. But candor no less compels the acknowledgment that the National system is, for obvious and substantial reasons, popular with the people, and has gained a strong hold upon their confidence and good wishes, and in this fact will be found one of the strongest guarantees of its final and complete success.

So far as our State system is concerned, there is little now to do but to wait and watch the developments of National legislation, upon which the fate of what is left to us of *free banking* seems wholly to depend. Without some modification of the existing law, such as is hereafter more fully discussed, we shall be compelled to witness the rapid disintegration of a system of banking that has ministered to the prosperity of our people, worthily maintained the financial reputation of the State, and, by its success, has furnished a model from which has been constructed a gigantic monopoly to overshadow and destroy it.

Some time must necessarily elapse before we shall see the end of what is now the beginning, as under the operation of our present law it requires six years to close the circulation account of any bank, even after, by the return of 75 per cent. of its circulation, it is authorized to withdraw its bonded securities, and make a deposit of cash for the redemption of the remainder of its notes. It is evident, therefore, that the final closing of the affairs of over 100 banks is a labor that cannot be speedily accomplished.

To facilitate this, however, I would suggest an amendment of section 1, chapter 236 of the Laws of 1859, which requires the return of 75 per cent. of the circulation outstanding at the time of giving notice of closing, before a cash deposit can be made for the redemption of the balance, and the statute of limitations to be set in operation. The time at which the amount of outstanding circulation is computed, is purely arbitrary, and operates greatly to the disadvantage of banks that may have retired a large part of their circulation before giving the notice required. A further proviso, that the cash deposits might be made whenever the outstanding circulation should be reduced to $10,000, would facilitate the closing of a number of banks, and be in no respect prejudicial to public interests. Or the result might be reached by causing the circulation, of which 75 per cent. must be returned, to be estimated at the time of greatest issue, as ascertained from the quarterly statements made by the bank.

The sweeping character of the silent revolution which has been progressing in our financial system, will be more fully disclosed by an examination of the general statements.

For more convenient reference I condense from them the following brief summary:

The capital invested in banking, under our laws, on the 24th day of Sept., 1864, was.	$107,306,948
On the 30th day of September, 1854.	20,436,970
Decrease during the fiscal year.	$86,869,978
The greatest decrease in any previous years during the last ten years....	$1,951,199
The circulation returned and destroyed during the year ending, Sept. 1865, was.....	$16,728,179

which exceeds by about $2,000,000 the amount returned during the panic year of 1857, and by about $9,000,000 the average yearly amount for the last 10 years.

The circulation issued and outstanding on the 30th Sept., 1864, was.	$40,118,635
The circulation issued and outstanding on the 30th Sept., 1865, was.	27,009,449
Decrease during the fiscal year.	$13,109,186
Securities, including cash, held under general laws, to redeem circulation, Sept., 30, 1864.....	37,303,524 05
Securities held, under general laws to redeem circulation, Sept. 30, 1865	25,469,157 44
Decrease during the fiscal year.	$11,834,366 61

The decrease of the different classes of securities has been as follows:

Of United States stocks.....	$8,528,600 00
Of New York State stocks.....	2,225,706 00
Of Illinois State stocks	233,400 00
Of bonds and mortgages.....	936,876 00
	$11,924,582 00
Increase of cash deposits to redeem circulation	90 215 39
Total decrease as stated above.	$11,834,366 71

These facts convey their own impressive commentary, and they speak only of dissolution.

On the 1st of January 1866, will expire the limited charters of the remaining incorporated banks in this State. Four of these have already commenced doing business under auspices of the national system.

The bank of the Manhattan Company and the bank of the New York Dry Dock Company, with unlimited charters, still survive the decay of the system that gave them birth.

Contributions to the bank fund will cease after January 1, 1866, and the charges upon it will be liquidated, so far as presented, on the first of February following. There will then remain an estimated balance of about $86,000, for the application of which there is no legal provision. I most earnestly renew the suggestion of the Hon. H. Van Dyck, that some appropriate disposition of the balance of the fund be authorized.

The policy of the National Banking System has passed beyond the limits of legitimate discussion. Recognizing, as it does, the essential and vital principle of an amply secured currency, which in our State has proved so salutary, we may reasonably hope that it will achieve in the broader field of national operations the same beneficial results, that within a more limited range, have been wrought out by our own justly cherished system.

The report proceeds to argue at length the relations of State and National finances, and takes ground in favor of the removal of all obstructions which operate to proscribe established local systems of banking. The competition of different systems would be healthful. Justice to banks which rendered generous assistance to the Government in its perils, demands that this should be allowed. The true policy of Government is to avoid unnecessary restrictions upon individual action. A financial derangement in the circle of existing institutions, will seriously affect the revenues of the Government.

It is held that Congress has bestowed power and permission to levy taxation upon the shares in national banks, with such restrictions as present undue discrimination. The State law should have been so amended as to order taxation of shares in the hands of their holders. The highest Court in the State has disregarded the visiting incompatibility; but it is by no means certain that the United States Courts will view the subject so complacently.

An elaborate discussion is entered upon, to show that specie resumption is not an infallible panacea for the cure of currency disorders, and that the remedy is in having a currency which represents an actual value, and in which the people entertain perfect faith. The currency founded upon public stocks has a real value, and every essential attribute of a redeemable medium. These conditions secured, the chief value of coin is in promoting international exchange, and thus imparting a general mobility to capital. The only desire on the part of the Government, should be to contract the currency afloat until it no longer transcends the amount required for trade and commerce. The redundancy of this currency is the only existing cause of commercial difficulties.

Steamboats as Common Carriers.—Baggage Stolen from Staterooms.

In the case of Mudgett *vs.* The Bay State Steamboat Company, decided in the New York Common Pleas.

The plaintiff sued to recover the value of a valise, which he as a passenger upon the defendants' steamboat, running from New York to Fall River, had deposited in his stateroom. The plaintiff testified that he took stateroom No. 9, and paid for the same; that he had a valise with him, containing some clothing and other articles, which he took into the stateroom with him. A key was furnished him by the clerk of the boat. He locked his stateroom and went down to the saloon; in his absence the valise was taken from the stateroom.

The defence was that the luggage was not delivered by the plaintiff to the defendants, who had a regular baggage master to receive and care for the luggage; and consequently they were not liable.

The justice gave judgment for the plaintiff and the defendants appealed to the Appellate Court, when the following opinion was delivered by

BRADY, J.—The defendants in this case claim exemption from liability, on the ground that the plaintiff's valise was never placed in their custody. The liability of a carrier is like that of an innkeeper. Hollister *vs.* Nolan, 19 Ward, 236; Cohen *vs.* Frost, 2 Duer., 341; and it was declared in Cayle's case, 8 Co., 33, that it is no excuse for the innkeeper to say that he delivered the guest

the key of his chamber, in which he lodged, and that he left the door open, but he ought to keep the goods and chattels of his guest there in safety. This doctrine has frequently been recognized and approved. (Burgess *vs.* Clements, 4 M. & Sel., 310; Hollister *vs.* Nolan, Supra,) and cannot be questioned, as resting on acknowledged, just and reasonable duties and obligations. A distinction is admitted to exist where the traveler assumes the charge of his goods *animo custodiendi;* and the jury on the facts disclosed, find such intention to have existed. Burgess *vs.* Clements, Supra; Tower *vs.* Utica & Schen. R. R. Co., 7 Hill., 47. The innkeeper would then be excused. The mere act, however, of taking the key of the room in which the guest lodged, his goods having been placed therein, would not discharge the innkeeper.

The only case which seems to be in conflict with the rule here suggested, is Cohen *vs.* Frost, Supra. In that case the plaintiff, who was a passenger on a sea voyage, took his trunk into the steerage, and tied it with ropes to his berth. During a violent storm the ropes were cut, and the trunk stolen. The plaintiff had a verdict, but the general term set it aside, on the ground that the trunk had never been delivered to the defendants, the defendants' possession being exclusive. The Court say, in delivering the opinion, that the case is not to be distinguished from that of a guest at an inn, who when he takes his luggage to his own chamber, of which he keeps the key, discharges the innkeeper, and this is declared to be the law, on the authority of Burgess *vs.* Clements. The learned Judge who delivered the opinion in Cohen *vs.* Frost, must have confounded Burgess *vs.* Clements, with some other case, because the Kings Bench did not declare any such rule. The plaintiff was defeated because his goods were not received *causa hospitandi.* He had asked for, and obtained a room in which to show his merchandise for sale, not as a guest, but as a vendor, and his property was under the circumstances, held not to have been within the rule which required the innkeeper to protect it. The opinion, therefore, in Cohen *vs.* Frost, is not sustained by the authority on which it is based, so far as it relates to the legal effect of the innkeeper's giving the key to his guest; and the general doctrine which seems to be declared by it, that a traveller on a sea voyage must place his luggage in the special charge of the officers of the ship is disclaimed, in effect, in Van Horn *vs.* Kermit, 4 E. D. Smith, 453; the reasons assigned why a contrary rule should prevail are well settled.

So far as the adjudications which bear upon this question have been discovered, they sustain the rule that a mere supervision of one's baggage, or the means of entering the place of its deposit, is not sufficient to discharge the carrier. There must either exist, the *animo custodiendi* on the part of the traveler, to the exclusion of the carrier, or he must be guilty of such negligence as discharges the latter from his general obligation. Robinson *vs.* Dunsmore, 2 B. & P., 416; Burgess *vs.* Clements, Supra; Tower *vs.* Utica & Schen. R. R. Co., Supra; East India Com. *vs.* Pullen, 1 Strange Rep., 694.

It was not pretended in this case that the plaintiff was guilty of negligence, and so far as it may be necessary to consider the question whether the plaintiff retained the custody of his valise or not, it is only necessary to say that the finding of the justice is against the defendants upon that issue. I do not understand upon what process of reasoning it can be maintained, that giving the key of a room on board of a vessel, to a traveller, in which he is permitted to deposit his baggage, is not in fact, an assumption of the possession of all that is therein placed.

The whole vessel is in the possession, and subject to the control of the owners. The custody of the vessel, and the general government of the room given the traveller, continues with them. The use of it is a convenience for which the traveller pays, and if its employment absolves the carrier from vigilance, the security of property succumbs to the ease or pleasure of the journey. Such cannot be the law. The defendants can protect themselves if they wish, by notifying their patrons that no goods can be placed in the stateroom hired, except at the risk of the owner, and thus advise them of the consequences of the act. But as long as they permit a traveller thus to deposit his baggage without notice, the mere circumstance of his taking a key, will not be considered sufficient to relieve them from their duty to protect him against theft.

Judgment affirmed.

Failures in the U. S.

The following comparative statement of the failures, their number and amount, in the last and previous nine years, is from the Circular of Messrs. R. G. Dun & Co.:

TOTAL FAILURES IN NORTHERN STATES.

	Number.	Liabilities.
1857	4,257	$265,818,000
1858	3,113	73,608,747
1859	2,959	51,314,000
1860	2,733	61,739,474
1861	5,935	178,632,170
1862	1,652	23,049,300
1863	495	7,899,000
1864	510	8,579,700
1865	530	17,625,000
Average from 1857 to 1865		$76,473,000

Exports of Petroleum.

The following is the quantity exported from the principal Atlantic markets, from Jan. 1, to Dec. 30:

		1865.	1864.
From Boston	galls.	1,438,978	1,696,307
" New York	"	14,626,090	21,335,784
" Philadelphia	"	11,891,562	7,760,148
" Baltimore	"	973,117	929,971
" Portland	"	11,088	70,762
" New Bedford	"	50,000	.....
" Cleveland	"	81,173	80,000
Tot. exports from the U.S.		29,072,018	31,872,972
Same time 1863			28,250,721

The Phila. & Reading & Atlantic & Great Western R. Rs.

The Pottsville *Miner's Journal* says that these companies have entered into the following arrangements:

The Philadelphia and Reading Railroad Company is to lay down an additional rail to make a six feet gauge over its line and branches, and the Atlantic and Great Western is to lay down an additional rail from Milton to connect with its road so as to receive the traffic passing over the respective roads. By this means a connection will be made with Philadelphia as well as New York. One of the conditions of the arrangement is the establishment of a line of steamships immediately, between Philadelphia and Liverpool. This is an important arrangement if the rumor is correct.

American Securities Abroad.

Advices from Frankfort mention that the Bourse in that city had been extremely dull for some time in consequence of the unsatisfactory state of the money market, discount continuing at 5½ per cent., but that, as regards American stocks, since the receipt of the President's Message, a most extensive business had taken place, accompanied by a rise of 3½ per cent., from 66⅜ to 69⅞ in two days. The outstanding speculations in the shape of "options" for the end of the year had mainly contributed to this movement, which has carried prices to a point 2 per cent. above those at New York. At the same time the German public generally have resumed purchases in them for investment, and so exclusive is their partiality, that all advertisements for Turkish or other loans, or for shares in any company, prove entirely unattractive. Even for the new Austrian loan, though the price is admitted to be very low, only 10,000,000 florins have been subscribed at Frankfort; and, notwitstanding the effect of the satisfactory turn affairs appear to have taken in Hungary, the Five per Cent. Nationals are quoted 61—a price lower than they have touched since the Italian war. Money continues to pour in from the country, where the requirements for the produce markets are over, but it is absorbed by the remittances to America.—*London Times, Dec.* 21.

Kent County Railroad.

Tench Tilghman, Esq., President of the Maryland and Delaware Railroad Company, in his annual report, thus alludes to the Kent Railroad:

"A third road is projected and will probably soon be commenced, from a point on the Chesapeake Bay, opposite the mouth of the Patapsco River, through Chestertown, to the Delaware Railroad. This road, when completed, will shorten our distance to Baltimore still more."

The friends of this road held a meeting at Chestertown on the 21st, when several thousand dollars of additional stock was taken.

The Projected Railroad in the Valley of Virginia.

The Lynchburg *Virginian* gives statistics to prove that the distance from the point of intersection on the Virginia and Tennessee Railroad to the city of Baltimore is greater by the proposed route than by the roads already in operation *via* Lynchburg, Gordonsville, Alexandria, &c., and argues hence that the projected scheme will never be carried out.

The Staunton *Spectator* is evidently pleased with Mr. Garrett's proposition. It calls on the people to reflect upon the folly which, years ago, prevented the Baltimore and Ohio Railroad Company from constructing this road, and advises the Virginia legislators to countenance the opening of railroads and canals in every part of the State—the constructors, of course, to pay the expenses. —*Baltimore American.*

Finances of Ohio.

The total receipts of the State from all sources during fiscal year was $13,190,911 against $8,679,969 in 1864. The total disbursements during the year amount to $12,484,825 against $6,679,006 in 1864, leaving a balance to the credit of all funds of $756,086, against $2,000,961 in 1864. The total funded debt of the State is $12,912,014, against $13,500,751 in 1864, showing a diminution of $588,737.

☞ The estimated wagon freight across the plains during the past year is estimated at 112,000 tons, and the freight tonnage on the Pacific Railroad, when it shall have been completed, is estimated at 300,000 tons per annum, westward, and 150,000 tons, eastward. The passenger traffic is estimated at $300,000 going west and 250,000 going east, each year.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	17½
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	¾
Atlas ..... "	20,000	----	1	¾
Aztec ..... "	20,000	----	1	¾
Balt. and N. C. ..... N. C.	20,000	5	----	35c
Bare Hill ..... "	----	----	----	140c
Bay State ..... L. S.	20,000	----	3½	1
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	75c
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	15c
Canada ..... Vt	100,000	4	90c	80c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	45
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Chetticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	24½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	15½
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	¾
Dudley ..... L. S.	20,000	----	----	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3½	1
Forest Shepherd ... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	37½
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	50c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	69c
Great Western ... L. S.	20,000	----	2	50c
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	40c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	1½
Hanover ..... "	20,000	----	¼	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	3½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	¼	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	4½
Humboldt ..... "	20,000	----	2	5
Hungarian ..... "	20,000	----	1	62½
Huron	20,000	----	16	40½
Indiana	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	15

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	1½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	¾	¾
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	4	----
Merrimac ..... "	20,000	----	4	----
Meteor ..... "	20,000	----	----	----
Meanard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	----
Minnesota ..... L. S.	20,000	----	3½	55c
Missisquoi ..... Ca.	150,000	2	----	17½
Montezuma ... N. Mex.	300,000	5	----	1½
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	18
Native ..... "	20,000	----	3	50c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	50c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	¾
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ua.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	2½
Pewabic ..... "	20,000	----	3½	35½
Phila. & Boston ... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	12
Pittsburg & Boston "	20,000	----	5½	57
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	¾
Quincy ..... "	20,000	----	10	55½
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	50c
St. Clair ..... L. S.	20,000	----	3	2
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	----
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	3	----
Sheldon ..... "	20,000	----	16	----
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	----	----	80c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	5	4*	15c
Waukegan ..... L. S.	20,000	----	2½	2½
West Minnesota ... "	20,000	----	----	20c
Wickham ..... Ca.	200,000	5	----	----
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	¼
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	¼
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1½
Lancaster	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	¼
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchio ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	¼
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	60
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C ... Md.	----	----	----	105c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	15½
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou .. "	100,000	5	----	----
Bridgeport ..... Pa.	80,000	10	----	----
Broad Mountain ... "	80,000	10	----	----
Butler ..... "	----	----	----	11
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	51½
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	43
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	28½
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	42
George's Creek ..... Pa.	10,000	----	----	105
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	57½
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	5½
Locust Mountain ... "	----	----	----	41
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	8
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	8½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	137
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	11½
Schuylkill Valley .. "	20,000	10	----	15
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	28½
Stafford	----	----	----	----
Suffolk	4,000	100	----	98
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	15

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	55c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	Pd
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	13½
Massachusetts (G.) .. Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	41½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——	——	——	—	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	----	41
30 Nov. '64	4.52	——	179	28	--	Broadway, Boston	256,257	250,000	——	26,482	129,615	75,895	8	----	45
30 Nov. '64	27.43	——	——	——	—	Cambridge	784,671	727,800	150,000	94	(Union Co.)		9	----	90
30 Nov. '64	——	7.5	——	——	—	Dedham and West Roxbury	.....	41,000	——	——	——	——	——	----	——
30 Nov. '64	1.41	——	——	——	—	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metro. poli'n)		6	----	45
30 Nov. '64	2.80	——	20	6	--	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	----	——
30 Nov. '64	11.75	——	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	----	85
30 Nov. '64	3.41	——	——	——	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	----	25¼
30 Nov. '64	2.97	——	——	——	—	Medford and Charlestown	35,000	23,000	11,000	——	(Middlesex)		50	----	25
30 Nov. '64	31.85	——	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	----	48½
30 Nov. '64	6.84	——	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	——	3	----	46½
30 Nov. '64	5.69	——	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,869	——	----	——
30 Nov. '64	6.75	——	66	15	—	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	----	——
30 Nov. '64	2.68	——	——	——	—	Somerville	50,000	50,000	——	——	(Middlesex)		5	----	25
30 Nov. '64	2.50	——	10	2	—	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	----	——
30 Nov. '64	——	6.74	——	——	—	Suburban	95,500	5,000	——	——	(Middlesex)		——	----	——
30 Nov. '64	6.00	——	70	——	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	----	——
30 Nov. '64	——	——	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	----	86½
30 Nov. '64	1.58	——	——	——	—	West Cambridge	13,600	13,600	——	——	(Leased)		6	----	47
30 Nov. '64	2.25	——	——	——	—	Winnisimmet	62,154	60,000	——	939	21,389	——	——	----	——
30 Nov. '64	11.60	——	59	8	--	Worcester	96,657	75,800	——	53,668	25,453	——	——	----	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	----	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	----	——
						NEW YORK.									
30 Sep. '64	10.76	——	---	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	---	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,985	——	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	——	----	55
30 Sep. '64	24.00	——	---	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,527	3,666	9	100	130
30 Sep. '64	56.18	1.90	---	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	----	——
30 Sep. '64	11.75	4.00	---	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	——	----	——
30 Sep. '64	0.09	9.41	——	——	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	----	——
30 Sep. '64	——	18.00	——	——	—	Brooklyn City & Rockaway	—	12,000	——	700	——	——	——	----	——
30 Sep. '64	——	25.00	——	——	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	——	——	——	----	——
30 Sep. '64	——	----	——	——	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	----	.....
30 Sep. '64	——	23.00	——	——	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	——	——	——	——	----	——
30 Sep. '64	——	——	——	——	—	Central City (Syracuse)	——	——	——	——	——	——	——	----	——
30 Sep. '64	19.00	3.00	——	99	12	Centr'l P'k, N.&E.Riv. (N.Y.)	1,330,302	791,350	550,000	——	327,713	30,493	——	100	——
30 Sep. '64	17.25	——	---	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	——	100,438	9,148	——	----	——
30 Sep. '64	——	6.00	——	——	—	East & North River (N. Y.)	650	650	——	——	——	——	12	100	——
30 Sep. '64	18.50	1.00	——	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,298	12	----	——
30 Sep. '64	12.00	1.00	---	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	——	----	——
30 Sep. '64	——	----	——	——	—	Fourteenth Street (N. Y.)	——	——	——	——	——	——	8	----	——
30 Sep. '64	4.52	——	——	——	—	Grand St. & Newtown (W'g'r	.....	.....	.....	.....	.....	.....	.....	----	.....
30 Sep. '64	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	——	34,660	897	——	----	——
30 Sep. '64	——	----	——	——	—	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	----	——
30 Sep. '64	——	——	——	——	—	Niagara Street (Buffalo)	——	——	——	——	——	——	——	----	——
30 Sep. '64	11.00	7.00	——	34	—	Ninth Avenue (N. Y.)	451,154	796,360	67,000	——	90,108	loss.	——	100	——
30 Sep. '64	——	----	——	——	—	N. Riv. & Wall st. Ferry (N.Y.)	——	——	——	——	——	——	——	----	——
30 Sep. '64	——	11.00	——	——	—	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	----	——
30 Sep. '64	7.50	3.40	---	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	——	——	----	——
30 Sep. '64	16.00	——	——	——	—	Second Avenue (N. Y.)	1,155,616	650,000	520,000	53,000	350,718	20,134	——	100	65
30 Sep. '64	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,806	14,753	5	100	135
30 Sep. '64	——	——	——	——	—	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	----	——
30 Sep. '64	17.50	——	---	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	——	——	——	—	Troy and Cohoes	50,000	.....	——	——	leased.	——	——	----	——
30 Sep. '64	6.50	9.00	——	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	----	——
30 Sep. '64	1.50	——	——	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	----	——
30 Sep. '64	——	12.00	——	——	—	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	----	——
						NEW JERSEY.									
Dec. '62	5.52	——	---	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	.....	.....	.....	----	.....
Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	----	——
31 Dec. '62	10.47	——	---	——	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	----	.....
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	——
31 Dec. '62	5.80	——	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	.....	.....	.....	----	.....
						PENNSYLVANIA									
31 Oct. '64	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	128,761	50,439	40	10	58½
31 Oct. '64	8.13	——	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	----	——
31 Oct. '64	4.12	——	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	——	----	——
31 Oct. '64	4.38	——	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	——	27,895	77,533	5,901	7½	----	23
31 Oct. '64	16.74	——	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	51,029	8	50	45
30 Nov. '64	24.23	——	233	39	0	Germantown	377,824	112,245	250,000	——	176,540	41,534	——	----	55
31 Oct. '64	8.40	——	120	25	0	Girard College (Phila.)	81,612	160,000	——	——	102,861	24,708	12½	----	25
31 Oct. '64	8.73	——	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	——	166,776	51,494	20	----	31
31 Oct. '64	11.00	——	——	16	2	Hestonv., Mantua & Fairm'nt	100,000	80,000	40,000	——	59,473	3,929	——	----	39½
31 Oct. '64	——	----	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	——	----	11
31 Oct. '64	11.17	——	---	---	—	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	----	.....
31 Oct. '64	12.00	——	60	12	0	Oakland (Pitts'burg & E. L.)	29,500	29,500	——	——	37,905	1,491	——	----	——
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	32,449	6,297	2	----	——
31 Oct. '64	7.04	——	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	——	----	——
31 Oct. '64	4.51	——	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	----	——
31 Oct. '64	6.16	——	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	——	95,336	1,418	——	----	18
31 Oct. '64	5.20	——	---	---	—	Richmond & Schuylkill (Ph.)	180,000	100,000	30,000	——	.....	.....	.....	----	6
31 Oct. '64	7.78	——	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	——	39,334	8,113	——	----	17½
31 Oct. '64	19.46	——	423	65	5	Second & Third st. (Phila.)	473,202	203,757	172,000	——	355,774	98,863	27½	20	85½
31 Oct. '64	5.62	——	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	——	——	41.269	9,418	5	----	11½
31 Oct. '64	8.38	——	115	17	4	Spruce & Pine (Phil. & Gr'sF.)	175,610	152,312	15,500	——	79,670	21,297	6	----	35
31 Oct. '64	7.65	1.61	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	——	——	162,367	51,179	20	20	52
31 Oct. '64	6.25	——	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	——	2,000	116,912	24,831	25	----	34
31 Oct. '64	9.31	——	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,238	7½	----	71
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	.....	.....	21
						OHIO.									
31 Dec. '62	5.00	——	---	---	---	Cincinnati Street	161,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	——	---	---	---	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.61	——	---	---	---	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	——	---	---	---	Pendleton & S. st. Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1894	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1893	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	59
Central Park, East & North River:					
1st Mortgage	650,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	.....	.....	----
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	.....	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	----
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1890	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	----
Middlesex:					
1st Mortgage	31,000	--	.....	.....	----
Malden & Melrose bonds	51,762	--	.....	.....	----
Real Estate	4,000	--	.....	.....	----
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	----
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	.....	.....	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City:					
1st Mortgage	65,500	7	.....	.....	----
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Dec. 31, 1865	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	101
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	101¼
" " " ..... coupon		6	" "	1868	105
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	96½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	95½
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	101½
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of July 17, & Aug. 5, 1861 ..registered	264,230,800	6	" "	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	102½
" " " (5-20s) ..... coupon		6	" "	1882	104½
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	101½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1896	103½
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	91½
" " " ..... coupon		5	" "	1904	92½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	93½
" " " ..... coupon		6	" "	1884	101½
Treasury Notes of July 17, 1861 ..... coupon	240,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ..1st series	300,000,000	7.3	Feb. & Aug.	1867	98½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	98½
" " 1865 ..... 3d series	280,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	60,667,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	180,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	426,231,390				
Fractional currency	26,000,000				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..coupon	899,000	6	No Int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " ("). "	38,000	6		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	119½
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,084	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71–'82	90
" — " " " ..... "	1,000,000	6	" "	1887	93½
Florida—State bonds ..... coupon	143,000	7	---- ----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ..	2,073,750	6	" "	'63–'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62–'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63–'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	99
—Canal bonds (sterling)	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325.500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	----	---- ----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	93
" —Canal Preferred stock ..... "	4,079,500	6	Jan. & July.	----	83
" — " " special stock "	1.216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
— " " (war loan) ..... "	800,000	7	" "	'81–'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'66–'75	----
" — " " ..... "		5	" "	'81–'91	----
" — " " ..... "		5	" "	'93–'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91–'96	96
" — " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc) ..coupon	516,130	6	---- ----	d'm'd.	80
" — " (R. R. etc) ... "	3,902,000	6	---- ----	'67–'99	----
" — " (banks) ..... "	5,398,533	6	---- ----	----	----
" — " (war loan) ... "	670,000	6	---- ----	----	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'63–'77	95
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81–'83	95
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89–'90	----
" — " " (st'l'g conv.) ... "	2,490,569	5		'89–'90	----
" — " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42–'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89–'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100½
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89–'90	102½
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68–'71	----
" — " " (T. & G.R.R.) ... "	503,380	6	" "	'88 '90	----
" — " " (" ") .. dollar	416,500	6	" "	'90–'91	----
" — " " (" ") ..	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65–'71	----
— " " (N. & W. R. R.) "	400,000	6	" "	1870	----
— " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
— " " (Buildings ac.) "	200,000	6	June & Dec.	'68–'77	----
— " " (" ") "	345,000	5	April & Oct.	'65–'74	----
— " " (" ") "	200,000	5	May & Nov.	'65–'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64–'66	----
— "	247,000	6	June & Dec.	'68–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71–'76	107
" — " " " ..... "	600,000	5	" "	'77–'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	92½
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	93
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1896	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	---- ----	'41–'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	78½
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ..coupon	7,000,000	6	" "	'72–'88	80
" — " " S. W. Branch ... "	4,500,000	6	" "	'87–'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73–'87	79
" — " " N. Missouri ... "	4,350,000	6	" "	'72–'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73–'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87–'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64–'66	----
" —State Defense warrants	780,000	----	---- ----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	93
" " —Notes	200,000	6	---- ----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,520	6	" "	'65–'71	----
" — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" — " " " " "	900,000	5	" "	1875	----
" — " " " " "	442,961	5	May & Nov.	1868	100
" — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" — " " " " "	1,300,000	6	" "	'68–'78	100
" — " " " " "	700,000	7	" "	1870	----
" — " " Comptroller's b'nds	28,698	5	---- ----	d'm'd.	----
" — " " " " "	11,050	5½	---- ----	d'm'd.	----
" — " " " " "	14,230	6	---- ----	d'm'd.	----
" — " " " " "	421,000	6	Jan. & July.	'65–'67	----
" — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" — " " " " "	68,000	5	Feb. & Aug.	1876	----
" — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" — " " " " "	320,000	5½	Jan. & July.	1865	----
" — " " " " "	100,000	6	" "	1867	----
" —Canal Fund Loans	6,922,274	5	" "	'63–'74	----
" — " " "	15,889,025	6	" "	'64–'76	----
" — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	57½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	6	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	95
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,300	6	" "	1881	95
" — " " (" ") ..... "	2,400,000	6	" "	1886	----
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	---- ----	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	---- ----	----	----
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,893	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,678	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	91½
" — " " " ..... "	428,000	5	" "	1873	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	6	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	---- ----	----	----
" —Relief Notes in circulation ...	97,360	----	---- ----	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) ..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	---- ----	1868	----
" " —Inscribed certificates	1,708,017	6	---- ----	'68–'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	---- ----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	---- ----	1882	81
" — " " (interm. impr.)	2,063,606	5	---- ----	Var.	54
" — " " (railroads) .... "	12,799,000	6	---- ----	Var.	85
" — " " (capitol) ..... "	608,000	5	---- ----	1890	57
" — " " (Hermitage) .. "	48,000	6	---- ----	1890	87
Texas—Had no debt in 1861	----------	----	---- ----	----	----
Vermont—Inscribed certificates	175,000	6	---- ----	'63–'64	----
" —State bonds (war loan) ....coupon	58,000	6	---- ----	'62–'63	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	----
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	103½
" — " " (railroad)	18,284,642	6	Jan. & July.	'83–'93	72
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85–'93	----
" — " " (sterling) ..... "	1,855,000	5	" "	1892	----
West Virginia—No information	----------	----	---- ----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67–'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78–'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	408,076	446,044	896,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,080	460,422	521,174	595,523	739,527	677,625	719,911	731,270	------	------
Chicago and Alton:													
1860	55,784	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,858	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,189	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,256	134,572	122,084	122,301	145,542	149,137	157,948	170,044	170,910	156,869	157,294	1,673,706
1864	100,991	154,418	196,803	162,725	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	243,985	315,944	391,574	399,602	355,075	294,804	224,022	3,703,116
Chicago and Rock Island:													
1860	72,884	66,703	77,408	89,170	104,272	100,403	82,895	139,049	132,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,807	75,676	76,459	102,353	138,374	113,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,755	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	240,531	289,493	186,172	227,290	311,180	232,287	288,095	384,290	360,707	261,141	192,272	3,222,692
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,834	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,325	4[illegible]563	466,930	565,145	480,710	519,306	669,605	729,759	716,378	563,100	6,114,566
1865	541,005	482,164	499,296	468,353	586,623	747,942	702,691	767,598	946,707	921,886	749,191	546,6[illegible]9	7,958,980
Cleveland and Toledo:													
1859	59,556	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,269	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,259	76,918	85,603	96,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,309
1864	154,058	176,105	208,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	490,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	600,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,415	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,123	1,114,568	1,099,507	1,072,262	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,389,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,308	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,251	122,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	192,442	212,118	239,911	270,083	408,571	2,922,970
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,190	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,026	278,540	281,759	253,042	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	457,679	424,531	4,571,023
1864	327,900	416,548	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,549	624,968	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,396	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,289	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	129,051	117,604	114,512	104,597	1,222,017
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,657	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,182	44,925	88,177	106,947	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,269	139,547	113,399	166,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,654	228,020	310,595	226,840	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	108,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,485	196,495	152,172	1,754,819
1860	131,467	119,853	160,454	170,812	175,481	134,688	127,273	196,821	263,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,916	226,819	276,109	325,818	305,284	279,539	2,647,853
1863	248,784	230,508	557,227	268,618	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,464	330,051	267,126	315 258	278,591	358,862	402,219	407,107	448,934	414,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,559 671
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	166,039	174,002	172,189	216,624	295,956	322,369	307,474	258,534	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	208,221	193,328	215,449	308,108	375,488	339,794	306,186	3,166,085
1864	252,435	278,848	348,892	338,276	271,533	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504,549
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,580	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,078	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,788
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,453
1864	921,891	936,587	1,059,023	1,105,664	1,004,435	1,029,786	1,065,793	1,278,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,246,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,295
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	388,956	321,208	249,032	3,316,501
1861	161,106	160,638	191,266	252,154	265,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,574	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,535	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,510
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,514	466,500	487,642	5,132,924
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	759,405	807,582	713,472	------	------
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,16	125,610	1,117,597
1863	109,808	110,603	129,310	123,115	113,798	123,949	118,077	130,578	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,078	158,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	207,098	------	------
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,786	106,100	125,027	77,599	81,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,674	1,172,100
1862	82,235	47,142	56,066	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,670	220,209	265,154	2,060,423
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	------	------

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	98½
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	989,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.& Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju.Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	98½
" " " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	90
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '90, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	86
" " $2,500,000	867,000	6	"	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	91
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
1d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	92
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	82½
Funded Coupon Bonds	758,000	7	May & Nov.	" "	1883	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1876	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	8,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12.235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1886	99
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1888	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'75-'87	79
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort.						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	83
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	84
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct		1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	88
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		50
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,503,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc (endors.)	231,000					
***New Albany and Salem:**						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92
D'bts of former Co's outst'ding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	104
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	99
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	96½
5th Mortgage	1,002,500	7	June & Dec	"	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	94
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,900	6	April & Oct.	"	1875	
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	72-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (irredeemable)	1,500,000	6	"			
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92½
2d Mortgage	3,077,000	7	"	" "	1861	39¾
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	380,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,760	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-'87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	176,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1890	90
" 1844, "	801,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	564,000	6	" "	"	1886	116
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1885	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	681,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,891,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	91
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	27
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,256	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	39.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,025	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	418,528	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,688,438	124.0	293,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,484,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	66.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	.....	810 982	66.0	.....	49,663	197,367	85,946	3½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,505	51,000	—	211,836	66.0	211,836	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,240	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	*	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
.. .. '62	59.9	—	5.0	—	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
.. .. '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755.000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229 0	879,408	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,169,188	528,043	5	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,303,919	*	659,100	4,208,300	4,054,000	—	9,896,598	231.0	1,104,197	2,770,454	1,273,518	7½	104
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	—	8,376,510	5,924,969	—	16,464,265	400 0	1,963,105	5,728,910	2,752,273	20	113
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	32½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,864.923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,591	1,891,706	6	104½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	78	3,227	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080.110	708.3	3,386.850	6,329,447	2,465.194	8	127
1 Jun. '65	111.0	—	....	—	15	14	252	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	800,767	—	42½
								INDIANA.													
.. .. '65	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,534	1,240,000	—	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	155,551	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,334	9	100
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,228	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	*	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	8	100
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	78.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	150½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	.....	*Burlington and Missouri River*	2,603,589	173.787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,961	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412.156	162,268	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375.993	111.8	.....	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	128,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139.817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,934	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,947	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223.649	—	—
31 Mar. '61	206.0	—	....	205.0	45	31	513	*N. O. Jackson and Gr. Northern*	5,570,492	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	....	135.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	—
31 May '65	284.8	—	23.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	105½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	528.8	2,187,124	4,289,466	1,881,113	7	68
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	400,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	536	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331 899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	87
28 Feb, '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	98,378	7,695,870	168.8	480,186	950,499	640,641	—	—
31 Dec. '62	152.0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb, '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	8,191,923	490,423	649,212	12,580,308	283.0	598,416	1,097,788	211,310	—	—
28 Feb, '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	—	3,883,402	114.0	100,562	197,744	1,895	—	—
28 Sep. '64	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40,558	6,352,109	90. 1	280,189	599,491	31,319	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	38.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,955	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	95
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,639	36,811,376	286.8	2,938,010	6,509,945	4,544,097	11	110½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703.123	429,690	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,287	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	423,213	650,999	182,610	6	94½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	116½
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,968,000	202,000	—	3,160,000	27,720	—	3,608,159	61.8	457,640	1,117,340	393,908	9	128½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	128½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	80½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	104
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	104½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,276	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,690	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3 923,876	324,503	—	3,609,600	462,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	100
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,980	—	3,932,547	77.3	151,327	342,297	134,363	—	37½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	135
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	60½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,085,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	104½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	588,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,515	3,250,418	82.0	.....	210,265	210,265	7	91
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,750	*	—	500,000	750,000	.....	.....	24.7	oper. by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	3.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	125½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,082,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	54
31 Dec. '64	64.0	26	54.0	—	59	34	908	Central of New Jersey	9,263,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	119
31 Dec. '64	58.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	670,764	171,755	7	99
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	145
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec '64	—	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	55
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	158	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	—	640,814	1,030,232	loss	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,828	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	190
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	95
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	105½
30 Sep. '64	94.0	9.5	98.3	—	15	32	110	Long Island	2,567,162	361,212	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	38
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	94½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	40
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,664	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129.084	432,882	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g	3,095,871	568,306	—	1,774,175	1,729.900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	100
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	920,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	803,228	19	123
31 Dec. '64	134.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,033,368	2 499,348	1,235,162	15	123
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424.299	1,651,990	26	.....
30 Nov. '64	101.	102.5	.....	—	56	28	1,476	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	208.5	1,256,812	2,512,315	438,897	8	78½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,578	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,991,266	834,780	10	110
31 Dec. '58	61.4	—	.....	63.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366,705	3,782,430	.....	6,214,825	142.0	.....	.....	1,069,187	—	.....
30 Nov. '64	88.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,886	2,433,286	614,641	30	140
31 Dec. '64	178.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,806,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	596,400	251,867	3,343,966	1,341,093	14,202	5,172,133	206.9	356,409	719,924	145,900	—	19½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	382,807	189,488	—	—
31 Dec '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,060	6 653,368	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013	—	28½
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	—	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	158
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	153,041	333,566	202,009	—	—
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*	—	1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	30
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	—
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	—
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	—	1,909,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	128	Huntingdon and Broad Top	2,012,243	*	—	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	—	6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	65½
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,646,100	980,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	30
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(	"	"	)	7½	55
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375	—	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	30
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,684,840	—	43,520,356	356.9	5,846,778	14,759 057	4,065,112	10	56½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399	—	1,358,100	315,500	—	1,673,100	24.0	283,789	425,147	207,893	8	54½
31 Oct. '64	287.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R. Co.)				—	2½
30 Nov. '64	152.0	46.8	208.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,786,480	734,788	20 072,323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	50½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960.404	—	245,695	999,200	250,000	—	1,249,200	28.2	176,447	224,006	477,658	10	120
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,657,300	692,000	—	9,349,300	197 0	839,238	3,205,560	1,365,200	10	59½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,486	163,004	—	1 770,414	1,500,000	69.233	3,666,877	72.0	256,176	315.723	101.589	—	9
31 Dec. '64	468.3	—	108.5	—	157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,126	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019.067	10	96½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northn Cen.	87,070	226,318	107,490	10	40		
31 Oct. '64	28.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,955	—	684,036	1 009,095	162,312	1,855,443	28.4	118,698	278,282	149,817	—	—
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	—	62.0	321,000	557,587	254,508	12	117
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	253,263	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,745	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,883	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859.	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,387	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,055	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,364	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,960	127,963	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— —	'58	32.0	—	—	158.0	—	—	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— —	'58	56.0	—	—	184.0	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— —	'60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	—	50.0	81,300	32,670	—	—
1 May	'60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	309,000	—	70.0	102,200	282,846	196,568	—
— —	'59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf.	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May	'65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	—	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug.	'63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449.351	423,027	112,163	—	—
31 Aug.	'63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May,	'63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941,045	262,887	—	—
31 May,	'63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper. by Vt.		Central		8	1
30 Jun.	'63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,995	64,267	26,451	—	106
30 Jun.	'63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	oper.	r.h.Troy	& Boat.	53,852	—	—
								VIRGINIA.													
1 Aug.	'59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep.	'59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	186,802	43,062	—	—
30 Sep.	'59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep.	'59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep.	'60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,068,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep.	'59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,900	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep.	'59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	218,852	7½	—
30 Sep.	'60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	—
30 Sep.	'59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	—
30 Sep.	'59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	—
30 Sep.	'59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan.	'60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep.	'60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,763	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 988	634,081	359,180	5	—
30 Jun.	'60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	75
								WISCONSIN.													
31 Dec.	'64	195.0	175.0	—	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,173,118	506 55	—	—
31 Dec.	'64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607.00	—	8,452,351	234.4	968,183	1,711,281	506,330	—	—
10 May,	'64	103.0	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,065,328	5,692,471	142.3	466,043	490,597	128,210	—	—
								CANADA.													
31 Jan.	'63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	—
31 Dec.	'62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	—
30 Jun.	'63	1,096	187.0	—	78.0	204	130	2,399	Grand Trunk	20,340,345	*	—	15,123,430	64,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,164,855	—	15
31 July,	'63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec.	'64	94.5	1.6	—	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,900,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct.	'62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,006	—	—
1 July,	'61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	—	138 456	36,670	—	—
								NOVA SCOTIA.													
Dec.	'63	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
Dec	63	48.7	—	—	—	11	22	120	Pan ma	9,000,000	*	,668	5,000,000	75,000	—	10,768,128	48.7	—	837,438	1,338,924	13	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,300	7	---	26
Catawissa (preferred)	1,150,000	7	---	42½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	44
Chicago & Alton (preferred)	2,426,200	7	7	107
Chicago & Northwestern (pref.)	12,994,720	7	7	58½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	73
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,463	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	39
Erie (preferred)	8,535,700	7	7	49½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	---	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	71
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1886	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	90
Six per cent. Loan	2,432,274	6	A. & O.	1884	90
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	----------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	75
Improvement	588,500	6	M. & N.	1876	81
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	44
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	53½
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	31½
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,253,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Michigan	---	----------	---	----
Lehigh Navigation	50	4,252,950	6	56
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	---	22½
" " (preferred)	50	2,722,607	---	28
Susquehanna and Tide Water	50	2,048,260	---	5½
Union	---	----------	---	----
Union (preferred)	50	2,750,000	---	1½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	50 — @ 51 —
Pig, American, No. 1	50 — @ 51 —
Bar, Refined, English	110— @115 —
Bar, Swedes, assorted sizes (in gold)	90 — @ 95 —
Store Prices.	
Bar, Swedes, assorted sizes	165 — @175 —
Bar, English & American, Refined	125 — @150 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @200 —
Ovals and Half-round	115 — @155 —
Band, English	— — @155 —
Horse Shoe	150 — @155 —
Rods, English	127 50 @130 —
Hoop, English	160 — @225 —
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	35 @ — 40
Sheet, English, Single, Double and Treble	— 7½ @ — 10½
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	57 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 19 @ — 24
English Spring (1st & 2d qlty.)	— 12 @ — 14
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 14 @ — 16
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 19 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 13
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 55
Sheathing, Yellow	— — @ — 46
Pig, Chile	— — @ — —
Bolts	— — @ — 55
Braziers'	— — @ — 55
American Ingot (cash)	— 38 @ — 40

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— — @ 9 75
German Refined	— — @ 9 75
English	— — @ 9 75
Bar per lb.	— — @ — 12
Pipe and Sheet	— — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— — @ — 28½
Straits	— — @ — 27½
English	— 26½ @ — 27
Plates, Charcoal I. C per box	15 — @ 15 50
Plates, I. C. Coke	12 50 @ 14 —
Terne, Coke	10 50 @ 11 —
Terne, Charcoal	14 — @ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash) per 100 lb.	7 50 @ 8 —
Clinch (cash)	— 9 @ — 10
Copper	— — @ — 60
Ausable Horse, Norway Iron, Forged	— — @ — 41
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 35 @ — 38
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 75 @ — 77
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 43 @ — 44

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	Th. 4.	F. 5.	Sat 6.	M 8.	Tu. 9	W. 10
Atlantic M. S. S. Co.	----	----	133	----	132	132
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	98½
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	45½	45½	44¾	44	43	----
Central Am. Transit	28	----	23	----	----	----
Chicago & Alton	105	105	----	104	104	104½
" " pref.	----	----	107	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	114	114	113	113	113	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	36½	36½	35½	33	31½	32½
" " pref.	62	62	61½	60	58½	59½
" " 1st M.	----	82½	----	----	82½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	84	84	----	----
Chicago & Rock Isl.	108½	108½	108	106	104½	105½
" '1st M. '70	----	----	----	----	----	----
Clev., Col and Cin.	----	----	----	123	----	----
Clev. and Pittsburg.	85½	85½	83½	81	79	79½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	113	----	----	----	108½	110½
" " S. F. 7 p.c	----	----	----	----	----	----
Cumberland Coal, pref	44½	44½	44½	43½	42½	43½
Del. & Hudson Canal	145	145	145½	147	----	----
Del., Lack. & West.	----	----	----	----	----	----
" 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	98½	99½	99½	98½	95	96½
" pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '67	----	100	----	----	----	----
" 2 M. 7 p.c. '70	----	----	----	----	102	----
" 3 M. 7 p.c. '83	----	99	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	108½	108½	108	107½	105½	----
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	95½	----	----	----	----
Illinois Central	131½	130	130	----	126	127
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14½	----	14½	14½	----	13½
Michigan Central	108x	----	107	----	102	105
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	112	----	----	----	----	110
M. S. and N. I.	74½	74½	73½	71	68½	69½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	96	96
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	97	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	50	----	----	50
Missouri 6s	78½	78½	78½	----	77	----
" ies. to H. & St. J. R.	79	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	96½	96½	95½	95½	95	95
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	93	----	----	93
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '76	100	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	87½	83	88	----	----	----
Ohio & Miss. cer.	28½	28½	28	27	26½	26½
" pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	245x	240	----	----	----	----
Penn'a Coal Co.	----	----	170	----	----	----
Phila. and Reading	107x	106½	106	104½	101½	102½
Pitts. Ft. W. & Chicago	103½	103½	102	99x	98	98½
" " 1M.	100	----	----	----	----	100
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	44½	43½	43	41½	41	42
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	71½	71	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	81	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	89	----
Tol., Wab. & Western	42	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	91	----	----	----	----	----
" " 2M.	----	----	----	----	----	75
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	72	----	72	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1866, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	93⅜	93⅜	93⅜	93⅜	93	93⅜
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	104⅜	104⅜	----	104⅜	----	----
U. S. 6s, 1881, cou.	105⅜	104⅜	104⅜	104⅛	104	103⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	101⅛	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	121
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅜	98⅜	98⅜	98⅜	98⅜	98⅜
U. S. 6s, 5-20s, c. 1862.	105⅜	105	105	104⅛	103⅜	104
U. S. 6s, 5-20s, c. 1864.	102⅜	102⅜	102⅜	----	101⅜	----
U. S. 6s, 5-20s, c. 1865.	102⅛	102⅛	102⅛	----	101⅛	101⅜
U. S. 6s, " reg.	----	102⅛	102⅛	102⅛	----	----
7.30 Notes, 1st series.	99	98⅞	98⅞	----	98⅛	98⅛
" " 2d series.	98⅛	99⅛	98⅛	98⅛	98	98⅛
" " 3d series.	98⅛	98⅛	98⅛	----	98	98⅛
American Gold	142⅛	----	----	----	137⅛	138⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

	W.3	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Cattawissa	31	30	30⅛	----	----	26⅛
" preferred	46	44	45	44⅛	43	42⅛
Camden & Amboy	125⅛	125⅛	----	125⅛	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	85	----	----
" " 6s,'89	----	83⅛	83⅛	----	----	----
" mort. 6s,'89	----	----	----	91	91	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	32	----	----	31⅛	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	55	54⅛	54⅛	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	----	----	89
Lehigh Valley R. R.	----	----	54⅛	----	62⅛	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	30⅛	30⅛	30⅛	30	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	55	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	31	----
" " 6s	83	83⅛	----	83⅛	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	44⅛	45	----
Pennsylvania R. R.	57	57	56⅛	56⅛	----	56⅛
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	86⅛
" " 5s, coupon	----	----	87	86⅛	----	----
" " 6s, W. L.	----	----	100	----	100	99
Philadelphia City, 6s	85⅛	85	----	----	87	86
" " new	92	93⅛	93	92⅛	93	92⅛
Philad., Germ. & Nor.	55	----	54⅛	----	----	----
Phila. & Reading	53⅛	53	53⅛	53	52⅛	51
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	31⅛	----	30⅛	30⅛	30⅛	30⅛
" " 6s	----	89	89	89	89	----
Philad. & Sunbury, 7s	----	90	----	----	----	----
Schuylkill Navigation	24	29⅛	23⅛	----	----	22⅞
" " pref.	29⅛	----	29⅛	30	29⅛	28
" " 6s '82	----	75	75	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	81	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	2⅛	----	1⅛	----	----	1⅛
" " 6s '83	----	----	22	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	57	57
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	40⅛	----	40	40	----	40
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	35

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M 8.	Tu.9
Baltimore City 6s, 1875	----	101⅛	101⅛	----	101⅛	----
" " 1886	----	----	----	----	----	99
" " 1870	----	----	----	----	----	96⅛
" " 1890	----	101	101⅛	----	----	102⅛
Balt. and Ohio	----	----	----	----	111⅛	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	98⅛	----	98⅛	----
" " " '80	----	----	----	----	----	----
" " " '85,100	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	86
" " " 98	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	21⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	Th. 4.	F.5.	Sat.6.	M.8.	Tu.9.	W 10
Boston and Lowell	----	----	94⅛	----	----	----
Boston and Maine	116	116	----	115⅛	115	115⅛
Boston and Providence	129	128⅛	129⅛	----	129	128⅛
Boston and Worcest.	129x	129	----	129	128⅛	128⅛
Cheshire, pref.	44⅛	45	44⅛	----	--	44⅛
Concord	----	61	60⅛	----	60⅛	----
Connecticut River	----	----	104	104	----	----
Eastern, Mass.	99⅞	99⅛	99⅛	99⅛	99⅛	99⅛
Eastern, N. H.	99	----	100	----	----	----
Fitchburg	104⅛	104⅛	----	----	104⅛	----
Manchester & Lawr'ce.	105⅛	----	105	105	104⅛	----
Michigan Central	----	108⅛	----	----	----	----
Northern, N. H.	91⅛	91⅛	----	91	91	----
Old Colony and Fall R.	100	100	100	----	100	100
Ph., Wil. & Baltimore	59⅛	59⅛	59⅛	59⅛	59⅛	59⅛
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	94⅛	----	----	----	95	----
Vermont & Mass.	30⅛	30⅛	----	----	59⅛	----
Western	135	136	----	----	----	135
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	90	----	----
Metropolitan "	48	48	48⅛	----	----	----
Middlesex "	46⅛	----	----	----	----	----
Central Mining Co.	45	----	----	----	----	----
Copper Falls "	25⅛	25⅛	25⅛	25⅛	----	24⅛
Franklin "	40	----	38	----	37	37⅛
Huron "	40⅛	----	----	----	----	----
Isle Royale "	14⅛	14⅛	15	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	17⅛	----	----	----
Pewabic "	37⅛	37⅛	----	----	----	35⅛
Pittsburg "	----	----	----	----	----	----
Quincy "	58	58	56⅛	----	----	----
Rockland	----	----	----	3⅛	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 19th of December:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	65⅛	"	65⅜
Virginia State 5s	48	"	52
Do. 6 per cent.	41	"	43
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	79	"	81
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	76	"	78
Erie shares, $100 (all paid)	58⅛	"	58⅜
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, all paid	81⅛	"	82
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. S. F. 1st mort., do., '82..x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	33	"	36
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, January 13, 1866.

Stock Exchange and Money Market.

There is evidently a pause in the market, and with it a tendency to acquiesce in a general fall of prices. The universal opinion that we ought to return to a specie basis, is attended by an apparent acquiescence in all the measures which have a tendency that way; and this circumstance will of itself undoubtedly help resumption. The fact also that it is proposed in Congress to fund in long bonds, at the discretion of the Secretary, the various sorts of Government paper afloat, seems to indicate a determination to put the policy of contraction into activity at the earliest day; all which must have its effect on reflecting men of business. Nevertheless it is not yet clear how this funding will affect the price of the stocks now afloat. The plan of the Secretary is somewhat of the nature of a forced loan after all, since he proposes as a means to procure an easy conversion, that certain descriptions of legal tender notes shall cease to bear that character after they mature, so that the funding would seem to be a matter of necessity on the part of holders. This compulsory funding, for such it is, is in our opinion no more nor less than any other form of compulsion to the same end, which we have several times alluded to and favored, viz: that of changing the form of the securities now lodged by the National Banks to protect their issues. In other words, to require the deposit of legal tenders in place of bonds, returning the latter to the banks to do as they please with them. This would of course diminish their enormous profits; but it would make their operations much safer for the public.

When these institutions are compelled to do business on their actual capital, inflation will be out of the question. This is a simple, straightforward view of the subject, and if adopted would save all the risks and difficulties of funding several hundred additional millions, and the people about thirty-six millions of interest per annum. It is in reality narrowed down to a mere question, whether the people shall pay this amount annually for 40 years to come, an aggregate of nearly 150 millions of dollars, for the benefit of a favored class of institutions, whose paper is to be kept afloat by the aid of particular legislation in their favor, and whose profits are not those of a regular and equitable charge for the use of good money, but three, four and five times as much, on paper 40 and 50 per cent. below par.

Our latest advices from Europe state that there is growing up an increasing confidence in American securities. The frank, judicious and kindly tone of the President's Message has had its just effect abroad. This democracy of ours is found to be not only strong, but wise. Its movements are seen to be those of common sense and enlightened views. Our diplomacy is beginning to be better appreciated, and the honesty of our public opinion admitted. With regard to the only foreign question likely to embarrass the United States, it is now said openly in the papers of Belgium of late date, that it is certain Louis Napoleon has positively notified our Government that he will at a certain date, already designated, withdraw his forces from Mexico. This impression created by the positive assurances of parties in Paris professing to be thoroughly posted, prevails on the continent, though it has not been generally prevalent here. The London *Daily News* is of the opinion that American stocks, even in the English Market, will drive out of it the shares or loans of any other character that may be offered there.

Our local share market is at present considerably depressed, notwithstanding the rise abroad in some of the stocks of such leading companies as Erie and Illinois. Among the chief causes of this change in public opinion with regard to them, is the falling off in the business of a large number, and some discoveries recently made, as in the case of the Cleveland and Pittsburg road. By a change in the direction it has come to light, that its receipts during the last year have fallen off several hundred thousand dollars; that to keep up its coal and iron traffic, a very important

item, large expenditures will become necessary, and that dividends have been, and are still made on anticipation rather than actual profits. We are not surprised therefore at the feeling in the street in regard to this road, which has been manifested recently, though we believe that its difficulties are owing to the very class of men who are now disposed to take advantage of them.

Of the permanent prosperity of our railway system, however, we have not the least doubt, and we advise those who are able to hold on to their shares to do so, for they cannot intrinsically ever be worth less than they now are.

Our foreign business is evidently improving. For the week ending the 8th inst., our exports of domestic produce exclusive of specie were of the value of $6,054,981, against $2,596,918, for the same week last year, a very large and favorable increase. Our imports for the same week were $4,103,468, against $2,032,821 same week last year. Our exports of specie were $552,027, against $594,353 the same period in 1865. It appears that the average price of gold since 1st of July last, has been 144½ per cent., while for the corresponding period in 1865, it was as much as 231 per cent. This is equal to an appreciation in value of our Government paper afloat of about five hundred millions of dollars, or that increase of the purchasing power of our greenbacks and legal tenders, an immense gain to the holders and consumers. A return to specie payments on the same principle, would add about 250 millions to its value, if this paper were to continue afloat unredeemed.

The last weekly statement of the associated banks of this city shows the following changes from that of the previous week:

Increase of	loans	$3,730,329
"	specie	446,702
"	deposits	6,257,393
"	legal tenders	482,491
"	circulation	597,739

The capital engaged in the city banks is $80,686,200. These facts show another, that when money is plentiful the banks are liberal in discounts, and do their full share of inflation, being therefore responsible in part for the consequences.

Gold is drooping, a fall of 3 per cent. in the premium taking place in a single day at the beginning of the week, with much despondency among the speculators.

It has been ascertained at the Treasury department within a few days past, that the available stock of cotton on hand is much larger than the Secretary some weeks since had reason to suppose; the total number of bales which has entered into consumption, or yet remains for export, of the stock on hand being 2,800,000. This information has evidently reached England, as the price of cotton has declined in that country. This large supply is a most fortunate circumstance for us, and is already telling on exchange which is drooping and considerably below par. On Monday actual sales of exchange were made at 108, with gold at 139⅜. On Tuesday this last was followed by a further decline to 138.

The mercantile agency of Dunn & Co., of this city, has published its annual statement of the mercantile failures in this country during the past year. It assumes that the financial crisis so earnestly and confidently predicted during the last five years, is no nearer to all appearances than it was a year ago, and that it is difficult to see what "shape a general collapse can immediately assume." It also expresses the belief that at least a million of bales of cotton will be produced this year, and that the entire production of the country in 1866 will be quite double what it was in 1865. This opinion, from an agency whose business it specially is to examine into the responsibility of dealers, traders and manufacturers throughout the country, is worthy of consideration by our numerous foreign as well as our domestic readers.

Among the financial measures before Congress, is one in connection with that already alluded to, of giving the Secretary of the Treasury authority to contract a foreign loan of 200 millions at 5 per cent., if he should deem it advisable so to do. This most undoubtedly looks to an early resumption of specie payments. Something after the manner it was brought about on a former occasion by a loan negotiated abroad by James G. King, the Banker of this city, the circumstances of which are well known in our financial circles. If Mr. McCulloch can fund two-thirds of the Government paper in 40 year bonds, it would be an immense advantage to him, if having the other third in coin he could resume specie payments therein with this cash in hand.

As this sum would nearly all of it pass into the vaults of the National Banks in exchange for their reserves of legal tenders which they are now compelled by law to hold, they too would be enabled to resume specie payments almost immediately. Nor would they practically be called on for the redemption of their entire circulation. They would escape such a result after it was once ascertained they were ready to redeem.

We should not be surprised if this is the whole scheme of Mr. McCulloch. It is precisely such a one as would appear most practicable in the eye of a Banker of his habits and experience. For it is evident that the last legal tenders afloat after he has funded all he can, will necessarily be found in the hands of the institutions which are compelled to have them on hand, and if they are thus finally redeemed, such portion as remains unfunded, may then be exchanged for specie, and the possession of this in place of legal tenders will bring about redemption with the greatest ease; in fact there would be no great call for it on the National institutions the moment they were known to be ready. And numerous as these institutions are, their circulation is but about 50 cents on the dollar of their capital; and their capital is after all but 400 millions or thereabouts, which if it is alone to carry the future business and exchanges of the country will be found not large enough for that purpose. There would be no drain on this country for specie, if we could export as much as we import, and this is what it should be our constant effort to do. Let specie prices once again prevail, and it will soon be seen that we shall pay more attention to this than we have done under paper prices, which have been illusive and yet impoverishing. Our cotton, tobacco, sugar, rice and petroleum, should alone turn the balance of our foreign trade so completely in our favor as to reverse the current of our precious metals, from instead of sending them towards Europe.

While speaking of this we may as well notice the fact, that within the last two years such immense reductions in duties have been made in Europe, the East Indies, and some parts of South America, certainly in favor of England, that we have but to demand these relaxations towards ourselves, to double and treble our exports to the countries alluded to. Whether the politicians at Washington will lay aside their Utopian attempts at political perfection, and by acts of legislation to make all men angels and equally wise, and look a little at the material truths of life and government remains to be seen.

The receipts of internal revenue for the week ending the 9th have been ten millions of dollars, the total since 1st July last foots up $188,000,000, showing an aggregate for the whole year at this rate of upwards of 360 millions. The tax on cotton contributes largely to this result, as may be seen by the circumstance that at Macon alone within the last 90 days, this tax amounted to nearly half a million. We also notice that Tennessee, North Carolina and Louisiana have paid into the Treasury their quotos of the direct tax authorised August 5, 1865, so that the Southern States are now beginning to bear their share of the National burdens, up to this time borne entirely by the Loyal States. Indeed the Southern States have all paid something except Georgia, Alabama, Mississippi and Texas. From them all together there is due of direct tax about five millions of dollars. The balance in the Sub-Treasury on Tuesday was $68,601,069 94.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s 1881@1886, 95; N. Y. State 7s Bounty Loan, 99; do., 6s, 1873, 93½; Connecticut 6s, 90; Brooklyn 6s Water Loan, 91; McGregor Western 1st mort., 55@60; Milwaukee and St. Paul 1st mort., 80½; Chicago and Milwaukee R. R., 60; Stonington, 117; New Jersey Central, 119; New Jersey, 145; Morris and Essex, 99; Central Coal Co., 52¼; Penn. Coal, 167; American Coal, 78@69; Spring Mt., 56; N. Y, Guano, 12; Western Union Tel., 45; Shoe and Leather Bank, 101; Irving Bank, 110; 4th National Bank, 96; 9th National Bank, 103; Am. Ex. Bank, 110; Importers and Traders Bank, 100; Mechanics Bank, 115; Union Bank, 116; Park Bank, 145; Bank of Commerce, 105; Central Bank, 108; Bank of Republic, 110.

Philadelphia.—Allegheny Coupon 5s, 73; Sunbury and Erie 7s, 92; West Phila. R. R., 71; 13th and 15th streets R. R., 34; Ridge Avenue, 17½; Green Mt. Coal, 4; Big Mt., 5¾; N. Y. and Middle Coal Fields, 8½; St. Nicholas, 8; Shamokin, 9½; Mahanoy, 8; Swatara Falls, 2½; Fulton, 7¾; Clinton, 1⅛; New Creek, 1⅛; Webster, 1¼; Southwark and Moyamensing Gas, 9¼; Richmond Gas, 9¼; Manayunk Gas, 46¼; Germantown Gas, 46¼; Bank of Northern Liberties, 92: Mechanic Bank, 28¼; Germantown Bank, 50; Manuf. and Mech. Bank, 30; Commonwealth Bank, 54½; Girard Bank, 52; Bank of Commerce, 71; Corn Planter Oil, ⅞; Cook, ⅝; Caldwell, ⅞; Dalzell, 2¼; Era, 3⅝; Excelsior, ⅜; Feeder Dam, 1; Jersey Well, ⅝; Maple Shade, 5¼; Mingo, 2⅝; McClintock, 1¾; McKean, 9¾; Ocean, 18; Ross, ¼; Sugar Creek, 5; St. Nicholas, ⅝; Sugar Valley, 3; Wm. Penn., 1¼. The latest quotations are: City 6s, 86@87¼; do., new, 92¼@92½; State 5s, 86¼@86½; do., coupon, 89@89¾; do., 6s, W. L., 99@100;

Phila., Wil. and Balt., 59½; Reading, 50½@51; do., 6s, 1870, 91@93; do., bonds, 85@87; do., con., 105½@107; Camden and Amboy, 126@128; Penn. R. R., 56¼@56⅜; do., 1st mort., 97@98; do., 2d mort., 93@93¼; Little Schuylkill R. R., 30⅛@30½; Morris Canal, 82@83; do., pref., 112@116; do., bonds, 90@95; Wyoming Valley Canal, 56⅞@57⅛; do., 6s, 87@87; Susquehanna Canal, 8@8¾; do., 6s, 44@46; Sch. Nav., 22⅝@22; do., pref., 28@28½; do., 6s, 1882, 75@76; Union Canal bonds, 22@24; Delaware Div. Canal 31½@32; do., bonds, 80@88; Elmira and Williamsport, 26@28; do., pref., 39@41; do., 7s, 1873, 91@95; Lehigh Coal and Navigation, 54@55; do., bonds, 1884, 90@91; North Pennsylvania, 29⅞@31; do., 6s, 83¼@83¾; Philadelphia and Erie, 29⅞@30⅛; do., 6s, 88½@89; Minehill, 54@55; Catawissa, 26¾@27; do., pref., 41¾@42½; Lehigh Valley, 62¼@63; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 43@46; Second and Third, 70@75; West Philadelphia, 70@72; Spruce and Pine, 30@37½; Green and Coates, 30@30; Chestnut and Walnut, 50@51½; Thirteenth and Fifteenth, 34¾@35; Girard College, 25@26; Tenth and Eleventh, 50@53; Norristown, 53½@55½; Union, 21@23; Hestonville, 39½@39¾.

Boston.—Vermont Central 1st mort., 80¼; do., 2d mort., 27; Essex R. R. guar., 89¼; Boston, Concord and Montreal 7s, 1870, 95; Sandusky, Dayton and Cin., 6s, 1900, 67¼; Old Colony and Fall River 6s, 1867, 95¾; Grand Junction 6s, 1858, 15; Rutland and Burlington 1st mort., 70; Northern (Ogdensburg) 1st mort., 92½; do., 2d mort., 89¾; Central Pacific coupon 7s, 100¾@103½; Conn. and Pass. Riv. pref., 72; Troy and Greenbush, 49¾; Granite Railway, 57; Ogdensburg and Lake Champlain, 40; Connecticut 6s, 93½; Maine 6s, 1882, 95; New Hampshire 6s, 1875, 93: Massachusetts 5s, 1894, gold, 94¼; Chicago 7s, 1886, sewerage, 94; St. Louis 6s, 1874@1881, 85½; Boston 5s, 1888, gold, 95; Cambridge 6s, 1875, Water Loan, 95; Union S. S. Co., 87½; Boston Water Power Co., 21; Cary Imp. Co., 9; Waverly Co., 4⅜; Short Mt. Coal, 23¾; Lackawanna Coal, 10; Boston Gas, 735; Salem Gas, 110; Cambridge Gas, 97¼; Continental Bank, 103; Webster Bank, 103; Bunker Hill Bank, 110¼; 3d National Bank, 101; Traders Bank, 95¼; Atlantic Bank, 106¼; Tremont Bank, 112¼; 1st National Bank, Salem, 99¾; Bank of North America, 100¼; Howard Bank, 99¾; Eliot Bank, 110; Pawners Bank, 99; Columbian Bank, 107; Washington Bank, 113; Albany and Boston Mining Co., 17⅛; Canada, 80c.; Dana, 1; Hancock, 13; Humbolt, 5; Petherick, 2¾; Phœnix, 12; Superior, 2⅞; St. Clair, 2; South Side, 1⅝.

Baltimore.—Maryland 6s, 1870, 100½; Virginia 6s, reg., 40; do., coupons, 71; N. W. Va. 1st mort., 96½; Marietta and Cincinnati bonds, 85; Maryland Mining Co., 0.50; Copper Hill, 15½; Mineral Hill, 0.50; Springfield, 0.80; Bare Hill, 1.40; Cambridge, 0.15; Guilford, 0.40; Atlantic Coal, 1.05; Penn. Oil, 0.60; Baltimore Chrome, 1.00; Bank of Baltimore, 104½. The latest quotations are: Balt. and Ohio, 110@110¼; do., 6s, 1867, 95@99; do., 1875, 98¼@98½; do., 1880, 98@98½; do., 1885, 99@100; Northern Central, 44½@45; do., bonds, 1885, 85½@86; N. W. Va. 1st mort., 1878, 96½@98; do., 2d mort., 93@98; do., 3d mort., 1885, 20@30; do., guar., 92@98; Marietta and Cincinnati 7s, 1891, 84@85; Central Ohio 1st mort., 83@88; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 77@79; do., guar., 97½@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 96½@96¼; do., 1873, 98@100; do., 1875, 101½@102; do., 1886, 99@100¼; do., 1890, 102@102½; do., coupon, 100@100⅜; do., 5s, 1838–'70, 81@85; City Passenger R. R., 21@22; Canton Co. 45@46; Gardner, 0.30@0.90; Gas Coal, 0.60@0.75; Maryland, 0.50@0.60; North State, 0.10@0.10; Springfield, 0.70@0.75; George's Creek, 105@112; Santa Clara, 10@11¼; Balt. Chrome, 0.90@0.95; Bare Hill, 1.40@1.40; Atlantic Coal, 1.05@1.10; Mineral Hill, 0.45@0.55; Baltimore Coal, 140@200.

Atlantic and Great Western Railway.

The annual meeting of this company (consolidated) was held at Meadville on the 2d inst., when the following Directors were elected: S. S. L'Hommedieu, J. J. Shryock, A. W. Bernal, John Sherman, Marvin Kent, Gaylord Church, Pearson Church, William Thorp, John Dick, E. P. Brainerd, J. W. Tyler, A. F. Allen, J. Crall, Jacob Riblet, C. V. Culver, Charles Day, Henry Martin, T. W. Kennard, George R. Babcock, C. E. E. Blakesley, Samuel Wann. The Board of Control in Europe is composed of the following gentlemen:—Sir Morton Peto, Chairman, S. Goodson, Esq., W. Fenton, Esq., C. J. Kennard, Esq., Joseph Robinson, Esq., London; L. B. Mozly, Esq., Liverpool. The following were elected Inspectors:—James R. Dick, William Thorp and A. Hastings.

The Board organized by the election of the following officers: S. S. L'Hommedieu, President; J. J. Shryock, Vice President; J. C. Calhoun, Secretary and Auditor; J. M. Dick, Treasurer; D. McLaren, General Superintendent; T. M. Osborne, General Freight Agent; T. W. Kennard, Engineer-in-Chief.

Washington County Railroad.

This is to be a branch of the Baltimore and Ohio Railroad. It will run entirely through Washington Co., Md., and hence its name. The surveys have been finished, and contracts for the grading and masonry let, to be completed in one year. The road will be 24 miles in length, extending from Knoxville, on the line of the Baltimore and Ohio Railroad, to Hagarstown, and will there connect with the Franklin Railroad. The line of the road is thus described: "Leaving the Baltimore and Ohio Railroad at Knoxville, it curves into the valley of Israel's Creek, passes up this valley, (well known as Pleasant Valley,) crosses Beeler's summit to a branch of Little Antietam River, and runs a short distance along the line of this river, then passes through Leslie's Gap, in Elk Ridge, to another branch of the Little Antietam River, called Maple Swamp, and runs along this stream (crossing it in three different places) to Keedysville; it then crosses the country between Little and Big Antietam; the latter river it will cross on a bridge 75 feet above low water. It then ascends to the top of the ridge west of the Antietam, and follows this ridge to Hagerstown." Edward M. Mealey, Esq., of Hagarstown, is President, and J. L. Randolph, Esq., of Baltimore, Chief Engineer. It should be understood that this road has no connection with the Metropolitan Branch Railroad, which is now being surveyed by Mr. Randolph and his assistants from Washington City to Point of Rocks, on the line of the Baltimore and Ohio Railroad, and which will run for the most part through Montgomery County. The survey of this road will be completed in February next, when the correct route it will take will be published. Great benefits, both to Western Maryland and the City of Baltimore, are anticipated by the building of the Washington County Railroad.

Ohio Banks.

The forms of banking in Ohio, under legislative sanction, which have obtained for the past twenty years, have generally yielded to the national system inaugurated in 1863. A few of the banks only continue in active business. The bank circulation of all of them in the custody of the Treasury has been destroyed by consent of the banks. Within a year past the circulation has been reduced $1,069,277; and there remains outstanding, $444,063. If to this we add the circulation of the Ohio State Banks, reported at $978,709, will show the entire circulation of Ohio banks to be $1,422,772; all of which is being redeemed as fast as the public present it.

National Iron Armor Co.

An incorporated company has been organized at Chester, Penn., for the manufacture of iron and steel by the Bessemer process. The subscribers to the stock of this new manufacturing organization says a Philadelphia paper, are all prominent and wealthy citizens of Pennsylvania, and there is no doubt but that in the course of a very few years the company will possess a manufactory of iron second to none in the State. A site for the erection of the necessary buildings has been secured on the line of the Philadelphia, Wilmington and Baltimore Railroad, and extensive workshops will at once be commenced, and vigorously pushed to completion.

Platte County Railroad.

We learn from St. Louis that the Governor has taken possession of the St. Joseph and Atchison and Atchison and Western Railroad, known as the Platte County road, in consequence of default in the payment to the State of $300,000 and interest, according to a law of Missouri, which the Legislature passed last winter, under which the roads were sold to Stringfellow, Osborn, Carpenter and Barnes, and providing for the forfeiture of them to the State, if the above payment was not made on the 1st of January. The Governor has appointed a State agent to operate the roads until they can be sold again pursuant to law. The ejected parties have entered a protest against the action of the Governor, but the Legislature will probably indorse it.

Raritan and Delaware Bay R. R.

At a recent meeting of the stockholders of this company, the following gentlemen were elected directors for the ensuing year: H. M. Alexander, H. H. Brady, Ezra Nye, Joseph C. Potts, Ashbel Green, Wm. Torrey, Samuel G. Wheeler, Jr., Wm. Patterson, Z. Scriven, W. S. Snodon, S. W. Torrey, F. W. Downer, and Lewis B. Brown.

☞ The first ten miles of the Southern Minnesota Railroad from La Crescent was completed on the 23d ult., and there will be twenty miles completed by January 25th.

Railroad Earnings.—Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in Dec., 1865, were:

	1865.	1864.
Passengers	$11,978 50	$15,491 86
Freight	16,703 30	14,607 45
Mail, express & telegraph	1,196 13	1,234 64
Total	$29,877 93	$31,333 95
Total for the fiscal year commencing Jan. 1.	$1,222,017 46	1,026,135 75

The earnings of the Grand Trunk Railway for the week ending Dec. 30, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$37,434 00
Express, freight, mails and sundries	7,500 00
Freight and live stock	62,920 00
Total	$107,854 00
Corresponding week, 1864	123,564 00
Decrease	$15,710 00

The traffic of the Great Western Railway for the week ending Jan. 5, 1866, was as follows:

Passengers	$27,027 06
Freight and live stock	22,503 23
Mails and sundries	2,371 42
Total	$51,901 71
Corresponding week of 1865	60,388 70
Decrease	$8,486 99

The earnings of the Chicago and Northwestern Railway for the first week in January, 1866, were | $135,250 25
Corresponding week of previous year. | 115,298 05
Increase | $19,961 20

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 31, were:

	1865.	1864.
Passengers	$4,248 87	$3,692 16
Freight	8,001 87	14,727 06
Express	338 22	104 16
Mail	296 58	296 58
Total	$12,885 54	$18,819 96

Receipts from January 1 to Dec. 31:

1865	$689,383 45
1864	587,077 77
Increase	$102,305 68

Albany and Susquehanna Railroad.

The earnings of this road for the year ending September 30, 1865, were:

From passengers	$88,002 01
" freight	73,627 16
" express	9,955 98
" mails	1,737 39
" miscellaneous	2,406 39
	$175,729 13

Expenses, viz:

Maintaining road bed	$25,959 14	
Repairs of machinery	13,932 70	
Operating the road	52,897 92	
U. S. tax	4,875 56	
		97,665 32
Payments to surplus fund		$78,064 01

The road is 140 miles in length, extending from Albany to Binghamton; of which 82 miles, from Albany to Oneonta, was in operation at the close of the fiscal year. The company had 7 locomotives; 8 passenger, 4 baggage, 1 mail and express, 53 freight, and 78 gravel and other cars; and there were in process of delivery, 2 locomotives, 4 passenger, 30 freight and 20 gravel cars. The number of miles run by passenger trains was 35,524; by passenger and freight trains, 29,948—total, 67,472. Number of passengers carried, 105,878; do., carried one mile, 3,198,293. Number of tons of freight carried, 20,348; do., carried one mile, 790,633.

Capital stock authorized, $4,000,000; amount subscribed, $2,379,400; amount paid in $1,607,145 50. Funded debt, $1,016,739 55; floating debt, $173,721 81—total stock and debt, $2,797,606 86.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation & masonry	$805,219 47	$1,241,822 66
Bridges	46,971 65	83,623 06
Superstructures, including iron	429,198 90	823,622 43
Passenger and freight stations, buildings & fixtures	30,368 83	69,209 42
Engine and car houses, machine shops, machinery and fixtures.	44,199 86	59,191 89
Land, land damages & fences*	320,382 95	435,944 81
Telegraph	3,217 87	5,702 82
Locomotives and fixtures, & snow plows	57,854 47	92,244 10
Passenger and baggage cars	24,164 45	37,736 34
Freight and other cars.	40,827 93	68,828 40
Engineering	141,127 10	161,767 42
Contingents	86,439 20	87,404 92
Interest	4,010 78	5,342 15
" on 1st mort. b'ds	42,175 00	110,425 00
Discount " "	80,000 00	90,000 00
Total cost of road and equipment	$2,156,158 56	$3,381,865 42

* Includes land for depots and for roadway for the entire line.

Much of the line from Richmondville to Oneonta remained to be surfaced up, requiring much labor and material. The ballasting of the track had been followed up vigorously from Central Bridge west, and the line to Cobbleskill was in as good condition as other portions of the line. Between Cobbleskill and the Summit the line was being ballasted under a contract for the completion of section 16, which also embraced a portion of the filling at the trestles at the Waldorf and Kennady Creeks. Station buildings had been completed at Central Bridge, Cobbleskill, Richmondville, East Worcester, Worcester and Schenevus. Freight houses at Oneonta and Colliers had also been constructed. The other station buildings at these points were to have been pushed forward as rapidly as possible. The expenditures during the year for account of construction and equipment of the road is approximately stated by the engineer at $1,132,269, and the total expenditures up to 1st August for like purposes at $3,288,427.

The estimated expenditure necessary to complete the grading on the line between Central Bridge and Cobbleskill, including portions of the line unfinished between Albany and Central Bridge, together with the requisite ballasting is $30,000. And to complete the graduation, bridigng, fencing, superstructure and ballasting with the contemplated partial filling in of the trestle works between Cobbleskill and Richmondville, from Cobbleskill to Oneonta, $101,975. The work of graduation on the line west of Oneonta had been mainly confined to the sections between that point and Unadilla—the exceptions being section 34, extending from Unadilla west, and including the bridge masonry for crossing the Susquehanna River, the masonry for Harper's Brook Bridge, and the work at the tunnel. The estimates cost of graduation, station buildings, superstructure, etc., from Oneonta to Otego is set down at $201,413; and that between Otego and Unadilla, at $201,215—total, $402,628.

Work is progressing on the masonry at Harper's Brook, and on the tunnel. The present arrangements of the work at the latter point is such as to insure its completion by January 1, 1867, and should the balance of the grading on the line be completed, the track may be laid up to the tunnel on each side, and connected as soon as that work will permit. The contractors also engage to do so much of the arching as may be necessary, particularly through the earth drift at the west end. The expense of arching the whole work at the contract prices will be about $132,000. The estimated cost of completing the whole line from Oneonta to Binghamton, together with additional stock, is given at $2,217,894; add estimate to complete the line from Albany to Oneonta, $131,975—making the total amount required to complete the road to Binghamton, exclusive of interest, $2,349,869. Add payments to Aug. 1, 1865, $3,288,427—making the total estimated cost of the line to Binghamton when completed, exclusive of interest, $5,638,296.

The additional rolling stock embraced in the above estimate, includes 8 locomotives, 12 passenger, 4 baggage, 10 box, 20 platform, 20 gravel and 12 hand cars.

President.—JOSEPH H. RAMSEY.

Directors.—Joseph H. Ramsey, Jacob Leonard, Peter Cagger, Edward C. Delavan, Charles Courter, John Westover, John Cook, Jared Goodyear, Eliakim R. Ford, Arnold B. Watson, Louis Northup, Alonzo Everts and Daniel Drew.

Secretary and Treasurer.—W. L. M. PHELPS.

Engineer.—CHARLES W. WENTZ.

Superintendent.—GEORGE SKINNER.

Railroad System of Virginia.

The construction of the proposed railroad from Fredericksburg to Alexandria must be of prime advantage to the latter city, in that it will open up to it an extensive interior route mainly along the bank of the Potomac. In respect to the construction of this road it is stated by the Fredericksburg *Herald* that Colonel Braxton, who is at present engaged in making surveys for the Alexandria and Fredericksburg Railroad, informs us that the engineer corps completed their first line, near "Brooks'," in Stafford, to Alexandria, on Saturday evening, the 23d. The Potomac River was "hugged" as closely on this survey as practicable. The route passes by Mount Vernon. At one point, for several miles, on an elevated plateau, the prospect is charming. The cities of Washington and Alexandria are in the foreground, the broad river on the one side, and fertile valleys and high hills on the other. The route is picturesque, and such as to attract the traveller.

The distance from Alexandria to Fredericksburg by this route is just fifty miles, over a less grade than any other in the State, except, probably, one. The Winchester *Times* says:

The stockholders of the Winchester and Potomac Railroad, convened in general meeting on Saturday last for the purpose of re-organizing the Board by the election of a President and Directors for the ensuing year. Several resolutions were proposed by Mr. Duer, of Baltimore, repre-

senting many of the stockholders residing in that city, the leading objects of which were a reduction of the expenses of the company to conform to the changed condition of its affairs, which were adopted.

Mr. Andrew Hunter offered a resolution, which was adopted, declaring it to be the true policy of the Winchester and Potomac Railroad Company to encourage a connection between their road and the Alexandria, Loudoun and Hampshire Railroad, at some point at or near Harper's Ferry. The company then proceeded to the election of a President and Directors.

Mr. Hunter nominated for the office of President Mr. Joseph H. Sherrard, of Winchester, who was elected without opposition.

The following gentlemen were then elected Directors on the part of the stockholders, to wit: Robert Y. Conrad, William B. Baker, Phillip Williams and John F. Wall, who, with Edward E. Cooke, Dr. Daniel Conrad and Colonel Oliver R. Funsten, Directors appointed on the part of the State, constitute the present Board.

We learn that it is the purpose of the new Board to take immediate measures for the completion of the road from Stephenson's Depot to Winchester, and if the application which is now pending before the Legislature for a charter authorizing the extension of their road to Strasburg, to a connection with the Manassas Gap Road at that point, should be successful, and it cannot be refused but by an act of flagrant disregard of the interest of the people of the Valley, our people will be placed at once in communication with the cities of Richmond, Alexandria and Baltimore, and with our sister towns of the upper Valley.

As we understand the above, it is intended to extend the Winchester Road southward, to connect with the Manassas Gap Road leading to Alexandria, while near Harper's Ferry a connection is to be formed with the Loudoun and Hampshire Road. If this *projet* can be carried out, we shall have a short route towards the West.—*Washington Intelligencer.*

Finances of Pennsylvania.

From the Report of the Auditor General of this State, we learn that the receipts for the fiscal year ending November 30, 1865, (including $1,942,203 from previous year) were $8,162,193; and the expenditures $5,788,525—leaving a balance in the Treasury Nov. 30, 1865, of $2,373,668. The entire public debt of the Commonwealth on the 1st of December last, amounted to $37,476,258, of which sum, $24,481,066 is overdue State bonds. The loans to mature are as follows:

Reimbursable in the year		1868	$2,134,326
"	"	1870	1,710,200
"	"	1877	4,442,000
"	"	1878	376,000
"	"	1879	400,000
"	"	1882	715,000
Military loan	"	1871	2,820,750
Bank charter loans			295,069
Relief notes in circulation			97,251

The State, in August, 1842, and at various times between that date and August, 1844, issued certificates to the holders of the State loans, for interest due on the same at the several semi-annual periods intervening, to the amount of $4,502,824. Of this sum there has been funded and canceled, and paid at the Treasury, at various times, $4,360,494, leaving a balance of unfunded certificates, on the first of December last, of only $13,086. The amount of relief notes is reduced to $40,981 of the old issue, and $56,270 of the reissues—in all, $97,251. Of the $1,514,332 of scrip issued to domestic creditors there has been redeemed $1,514,186—leaving a balance of only $146. The public debt of the State on the first of December, 1864, was $39,379,604. Within the year ending on the 30th of November, 1865, there was redeemed $1,703,518 of five per cent. stocks, $20,000 of 4½ per cent. stock, $578 of domestic creditors' scrip, and $179,250 of military loan of May 15th, 1861—in all $1,903,345, leaving the debt as stated, December 1st, 1865, $37,476,258.

Winona and St. Peter Railway.

The Winona and St. Peter Railroad is now definitely located to the west line of Dodge County, and a map of the same has been filed in the office of the Register of Deeds. From the station here it curves a little to the south, but follows the southern tier of sections until it enters Claremount Township. It runs across the township in a direction considerably north of the east, entering near the north line of section 86, and reaching the western line in the north part of section 30. It passes some three and a half miles south of the village of Wasioja, and a little more than a mile south of Ashland.—*Mantorville Express.*

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund we learn that the total funded debt of the State May 15, 1865, was ... $13,060,582 45

During the six months there has been redeemed of the foreign loan of 1860	$143,068 00	
Of the loan of 1865	5,500 00	
		148,568 00
Outstanding Nov. 15, 1865		$12,912,014 45

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT, PAYABLE IN NEW YORK.

Loan of 1860,	6	per cent.	interest..	$562,268 56
" 1865,	5	"	" ..	1,009,500 00
" 1868,	6	"	" ..	379,866 00
" 1870,	6	"	" ..	2,183,531 93
" 1875,	6	"	" ..	1,600,000 00
" 1881,	6	"	" ..	4,095,309 47
" 1886,	6	"	" ..	2,400,000 00
Total foreign debt				$12,230,475 96

DOMESTIC DEBT, PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest..	$1,765 00
National road bonds, not bearing interest	60 36
Union loan of 1866, not bearing int..	500 00
" 1868, 6 per cent. int...	279,213 13
" 1871, 6 per cent. int...	400,000 00
Total domestic debt	$681,538 49
Total funded debt Nov. 15, 1865	$12,912,014 45

The receipts into the sinking fund, and the disbursements therefrom, during the past six months were as follows:

RECEIPTS.

Balance in the Treasury May 15, 1865.	$398,126 09
From taxes—sinking fund	337,535 95
From taxes—war loan fund	37,464 64
From school lands, etc	38,058 70
From surplus revenue	7,144 94
From dividends, etc	12,937 15
Total receipts	$831,267 47

DISBURSEMENTS.

For redemption of foreign debt	$123,195 46
For interest on foreign debt	346,331 38
For interest on Union loan	28,896 15
For interest on irredeemable debt	113 84
For sundry expenses	4,119 53
Total disbursements	$502,656 36
Balance in Treasury	$328,611 11
Add balance in New York	25,750 00
Total balance Nov. 15, 1865	$354,361 11

The true balance to the credit of the sinking fund was $328,611 11, the added amount of $25,750, being funds left in New York for the redemption of bonds held by a foreign creditor, in accordance with the terms of a special notice given by the Fund Commissioners. If this amount, subject to the order of the said creditor, were withdrawn by the Commissioners, the State would be held responsible for the interest.

This flattering statement of the financial condition of the State, will be better appreciated by a comparison with the indebtedness Nov. 15, 1861, which was as follows:

FOREIGN DEBT.

Loan of 1856, not bearing interest.	$1,166 33
" 1860, 6 per cent	6,198,325 27
" 1865, 5 per cent	1,025,000 00
" 1870, 6 per cent	2,183,531 93
" 1875, 6 per cent	1,600,000 00
" 1886, 6 per cent	2,400,000 00
" 1868, 6 per cent	379,866 00
Total foreign debt	$13,787,889 53

DOMESTIC DEBT.

Not bearing interest	1,765 00
Not bearing interest National road bonds	60 36
Loan of 1863, 6 per cent	275,385 00
" 1865, 6 per cent	250,000 00
" 1866, 6 per cent	300,204 32
" 1868, 6 per cent	281,969 13
Amount of debt Nov. 15, 1864	$14,897,273 34
" Nov. 15, 1865	12,912,014 45
Redeemed from Nov. 15, 1861, to Nov. 15, 1865	$1,985,258 89

Thus it will be seen that the State has not only furnished the means for its own defense during the four years of war, and sustained its credit by the prompt payment of interest on its indebtedness, but has actually redeemed nearly *two millions of the principal of the public debt.*

Alexandria and Fredericksburg R. R.

We learn that the prospects for the early commencement of this important railroad are extremely encouraging. All the preliminary steps are being actively taken, and it is expected that the line will be completed by the close of the present year. The Alexandria and Fredericksburg railroad will give a continuous line of railroad from Richmond to Washington, and a saving of some two or three hours time will be realized, besides avoiding the river passage.—*Rich. Ex.*

Concord and Claremont Railroad.

A meeting of persons interested was recently held at Newport, N. H., to consult concerning the project of the extension of the Concord and Claremont Railroad to the Connecticut River, a distance of about fifteen miles. Hon. Edmund Burke presided, and speeches were made in favor of the enterprise by several gentlemen. A committee was chosen to present the claims and advantages of the proposed extension to the attention of Boston capitalists and business men, and to adopt such measures as they deem advisable to bring the scheme to a successful issue.

Maryland and Delaware Railroad.

The first train passed over this road on the 9th ult. It consisted of a house car and twelve flat cars, loaded with iron, chairs and spikes. The road is expected to be completed to Greensborough, Caroline County, Md., by the 1st of March, and to Easton by May next. Tench Tilghman, Esq., has been re-elected President of the company, and Dr. G. W. Goldsborough Treasurer, with the old board of directors. T. F. Tilghman, Esq., is Chief Engineer.

Interest and Dividends.

The Pittsburg, Fort Wayne and Chicago Railway Company have declared a dividend of 2½ per cent., payable free of tax, on the 16th inst.

A dividend of 5 per cent. free of government tax, will be paid by the Illinois Central Railroad Company on the 1st of February. The transfer books will be closed on the 20th of January, and opened on the 3d of February.

The Central Railroad of New Jersey have declared a quarterly dividend of 2½ per cent. and the government tax, payable on the 15th inst. The final installment of 30 per cent. on the new stock is payable at the same time.

The semi-annual dividend of 3½ per cent., due April 1, 1866, on the 3d mortgage bonds of the Pittsburg, Fort Wayne and Chicago Railroad, has been ordered paid in anticipation, free of tax, on the 16th inst.

The dividend of 4 per cent., free of government charge, will be paid to holders of stock in the Cleveland and Pittsburg Railroad Company, at American National Bank on and after the 10th inst.

The Vermont and Massachusetts Railroad Company has declared its first dividend (two per cent.) after an existence of many years.

The Eastern (Massachusetts) Railroad Company has declared a semi-annual dividend of four per cent.

The Cheshire Railroad Company a dividend on the preferred stock of 2½ per cent.

The Winnisimmet Horse Railroad Company a dividend of $1 per share, payable 15th inst.

The Granite Railway Company pays 3 per cent. Jan. 10.

The Norwich and Worcester Railroad Company a dividend of 5 per cent., payable Jan. 10.

The Schuylkill Navigation Company a cash dividend of six per cent. on the preferred stock of the company, and six per cent. in boat loan on the common stock.

The Mount Carbon (Pa.) Railroad Company a semi-annual dividend of 3 per cent., clear of taxes.

The Lehigh Valley Railroad Company a quarterly dividend of 2½ per cent., and an extra dividend of 10 per cent. in stock, at par.

The Philadelphia and Erie Railroad Company a dividend of three per cent. payable on the 15th inst.

The Lehigh Luzerne Railroad, a semi-annual dividend of 4½ per cent., payable on the 15th instant.

The New Castle and Wilmington Railroad Company a semi-annual dividend 3½ per cent.

The Delaware Railroad Company a dividend of 3 per cent. less government tax.

The Minehill and Schuylkill Haven Railroad Company a dividend of four per cent. clear of taxes.

The Tenth and Eleventh Street Passenger Railway a dividend of $3 per share, payable on demand, free of tax.

The Spruce and Pine Streets Passenger Railway a dividend of $1 50 per share, free of taxes, payable on demand.

The Fifth and and Sixth Street Passenger Railway a semi-annual dividend of 3 per cent., free of tax, payable on the 15th inst.

The City Passenger (Chesnut and Walnut) Railway, Philadelphia, a dividend of $2 50 per share.

The Green and Coates Street Passenger Railway a dividend of $1 50 per share, payable on the 8th inst., clear of taxes.

The Girard College Passenger Railway a dividend of $1 50 per share, payable on the 10th inst., clear of taxes.

☞ The Kalamazoo *Telegraph* publishes an article upon the project of extending the Grand Trunk from Port Huron to Chicago, in which it gives currency to the statement that the Michigan Central Railroad Company have proposed to the management of the Grand Trunk Railway to build a double track from Kalamazoo to Chicago, to accommodate trains on both roads, provided the Grand Trunk makes its line from Port Huron by way of Lansing to Kalamazoo.

☞ St. Louis people are discussing the plan of building a branch to the Missouri Pacific Railroad, running directly through the rich counties of Cass, in Missouri, and Miami, Franklin, Osage, Lyons and Chase, in Kansas, and running so centrally as to touch the county seat of every one of them. This road at its nearest point will be twenty-five miles south of the Kansas River, and at least bring St. Louis and Santa Fe twenty-five miles nearer together than by any other projected road.

☞ It is proposed to extend the Illinois and Michigan Canal from La Salle to a point on the Mississippi opposite Davenport, Iowa, and the line has already been partially surveyed. This canal will not only bring to Chicago the products of Iowa, but by this route the grain shipped for Minnesota and Western Wisconsin can be carried cheaper than by any railroad route.

☞ The Augusta and Savannah Railroad is now so nearly completed that passengers can go between the two places in one day. The trains leave Augusta at 6 A. M., and arrive in Savannah at 10 P. M. Passengers have to ride only twenty-two miles on coaches. This part of the road will also soon be completed.

☞ We learn from the Utica *Observer* that work has been commenced on the proposed railroad from Utica to Clinton. The contract for building a portion of the road from Clinton to New Hartford, has already been taken by Mr. J. E. Elliot, Esq., of the former place. This will be good news to every friend of the enterprise.

☞ The president of the Southern Pacific Railroad has issued a notice requiring that all applications for recognition of stock must be made in March, and all taxes paid by the first of April, or the applicant to be forever debarred.

☞ The large engine house of the Bellefontaine Railway, at Galion, Ohio, was destroyed by fire last week, with twelve locomotives. The loss is estimated at from three to five hundred thousand dollars.

☞ S. F. Darlington, Esq., has been appointed Superintendent of the Eastern Division of the Pennsylvania Railroad, *vice* Geo. C. Franciscus, Esq., resigned.

☞ George W. Schuyler, late State Treasurer, has been appointed Superintendent of the New York Bank Department, vice Edward Hand, deceased.

☞ The amount of specie in the banks and Sub-Treasury, January 1, 1866, was $53,630,974, against $30,054,450 in 1865, and $37,992,534 in 1864.

☞ The Oswego and Rome Railroad, from Richland to Oswego, is to be operated by the Rome, Watertown and Ogdensburg Railroad Company under a perpetual lease. It is not intended to run over the new road during the winter with reference to quick time, but mainly for freight and accommodation of local travel. In the Spring, the line intends to make the closest connection and the quickest possible time between the New York Central Railroad at Rome, and Oswego.

☞ A corps of engineers are now engaged in surveying a new route for a railroad from Freeport to Butler, under the auspices of the Pennsylvania Railroad Company. It is said the road will be completed and in running order within two years.

Central Pacific Railroad
STATE AID BONDS.

INTEREST AT THE RATE OF

Seven per Cent. per Annum in Gold,

PAYABLE SEMI-ANNUALLY,

Guaranteed and Paid by the State of California.

The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of $50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m50 **FISK & HATCH, Bankers.**

MANHATTAN

Life Insurance Company,

No. 156 Broadway, New York.

(New Marble Building.)

Cash Capital and Accumulation over

$1,800,000

The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.

The dividends are paid in the life-time of the assured, thus aiding them to pay future premiums.

POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec. S. N. STEBBINS, Actuary.

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trustle work, or loading trains with material for gravelling.

Any persons having such work to do will please address, with particulars, Box 366, Clinton, Mass. 6m-36

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was

Resolved, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.

8t50 THOMAS E. WALKER, Treasurer.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 20, 1866.

The New York Canals.

We have read the report of Mr. Skinner, Canal Commissioner of this State, on the condition of its canals, a document which meets a favorable reception from the public. The following topics particularly attract our attention. It appears from his statement that the Eastern division of the Erie Canal is very much reduced in capacity by being clogged up with what are called *benches*, to the extent of 50 miles, so that the channel is much choked up, and the navigation greatly obstructed. He very properly recommends the removal of these without delay.

It also appears there is a serious question as to the requisite supply of water for the Erie Canal, one which has frequently attracted the attention of our State Engineers and others, who have advocated the enlargement of this canal. Mr. Skinner expresses the opinion, however, that an ample supply may be obtained from Fish Creek, even in seasons that are the dryest. Detentions have hitherto constantly occurred for the want of water. To the same end, he proposes to supersede the weigh lock at Utica by a new one at Frankfort, where the water used in weighing canal boats, could be turned again into the canal instead of being entirely lost, as it now is at Utica in the weigh lock there. The saving in this case would be equivalent to 1,375 cubic feet per minute. He discusses very freely and fairly the construction of a ship canal; which it is believed by many persons would be of immense advantage to the shippers of grain, enabling them to send it forward in the same bottoms from Chicago and Milwaukee to the Atlantic, and across it to Europe. He also hints as to its impracticability for want of water, and the proper consideration in consequence of this impracticability of the construction of a canal between Lakes Erie and Ontario, which is saying a good word for the Niagara ship canal, a project we have always approved and deem indispensable, if we are to retain our commercial command of the lakes, and to do without the reciprocity treaty, which gives us the use of the Welland Canal, and which we may lose. With regard to the main question of enlarging the Erie to the size necessary to pass sea going vessels from the lakes to the ocean, Mr. Skinner states, that it is clearly demonstrated by the report of the auditor of the canal department on the tolls, trade and tonnage of the canals, *that the capacity of the canals is by no means reached*, although the quantity of the tonnage of property seeking transit seems nearly at its height. This in our judgment is a complete answer to those who at once would proceed to the enlargement, although we have still a heavy canal debt hanging over us, the annual revenue from tolls falling off, and the expense of maintenance apparently increasing with every enlargement hitherto made. Mr. Skinner very prudently suggests, that it is at least advisable to have made "a thorough exploration" of the route, and of the supply of water to be obtained. He also alludes to the damages which would arise by its construction, to the "fine flourishing cities," and flourishing villages now clustered along the banks of the canal, which would necessarily be disturbed by such an enlargement. No doubt these would be estimated at many millions when the work was completed. Besides all this, we contend that a ship canal would be found a most dilatory and expensive channel of transportation. A vessel of capacity for an ocean voyage, propelled by steam, or rigged with masts and sails would be out of place on a long canal, would be moved with great difficulty, much loss of time, and much expense; it would be difficult to handle in passing bridges, locks and villages, and could not be moved at a rate of more than about two miles an hour. Then again the State of New York with its present debts to be increased very soon by the large recognized expenditures for the war, is in no condition to undertake such a work during the present generation, and as to obtaining the support and co-operation of other States, as Mr. Skinner suggests, it may be replied, that if New York the wealthiest of all the States is not in a condition to undertake the work for herself, it is not very likely the Western States will be able to assist her. In connection with this subject, we may remark that the auditor whose report has been alluded to, goes a step further and speaks favorably of the project to connect the St. Lawrence and Hudson Rivers by the way of Lake Champlain. This scheme often discussed in this paper, brought up at the Detroit convention, and favorably noticed by the American and foreign press, seems growing into favor as a cheap and practicable method of obtaining a further outlet for the commerce of the lakes and the far west. Within a few days past, the subject has been discussed anew by the Montreal Board of Trade and approved, and more than this, it is understood that fresh efforts will be made in Canada to construct the first link by the enlargement of the Chamblee Canal to a size sufficient to pass the lake vessels into Lake Champlain which could proceed as far at least as Whitehall. This would be an immense stride forward, giving a large business to the Eastern railways which terminate or touch there, cheapen transportation greatly, and give the Champlain Canal such an increase of business as would lead to a corresponding enlargement at no distant day. Mr. Skinner does not commit himself to the main question, but appears to refer it to legislation and farther inquiries, where we think it is destined to linger. He recommends the appointment of a commission to examine the subject and an alteration in the constitution as necessary, if the work is ever to be undertaken.

We doubt, if the people of this State, when they know the Erie Canal is not and never has been worked up to its full capacity, are quite ready to add forty or fifty millions to their present debt for any such work as the ship canal, certainly not in our time.

Reno, Oil Creek and Pithole Railroad.

The work of track laying is progressing upon this work, and all of the grading upon the entire route is completed, with the exception of two cuts. The work of erecting the bridge across Oil Creek will be commenced early next week, and it is hoped that ten days from that time will see it completed. Gen. Burnside has been here this week superintending the work in person, and the road will be opened as soon as men and means can do the work.—*Reno Times, Jan.* 11.

Philadelphia and Reading Railroad.

The receipts from operations of this road for the fiscal year ending November 30, 1865, were:

From	393,359 passengers	$1,067,847
"	846,105 tons merchandize	1,165,227
"	3,090,814 tons coal	8,627,292
"	mail	28,871
"	miscellaneous	255,282
	Gross receipts	$11,142,519
	Gross expenses	6,330,248
	Net profits	$4,812,271

The following tabular statement, in detail, for each branch of traffic, shows the comparative results of the year:

	1864—Passengers.		1865—Passengers.		Increase.
Travel	342,252	$909,882	393,359	$1,065,847	$155,966
	Tons.		Tons.		p. c.
Merchandise	807,196	953,776	846,105	1,165,277	17.1
Coal	3,065,577	7,208,775	3,090,814	8,627,292	22.2
Mail		23,497		28,871	211,501
Miscellaneous		178,411		255,282	1,423,617
Gross receipts		$9,269,941		$11,142,519	19.7
Gross expenses		4,961,191		6,330,248	5,374
					22.8
Net profits		$4,308,150		$4,812,271	76,821
Gross expenses, including renewal fund in the year 1864 were 53.52 of gross receipts.					43
" " " " in the year 1865 were 56.81 " "					$504,121
					11.7
					"
					"

The receipts and expenses per passenger and per ton, have been as follows:

	1864.		1865.		Apparent increase.... 2.29*
	Cost.	Received.	Cost.	Received.	
Per passenger	$1 13.7	$2 65.8	$1 42.5	$2 70.9	"
Merchandize per ton	63	1 18.2	79.4	1 37.7	"
Coal	81	2 35	1 06.9	2 79.1	"

* Increase in taxes 2.10 per cent., making the real increase 1.19 per cent.

The charges for transportation have not been raised above those of last year, while the expenses have increased 27.6 per cent. The increased profit of 11.7 per cent. has been mainly derived from the larger amount of business done, and the great decrease in the Government orders for coal, which was carried at rates much below those charged the public.

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Receipts over cost of working the road		$4,812,270 40
From which deduct—		
Interest on bonded debt	$378,264 00	
Interest on b'ds & mort.	30,946 76	
Sinking fund, as directed by mortgages	68,600 00	
Sinking fund, as directed by stockholders	362,630 30	
Cost of machines for workshops	39,855 01	
Cost of coal and barges	56,521 09	
Cost of new engines and cars	771,696 47	
Cost of Lebanon Valley second track	55,165 80	
Cost of Schuylkill Valley and Little Schuylkill connection	70,509 00	
Cost of Reading car shops, &c	183,515 04	
Cost of sidings & tracks	162,001 63	
		2,179,705 16
Reserved fund, 1865		$2,632,565 80
Amount to credit of reserved fund, 1864	$372,050 53	
To which is added:		
Proportion of loss laterals in 1864 paid by Schuylkill Navigation Company	234,067 30	
Profit on boats, balance of interest, &c.	68,676 59	
Old debts revived and paid	26,605 02	
	$701,399 44	
From which is deducted—		
Balance of dividend of 1864, not included in account of 1864	28,225 73	
		673,173 71
Total reserved fund, 1865		$3,305,739 01
which has been appropriated as follows:		
10 per cent. dividend on $20,240,673 47 common & preferred stock	$2,024,067 34	
United States & State taxes on do	202,406 73	
		2,226,474 07
Balance of reserved fund		$1,079,264 94

These results exhibit increased traffic in each department, with net profits largely in excess of any previous year. The evidences of such prosperity cannot fail to be received by the stockholders with marked satisfaction.

The traffic other than coal steadily and rapidly increase.

The gross receipts from such sources during the past year amount to	$2,515,226 68
The expenses of conducting these branches of business as per statement	1,232,760 26
Profits on passengers & merchand'e.	$1,282,466 42

An amount sufficient to pay the annual interest on the debt, $409,210 76, and about four per cent. on the preferred and common stock.

The new works to which reference was made in the last report have been continuously prosecuted. Two large and commodious wharves at the coal shipping depot at Port Richmond are nearly completed, and will be ready for use early in the spring. Others have been enlarged.

A new workshop at Reading for building and repairing cars, seven hundred and five feet in length and one hundred and sixty-nine feet in width, has been finished.

The junction railroad tunnel, at West Philadelphia, will be completed in about two months. The construction of this road was not in advance of the necessities of the traffic.

A new railway three and three-tenths miles in length has been made, connecting the Schuylkill Valley and Little Schuylkill railroads, both of which are leased by this company. By this means very direct communication is made between Pottsville, Tamaqua, and the rapidly growing towns in the Mahanoy and Ashland coal districts. A new and short line is also thus furnished for the large supplies of timber required for mining purposes, as well as agricultural products from the Catawissa and Susquehanna Valleys. Additional double track, three and nine-tenths miles in length, has been laid on the Lebanon Valley Branch, and fifteen and forty-five hundredths miles of sidings on the main line and laterals. Numerous small branches, eight and ninety-five hundredths miles in the aggregate, have been constructed in the different coal districts for the further development of this most important branch of our traffic.

The bonded debt has been diminished by purchases for the sinking funds | $161,000
By conversion into stock | 149,000
| $310,000

The bonds now outstanding amount to $6,365,300, of which only $475,500 are entitled to the privilege of conversion into stock.

The appropriations to the sinking funds required by the conditions of various mortgages were, in 1865	$68,600 00
Created by the stockholders in 1865	362,630 30
	$431,230 30
Balance November 30, 1864	561,236 49
	$992,466 79
Deduct bonds purchased in 1865, $161,000, cost	158,556 25
	$833,910 54

At the annual meeting in 1860 the stockholders created a sinking fund ($140,000) in addition to similar appropriations required by the terms of various mortgages. The following year the board of managers recommended, and the stockholders authorized, the establishment of another sinking fund, which, with those already in existence, had for its object annual deductions from income account equal to the liquidation of the bonded debt at or before its maturity. This debt then amounted to $11,496,700, of which $5,086,500 matured in 1866. The fund so created amounted in the following year to $27,378 41, and it was expected that it would increase each year until the debt was extinguished. Since that date the bonded debt has been diminished by conversion and purchase $5,131,400. For this reason the board of managers regard so large an annual appropriation, in addition to the sinking funds created by the terms of the mortgages, quite unnecessary. They believe it to be a wise policy, and one which should be continued, to purchase the bonds when they can be had on favorable terms; but they recommend that the compulsory feature of the sinking funds thus voluntarily provided by the stockholders should be abolished, and that it be left to the discretion of the managers to purchase bonds when and as suitable occasions offer.

Several years ago it was decided to be the policy of the company to control, by lease or purchase, some of the important lateral roads in the coal region. On these branch roads, which intervened between the mines and the works of this company, very high charges in most cases then prevailed, thus giving to their proprietors an undue proportion of the profits of the transportation from the mines to market. When such roads were from time to time so leased, the charges for transporting coal were materially diminished. Pending these purchases it was not deemed advisable to state them in detail in the accounts. In former reports they have appeared in the item, "Stocks and bonds held by the company." They are now transferred to, and will hereafter appear in, the

capital account. The largest investment has been made in the Mahanoy and Broad Mountain railroad, from which one-fourth of the anthracite coal transported by this company was received during the past year. This road and its branches traverse the second coal field, from which largely increased supplies may be hereafter confidently expected. The balance of the stock and bonds, $851,928 57, are chiefly of the same class of investments.

Since the close of the fiscal year, November 30, the board of managers have also acquired a majority of the stock of the East Pennsylvania Railroad Company. The capital stock of this company is $654,400. Bonded debt $574,900.

It extends from Reading to Allentown, a distance of thirty-six miles. It should be extended to Easton, about sixteen miles. A direct and continuous line under one management would thus be formed between Harrisburg and the Delaware river. Greater facilities and, it is believed, increased profits are secured by this purchase, which was effected by an issue of stock.

The usual statements of the general superintendent and engineer are appended, to which reference is made for details.

During four years prior to May last, the consumption of coal for government purposes was very large. In consequence of the interruption by ice of navigation of the river. Delaware, during many weeks last winter, the demands of the government during the early spring months were unprecedentedly large. This, together with an equally urgent demand from other consumers, exceeded the capacity of the rolling stock. On the sudden cessation of the war, in April last, the demand of the government almost ceased, which, with other disturbing elements, were followed by a partial paralysis in both the coal and iron trade of the country. During the months of May and June, of last year, the coal tonnage from the Schuylkill region was but 316,672 tons. In the same period in 1864 it was 797,184 tons.

The total product in 1865 was about 500,000 tons less than in 1864. The coal tonnage of this company, as has been previously stated, was slightly in excess of the previous year. The largest quantity of coal transported by this company in any calender month was in September, 1865, when it reached 384,660 tons. Previous to this year the maximum quantity was in August, 1864, 320,110 tons. This exhibits an increased capacity this year in excess of any previous period, at the rate of 630,492 tons per annum. Such great irregularities in this branch of the business have developed two materials facts:

1st. That the various companies engaged in transporting coal have had facilities, on the average, fully equal to the requirements of consumers, and demonstrating that with a business approaching any degree of regularity, the producers of coal have had the means of sending to market more than they could sell.

2d. It is also established that the present capacity for production and transportation is largely in excess of the consumption. The suspension of mining operations in other coal districts for some two months created apprehension about future supplies, unduly stimulated the demand, and thus materially augmented the price of coal, and hence to a certain degree, particularly in the iron trade, diminished the consumption. It has been the well-settled policy of this company that the means of transportation should be fully equal, with any ordinary degree of regularity in the demand, to the wants of consumers. Coal is an article of first necessity. The great manufacturing and steam marine interests of the country are dependent on it. Therefore the works should be maintained fully equal to the wants of the public, and a most liberal policy in this regard is conclusively the only wise and safe one. It is not proposed, however, to procure rolling-stock equal to doing the business of a year in eight or nine months. This would be neither reasonable nor wise. It would require the charges to be unnecessarily increased, the minimum charges both in mining and transportation being attained by the greatest regularity in the trade.

Previous to the war the consumption of anthracite coal was increasing at a ratio exceeding ten per cent. per annum. During the first two years of the conflict it diminished, but during the last two the former ratio of increase was resumed. From this experience the managers deem it reasonably probable that the same rate of increase will continue, or about one million of tons per annum.

The whole financial policy of the company should be based on a determination to provide everything necessary to insure that we obtain our full share of this increase.

In pursuance of the conservative policy, which has received the general approval of the stockholders, the managers have charged to income account the cost of new property, amounting to $1,339,264 10. They do not regard any such deductions from profits as requisite to maintain and perpetuate property formerly acquired. They are aware, however, that the expenditures of the past year have been made in a currency much depreciated. For this reason it has been the intention to deduct from income such an amount as will leave the capital stock on which future dividends are to be paid represented upon a gold basis.

After making such deductions, and the sinking funds, the balance of

Income account for the year is		$2,632,565 30
Add reserved fund 1864		673,173 71
		$3,305,739 01
Deduct div. of 10 pr.ct.	$2,024,067 34	
Add tax on same	202,406 73	
		2,226,474 07
Reserved fund Nov. 30, 1865		$1,079,264 94

For reasons heretofore stated, the managers decided to give to each stockholder the option of taking the dividend in money or in stock at par. So far as is now known, nearly all of the proprietors have preferred to take stock. The company is thus placed in a position of great financial strength to meet the legitimate requirements of the public, to furnish increased facilities to the trade to purchase the bonds first maturing, should they be offered on satisfactory terms, and otherwise promote the permanent interest of the stockholders.

By order of the Board of Managers,
CHAS. E. SMITH, President.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 8, 1866, the following resolutions were adopted:

Resolved, That the report of the board of managers, this day presented and read, be and the same is hereby approved, accepted, and adopted; and that the action of the board in relation to the several matters therein mentioned and their action with reference to the East Pennsylvania railroad, and the issue of stock in respect thereto, are especially approved and sanctioned.

Resolved, That the board of managers be, and they are hereby, authorized, at their discretion, to carry into effect any of the measures proposed in their report, and if in their opinion needful, to enter into any contracts or agreements for that purpose.

Resolved, That the powers and authorities conferred upon and granted to the board of managers by the resolutions passed at prior annual meetings be, and the same are hereby, continued.

Resolved, That at this general meeting of the stockholders of the Philadelphia and Reading Railroad Company, the act approved the 20th day of A. D. 1865, entitled "An act to entitle the stockholders of any railroad company incorporated by this Commonwealth accepting this act, to one vote for each share of stock," be and the same is hereby accepted, and so that hereafter each share of stock of this company, subject to the provisions of charter and laws in relation thereto, shall entitle the holder thereof to one vote, as in and by said act is provided.

Resolved, That a vote of thanks be and the same is hereby presented to the president and board of managers for the able manner in which the business of the road has been conducted during the past year.

The following gentlemen were elected to serve for the ensuing year:

President, Charles E. Smith; Managers, H. P. McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, Stephen Colwell; Treasurer S. Bradford; Secretary, William H. Webb.

Shipments of Copper in 1865.

The following is a statement of the shipments of copper from the Lake Superior regions in 1865:

	Tons.	Lbs.
Portage Lake district	4,596	856
Keweenaw district	3,234	1,673
Ontonagon district	2,140	845
Total shipments	9,971	1,374

Or within 28 tons of a grand total of 10,000 tons. In each district there has been a considerable increase over the product of 1864, the greatest being in Keweenaw District. The following are the amounts of increase, as near as can be ascertained:

	Tons.	Lbs.
Keweenaw District	775	1,593
Ontonagon District	420	....
Portage Lake District	350	1,434
Total increase	1,546	1,027

TABLE OF SHIPMENTS.

	Tons.		Tons.
1845 to 1854	7,642	1861	7,400
1855 to 1857	11,312	1862	9,062
1858	3,500	1863	8,548
1859	4,200	1864	8,472
1860	6,000	1865	9,971
Total			76,107

The Philadelphia and Reading and Atlantic and Great Western Railroads.

The agreement between the Philadelphia and Reading, and the Atlantic and Great Western Railroad Companies, has for its object the formation of a great through line to Philadelphia from all points in the West, accessible to the road of the latter company, and to give to this city all the advantages of her geographical position. When Sir Morton Peto and his party were here last autumn, they made a tour through the western part of Pennsylvania, and decided to build a railroad from Franklin, to connect at Milton with the Catawissa Railroad Company. They have also leased the Morris and Essex Railroad, from Easton to New York, and the remaining gap, between Easton and Catawissa, it is proposed to fill up by leasing the lines of road belonging to or controlled by the Reading Railroad Company. In pursuance of the terms of the agreement, all freight bound east is to be delivered to the Reading road at Catawissa, while western bound freight will be delivered by the latter company to the Atlantic and Great Western Railroad at the same place. The rates of transportation per mile, between points west and this city, are not to exceed the rates charged between the same points and New York, the intent being to give to Philadelphia the most favorable rates, and to prevent any discrimination against it. The Atlantic and Great Western Railroad is not to pro rate with any other line at lower rates than by the Reading Railroad. Other roads and connecting links are to be built, so that within four years there will be a continuous line from this city to Dayton and Cincinnati, Ohio. The companies also agree to pay half the cost of building and equipping a satisfactory line of steamers between Philadelphia and England, whenever the citizens of Philadelphia and Pennsylvania furnish the other half. The agreement between the two companies is for the term of ninety-nine years from the first of January, 1866. —*Philadelphia Press.*

Finances of N. Y.—Comptroller's Report.

In the report from the Comptroller's Office, submitted to the Legislature in January, 1865, the receipts on account of the General Fund Revenue for the fiscal year, were estimated at..$9,703,824 72
And the expenses at..... 9,314,711 15

Estimated surplus Sept. 30, 1865... $389,113 57
The actual receipts, including balances and payments on account of the same fund were..... $11,912,936 48
Payments, including deficiency ($863,814 67) from previous yr. 13,092,330 54

Deficiency Sept. 30, 1865 .... $1,179,394 00

The receipts on account of the general fund revenue for the present fiscal year ending Sept. 30, 1866, are estimated at the sum of...$10,130,064 85
Payment including deficiency at... 9,690,078 64

Estimated surplus Sept. 30, 1866.. $439,986 21

These estimates may vary widely from the actual results by reason of appropriations by the Legislatures for purposes not already provided for by law, and therefore, not taken into account in making the estimates.

The funded debt of the State, as it existed on the 30th of September, 1860, was as follows:

Canal debt..... $27,107,321 49
General fund debt 6,505,654 37

Total..... $33.612.975 85

The debt, as it existed on the 30th September, 1865, not including the Bounty debt, was as follows:

Canal debt..... $19,424,585 49
General fund debt..... 6,050,954 37

Total..... $25,475,539 86

Showing a dimunition of the debt as it existed before the war, of $8,137,435 99. But for the large Bounty loan made during the last year, the State would within a few years have been entirely free from dobt.

The certificates issued on account of that loan reached, up to the 10th day of December, 1865, the sum of..... $25,566,000 00
Add canal and general general fund debts as above..... 25,475,539 86

Total debt, Dec. 10, 1865..... $51,041,539 86

The following statements from the canal department, show the receipts and payments on account of the canals during the fiscal year 1865.

Receipts:

From tolls.....		$3,516,948 63
" rents of surplus waters		4,683 00
" interest on current revenue...		24,145 76
" miscellaneous sources		31,688 06
		$3,577,465 45

Payments:

To commissioners for repairs	$186,412 14	
Contractors for repairs.	950,033 01	
Superintendents for repairs.....	645,638 84	
Collectors for salaries, clerk hire, pay of inspectors, and office expenses	67,416 85	
Weigh-masters	9,705 70	
For salaries chargeable to annual revenue, refunding tolls, printing and other miscellaneous payments.....	68,167 05	
		1,927,373 59
"Surplus revenues"		$1,650,091 86

—which have been transferred to the working fund under article 7, section 1, of the constitution.

By comparing the receipts with those of the preceding year, which were $4,346,265 52, it will be seen that there is a falling off to the extent of $768,800 07.

Statement of the canal debt, 30th September, 1865, showing each description of stock, the amount redeemable in each year, and the annual interest on the same:

When due.	Pays no interest.	6 per cent.	6 per cent.	Total.
1837.....	$.....	$160	$.....	$160 00
1860.....	$2,000	.....	10,000	10,000 00
1864.....	.....	2,000	.....	4,000 00
1865.....	.....	158,650	.....	158,650 00
1866.....	.....	.....	.....	.....
1868.....	$.....	$702,000	$192,585 49	$894,585 49
1871.....	.....	.....	1,163,000 00	1,163,000 00
1872.....	.....	3,050,000	167,000 00	167,000 00
1873.....	.....	6,000,000	.....	6,000,000 00
1874.....	.....	2,250,000	4,500,000 00	6,750,000 00
1875.....	.....	500,000	.....	500,000 00
1877.....	.....	900,000	.....	900,000 00
Annual interest...	$2,000	$804,120	$301,129 28	$1,105,249 28
Debt paying int...	.....	168,810	10,000 00	172,810 00
" not paying int.	$2,000	$13,402,000	$6,022,585 49	$19,424,585 49
Total debt.....	$2,000	$13,562,810	$6,032,585 49	$19,597,895 49

The following is a recapitulation of the foregoing statement of the canal debt, paying interest on the 30th of September, 1865:

Under art. 7, sec. 1 of the constitution	$5,163,000 00
Under art. 7, sec. 3.....	11,677,000 00
Under art. 7, sec. 10.....	392,585 49
Under art. 7, sec. 12.....	2,200,000 00
Total.....	$19,424,585 49

The receipts and expenditures upon the canals, should attract the attention of tax-payers. While the receipts are rapidly diminishing, the expenses are still more rapidly increasing. In 1863, the receipts were $5,118,501 35, and the payment for collection and ordinary repairs, $770,882 52. In 1865, the receipts were $3,577,465 45, and the payments for collection and ordinary repairs, $1,-927,373 59. In 1863, the surplus to meet the requirements of the Constitution was $4,347,618 83, leaving a "remainder" of $981,376 17. In 1865, the amount was $1,650,091 86, leaving a deficiency of $1,716,150 80, to be provided for by taxation. In 1863, the percentage which the cost of maintenance of the canals bore to the amount of tolls was but 15.39; in 1865, it rose to the enormous rate of 54.73, being far greater than it ever was before, in any year, since the canals went into full operation. And this statement does not include the heavy payments for "extraordinary repairs," which would make it much higher. The payments of $350,000 to the General Fund Debt Sinking Fund, and of $200,000 for the support of Government cannot of course be made.

THE STATE FUNDS.

The several funds particularly treated of in this report are the following:

The General Fund; the General Fund Debt Sinking Fund; the Common School Fund; the United States Deposit Fund; the Literature Fund; the College Land Scrip Fund, and certain trust funds of small amount.

GENERAL FUND.—REVENUES.

Deficiency of the revenue.....		$863,814 67
Warrents drawn on the Treasury..		12,176,010 49
Amount transferred to the following funds for interest on money in the Treasury, belonging to said funds, viz:		
School fund.....		37,269 24
Literature fund.....		4,165 64
United States deposit fund.....		9,554 47
Railroad sinking funds.....		810 64
Tioga coal, etc. sinking fund.....		187 29
Amount of warrants drawn on the Treasury remaining unpaid Sept. 30, 1864		518 05
Total payments.....		$13,092,330 54
Amount of receipts into the Treasury during the year ending 30th Sept., 1865....		$11,911,635 82
Transferred from school fund for bonds for lands.....		740 79
Amounts of warrants drawn on the treasury remaining unpaid Sept. 30, 1865		559 87
		$11,912,936 48
Deficiency of the rev. Sept. 30, 1865		$1,179,394 06

The following statement shows the condition of the Treasury at the end of the fiscal year 1865:

Amount received into the Treasury on account of the several funds.....		$16,273,105 89
Amounts of warrants drawn and unpaid		559 87
		$16,273,665 76
Balance due the Treasury on the 30th, Sept. 1864..	$85,003 77	
Amounts of warrants drawn in the Treasury on ac't of the several funds....	16,097,574 16	
Amount of warrants drawn and unpaid	518 05	
		16,183,095 98
Bal. in the Treasury Sept. 30, 1865		$90,569 98

Statement of balances due from and to the Treasury September 30, 1865, viz:

From the general fund revenue....	$1,179,394 06
" treasurer for balance in the Treasury	90,569 78
	$1,269,968 84
To the school fund, viz;	
Capital	$603,006 32
Revenue.....	61,706 91
	$684,713 13
To the Literature Fund, viz:	
Capital..... $121,571 51	
Revenue 16,186 26	
	137,757 77
To the U. S. Deposit Fund, viz:	
Capital..... $95,131 46	
Revenue 209 81	
	92,341 27
To the Mariners Fund, viz:	
Capital..... $164 81	
Revenue 1,169 76	
	1,334 57
To the general fund debt sinking f'd	159,120 12
To railroad sinking funds.....	14,045 57
To soldiers allotment fund	54 96
To college land scrip fund	3,380 61
To the Metropolitan Police fund...	177,215 84
	$1,269,968 84

GENERAL FUND DEBT SINKING FUND.

Amount received into the treasury during the year		$950,000 00
Balance due the treasury on the 30, Sept. 1864	$209,501 55	
Amount paid from the treasury during the yr. ending Sept. 30, 1865.	581,378 33	
		790,879 88
Bal. in the treasury Sept. 30, 1865		$159,120 12

GENERAL FUND STATE DEBT.

The amount of the general fund state debt on the 30th Sept. 1865, was $6,050,954 37.

The principal of the debt is reimbursable as follows, viz:

On demand	$53,910 68
1866	385,000 06
1868	942,961 05
1870	700,000 00
1875	900,000 00
1878	800,000 00
At pleasure	2,258,082 64
Paying interest	$6,039,954 37
Not paying interest	11,000 00
Total debt	$6,050,954 37

The amount of the contingent State debt for stock issued and loaned to sundry railroad companies, in $224,000.

SCHOOL FUND.

This fund amounted to $2,765,760 77.

Amount received into the Treasury for year ending Sept. 30		$408,267 70
Amount paid out of the Treasury during the year ending 30th Sept.		326,560 79
Bal. in the Trea. on the 30th Sept.		$81,706 91

LITERATURE FUND.

This fund amounted to $270,452 12.

Amount received into the Treasury during the year ending 30th Sept.		$60,257 78
Amount paid out of the Treasury during the year ending 30th Sept.		44,071 52
Bal. in the Treasury Sept. 30		$16,186 26

UNITED STATES DEPOSIT FUND.

Capital, $4,014,520 71.

Revenue, including $697.10 balance from previous year		$256,294 81
Payments during the year		256,085 00
Bal. in the Treasury Sept. 30		$209 81
Tonawanda railroad company S. F.		$6,000 00
Long Island railroad company S. F.		8,333 39
Mariners' fund		11,334 57
Soldiers' allotment fund		54 96
College land scrip fund		64,440 00
Metropolitan police fund		177,215 84
Indian annuities		7,361 67

TAXES FOR THE ENSUING YEAR.

There is usually so much irregularity in the appropriations made by the Legislature that it is difficult to estimate with much accuracy, the amount which will be required for the General Fund. As there is no deficiency to provide for, one mill on the dollar ought to be sufficient. It will probably not be safe, however, to make it one and a fourth. The Auditor of the Canal Department, states that he will require as much as ¼. At least 2¼ will be required for the Bounty debt.

The tax levy then, even with unusual economy in appropriations, will require the following rates:

For the general fund	1¼ mills.
For schools, Chapter 180, Laws of 1856.	¼ "
For canals (probably)	¼ "
For canals, Chapter 271, Laws of 1859	¼ "
For bounty loan Chap. 325, Laws of 1865.	2¼ "
Total at least	5 "

This is a very high rate for a time of peace. It is not likely to be much less for many years to come. If any extraordinary appropriations are made, it will be necessary to increase it.

THE INCREASE OF TAXATION.

The following table gives the aggregate valuations and the amounts of the State, county, town and school taxes in each year for the last 20 years.

Year.	Aggregate valuations.	State taxes.	Town, county and school taxes.
1845.	$605,646,095	$361,309 62	$3,809,218 33
1846.	616,824,955	370,557 44	4,276,904 44
1847.	632,699 993	302,579 27	5,541,046 33
1848.	651,619,595	325,638 72	4,969,819 51
1849.	665,850,737	334,555 96	5,214,425 32
1850.	727,494,583	364,003 75	5,948,783 58
1851.	1,077,831,630	578,546 88	6,180,891 38
1852.	1,168,335,237	292,641 69	6,715,046 39
1853.	1,266,666,190	1,285,124 88	8,060,097 03
1854.	1,364,154,625	1,020,926 49	8,615,164 36
1855.	1,402,849,304	1,751,717 78	9,924,454 52
1856.	1,430,334,696	1,430,000 02	11,312,845 04
1857.	1,433,309,713	3,221,775 42	11,941,362 94
1858.	1,404,907,679	2,457,533 80	12,968,004 78
1859.	1,404,913,679	2,458,599 10	13,894,687 46
1860.	1,419,297,520	4,376,167 35	14,579,857 15
1861.	1,441,767,430	4,505,523 19	15,896,753 00
1862.	1,449,303,948	5,797,215 79	13,659,072 61
1863.	1,454,454,817	6,181,432 97	16,865,367 69
1854.	1,500,999,877	6,754,499 45	33,119,446 11
1865.	1,550,879,585	6,067,816 77	39,893,623 85

The amount of town, county and school taxes for 1855 is made up from returns which are imperfect as yet. It is more likely to exceed than to fall short of the amount stated.

Southern Share of Taxes.

Under the act of August 5, 1861, levying a direct tax of $20,000,000 on the several States, the aggregate quota of the eleven Southern States then in rebellion was fixed at $6,690,000 95. The following statement shows the amount paid by the several States named during the last quarter of the year ending December 31, 1865, upon their quotas of the direct tax:

Tennessee	$50,000
North Carolina	35,986
Louisiana	20,000
Total	$105,986

The following named States are the only ones which have not yet paid something towards the liquidation of their direct accounts with the general government:

	Quota.
Georgia	$584,367 33
Alabama	529,513 33
Mississippi	413,084 66
Texas	355,106 66
	$1,881,871 96

Since the close of the rebellion, the States named below have paid over to the Government, on account, the following sums:

	Paid in.	Quota.
South Carolina	$234,756 17	$363,570 66
Virginia	171,420 27	937,550 66
Florida	43,509 81	77,522 66
Arkansas	88,165 32	261,886 00
Lousiana	220,000 00	385,886 66
Tennessee	108,272 00	669,498 00
North Carolina	35,986 00	576,194 66
Total	$852,109 57	$3,272,109 40
Add amounts due by Georgia, Alabama, Mississippi and Texas		1,881,871 98
Total amount due the Government by the late rebellious States		$5,153,981 38

New York and Oswego Midland Railroad.

A correspondent of the *Herald*, writing from Albany under date of January 10th says:

An immense delegation of citizens attended here to-day from the towns and counties on the route of the two proposed railroads from Oswego and Syracuse to Rondout and New York, through the midland counties south of the Central Railroad. The route adopted by the New York and Oswego Midland Railroad Company, runs through the counties of Oswego, Onondaga, Madison, Chenango, Delaware, Orange and Sullivan to Hoboken. The necessary subscriptions for complying with the requirements of law perfecting the organization were paid in. The construction of a new trunk line from the West to New York, sixty miles shorter than the present roads, will thus be secured over easy grades.

The directors of the several sections of the road from Rondout to Utica also met, and organized their interests in a consolidated executive committee of twelve, under a resolution directing the building of the road. The report on a grade was adopted, also the route and the necessary payments required for the organization of the road under its charter. When completed it will run in a straight line from Rondout to Utica. A resolution was adopted recommending proper steps to be taken for the necessary legislative act authorizing the several towns along the route to issue their bonds for the construction of the road, this local aid insuring the certainty of success for any deficiency in the subscription. Regular allotments of individual subscriptions and of town bonds have been pledged in form at the meeting.

☞ The attention of contractors is invited to the advertisement in another column for proposals for the completion of the grading, masonry, etc., of the *American Central Railway of Illinois*, extending from the city of New Boston, on the Mississippi, to the Indiana State Line, in the direction of Fort Wayne. The whole length of line is about 190 miles. Proposals may be submitted until the 15th prox., to GEO. M. BRAGGIOTTA, 117 Pearl street, N. Y. Profiles, specifications, etc., may be seen at the office of the Chief Engineer, in Galva, Henry Co., Ills.

Grain Trade of Milwaukee.

The following table shows the receipts and shipments of flour and grain at Milwaukee during the years 1864 and 1865:

	1864. Receipts.	1864. Shipments.
Flour, bbls.	280,872	425,368
Wheat, bush	9,120,255	8,952,838
Oats	105,598	755,333
Corn	473,304	171,516
Rye	89,407	12,465
Barley	198,033	1,104
	1865. Receipts.	**1865. Shipments.**
Flour, bbls	372,925	508,181
Wheat, bush	11,859,245	10,080,990
Oats	649,085	341,612
Corn	276,724	65,935
Rye	137,259	51,472
Barley	149,728	7,395

☞ The Elmira *Gazette* states that "the Northern Central Railway Company have purchased the Northern Division of the Erie Railway, from Elmira to Canandaigua, and during the coming season intend laying the narrow gauge track of the road on that line, so as to enable them to send through trains from Baltimore to Niagara Falls."

☞ The Government realized $91,956,138 from the imports of dry goods at the port of New York for the year ending December 31, 1865, being an increase in receipts of $17,866,376 as compared with the exhibit of 1864.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton Ca.	200,000	5	----	10c
Acton Vale Ca	50,000	5	----	5c
Adventure L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	----
Algomah "	20,000	----	2	----
Alliance Ca.	200,000	2½	----	----
Allouez L. S.	20,000	----	1	1½
American Ca.	200,000	2½	----	5½
Amygdaloid L. S.	20,000	----	----	25
Annapolis Md.	50,000	10	----	----
Arizona Ariz. T.	10,000	100	----	----
Ascot Ca.	20,000	20	----	----
Astor L. S.	20,000	----	1	6½
Atlas "	20,000	----	1	2½
Aztec "	20,000	----	1	3
Balt. and N. C N. C	20,000	5	----	35c
Bare Hill "	----	----	----	140c
Bay State L. S.	20,000	----	3½	11
Beaver "	20,000	----	1	----
Bedford Ca.	125,000	5	----	50c
Black River "	200,000	2½	----	10c
Bohemian L. S.	20,000	----	7½	12
Bolton Ca.	200,000	5	----	1½
Boston L. S.	20,000	----	5*	75c
B. and Corinth Vt.	20,000	10	----	----
Brooklyn L. S.	20,000	----	2	----
Brome Ca.	100,000	5	----	2
Cabot L. S.	20,000	----	½	----
Caledonia "	20,000	----	----	6
Cambridge "	20,000	----	5	15c
Canada Vt.	100,000	4	90c	80c
Carp Lake L. S.	20,000	----	----	1½
Cascade "	20,000	----	----	----
Central "	20,000	----	----	45
Champlain Ca.	200,000	1½	----	15c
Chatham "	200,000	2	----	----
Chaudiere "	100,000	1	----	60c
Chester "	200,000	1	----	12c
Cheticamp "	20,000	5	----	1½
Chippewa L. S.	20,000	----	----	----
Cleveland Ca	100,000	5	----	----
Cliff L.	20,000	----	----	----
Clifton "	20,000	----	----	----
Collin "	20,000	----	¼	----
Columbian "	20,000	----	4½	10½
Consolidated "	20,000	----	5	5c
Copper Falls "	20,000	----	24½	27
Copper Harbor "	20,000	----	1	----
Copper Hill "	200,000	1	----	15½
Copperas Hill "	50,000	10	----	----
Cornwall Vt.	100,000	2	----	25c
Dacotah L. S	20,000	----	----	5
Dana "	20,000	----	3½	50c
Deep River N. C.	----	5	----	15c
Delaware L. S.	20,000	----	----	10
Derby "	20,000	----	----	1½
Devon "	20,000	----	1	4½
Dorchester "	20,000	----	6	7
Douglas "	20,000	----	----	----
Dover Ca.	200,000	----	1	3½
Dudley L. S.	20,000	----	¼	75c
Dunham Ca.	200,000	2	----	25c
Durham "	200,000	5	----	25c
Eagle River L. S.	20,000	----	3½	2½
El Dorado (Silver) "	20,000	----	----	----
Escot Ca.	25,000	20	----	4
Essex "	200,000	----	----	20c
Etna L. S.	20,000	----	----	12½
Eureka "	20,000	----	----	----
Everett "	20,000	----	5*	----
Evergreen Bluff "	20,000	----	----	12
Flint-Steel "	20,000	----	----	13
Forest City "	20,000	----	3	1
Forest Shepherd "	20,000	----	6	3
Franklin L. S.	20,000	----	6½	37½
French Creek Pa.	100,000	5	----	50c
Gardner City L. S.	20,000	----	----	----
Gardner Hill "	20,000	----	5	50c
Girard "	20,000	----	----	6
Glade "	20,000	----	1	----
Glencoe Ca.	200,000	1	----	----
Globe L. S.	20,000	----	1	----
Grand Portage "	20,000	----	1	40
Grand Trunk Ca.	100,000	5	----	95c
Great Western L. S.	20,000	----	2	50c
Green Mountain Vt.	20,000	10	----	4½
Guilford L. S.	20,000	----	5	40c
Hamilton "	20,000	----	----	1
Hancock "	20,000	----	6½	13
Hanover "	20,000	----	½	2½
Hartford "	20,000	25	12½	----
Hazzard "	20,000	----	----	----
Highland "	20,000	----	7	3½
Hilton "	20,000	----	----	1½
Hope "	20,000	----	½	1½
Hudson "	20,000	----	----	2
Hulbert "	20,000	----	----	4½
Humboldt "	20,000	----	2	5
Hungarian "	20,000	----	1	62½
Huron "	20,000	----	16	33
Indiana "	20,000	----	----	6
Inverness "	200,000	2½	----	----
Isle Haute "	40,000	----	----	----
Isle Royale L. S.	20 000	5	18	15

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson L. S.	20,000	----	----	----
Keweenaw "	20,000	----	----	4
Kickapoo "	20,000	----	1	----
King Phillip "	20,000	----	2	----
Knowlton "	20,000	----	1	6
Lafayette Ca.	200,000	1	----	1½
Lake "	200,000	1	----	14c
Lawrence L. S.	20,000	----	----	----
Lennoxville Ca.	100,000	5	----	50c
Logan "	100,000	3	----	2½
Lyster "	200,000	2	----	----
Madison L. S.	20,000	----	1	1½
Malden "	20,000	----	1	----
Mandan "	20,000	----	2½	45c
Manhattan "	20,000	----	2½	2½
Marquette "	20,000	----	¾	----
Maryland Md.	----	5	----	50c
Mass L. S.	20,000	----	----	----
Massachusetts "	20,000	----	----	----
Mendota "	20,000	----	----	4
Merrimac "	20,000	----	----	4
Meteor "	20,000	----	----	----
Mesnard "	20,000	----	5½	2½
Michigan "	20,000	----	----	----
Middlesex "	20,000	----	----	----
Mineral Hill "	----	----	----	55c
Minnesota L. S.	20,000	----	3½	16
Misslaquoi Ca.	150,000	2	----	1½
Montezuma N. Mex.	300,000	5	----	----
Morrison L. S.	20,000	----	----	----
Nashua "	20,000	----	----	----
National "	20,000	----	5½	18
Native "	20,000	----	3	50c
Naumkeag "	20,000	----	1	2
Nelson Ca.	200,000	1	----	10c
Nequaket L. S.	20,000	----	1	2
Nevada (Silver) "	20,000	----	----	----
New England "	20,000	----	2	50c
Newton Ca.	200,000	1	----	8c
New York L. S.	20,000	----	----	½
N. Y. & Passaic N. J.	100,000	5	----	----
North Cliff L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State "	20,000	----	3	10c
North Sutton Ca.	100,000	5	----	1
North Western L. S.	20,000	----	7½	32
Norwich "	20,000	----	4	4
Ogima "	20,000	----	5½	5½
Ontonagon "	20,000	----	2	2
Ottawa Ca.	200,000	1	----	22c
Pacific L. S.	20,000	----	----	----
Pennsylvania "	20,000	25	2½	14½
Petherick "	20,000	----	2½	2½
Pewabic "	20,000	----	3	35½
Phila. & Boston "	20,000	----	15	2
Phœnix "	20,000	----	----	10
Pittsburg & Boston "	20,000	----	5½	57
Pontiac "	20,000	----	3½	1½
Prince of Wales Ca.	200,000	----	----	----
Providence L. S.	20,000	----	----	½
Quincy "	20,000	----	10	53
Reid Hill Ca.	200,000	1	----	----
Reliance L. S.	20,000	----	----	7½
Richford "	60,000	5	----	----
Ridge L. S.	20,000	----	----	----
Rockland "	20,000	----	----	3½
Roscoe Ca.	200,000	1	----	50c
Rudisell "	20,000	----	----	50c
St. Clair L. S.	20,000	----	2	2
St. Flavien Ca.	100,000	5	----	----
St. Francis "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem "	20,000	----	1	----
Sharon Consol "	20,000	----	----	3
Sheldon "	20,000	----	----	16
Silver Creek "	20,000	----	1	----
Silver Hill "	20,000	----	----	30c
Silver Lake "	20,000	----	----	----
Silver Valley "	20,000	----	----	10c
Southampton Ca.	100,000	5	----	----
South Bedford "	200,000	2	----	20c
South Side L. S.	20,000	----	3	1½
Springfield Md.	----	5	----	80c
Stadecona Ca.	100,000	5	----	----
Star L. S.	20,000	----	7½	1½
Stark Vt.	100,000	2	----	----
Strafford "	30,000	10	----	50c
Superior L. S.	20,000	----	4	2½
Sussex "	20,000	----	----	----
Sutton Ca.	100,000	5	----	85
Toltec L. S.	20,000	----	20	1
Tremont "	20,000	----	5*	1½
Union (L. & M.) "	20,000	----	----	----
Vernon "	25,000	10	----	----
Victoria L. S.	20,000	----	1½	----
Vulcan "	20,000	----	----	----
Washington "	20,000	----	----	----
Waterloo Ca.	100,000	5	4*	15c
Waukegan L. S.	20,000	----	----	----
West Minnesota "	20,000	----	2½	----
Wickham Ca.	200,000	5	----	20c
Wickopee "	100,000	5	5½	----
Winthrop L. S.	20,000	----	3½	1½
Wyandotte "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake N. Y.	50,000	50	----	¼
East River "	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood "	20,000	5	----	----
Kahtadin Me.	3,000	100	----	----
Lake Superior L. S.	20,000	25	----	----
Massachusetts "	25,000	1	----	----
Mount Pleasant Pa.	10,000	50	----	----
Teal Lake L. S.	----	----	2	----
Tyson "	20,000	10	----	8½
LEAD AND ZINC:				
Amenia N. Y.	100,000	5	----	8½
Bucks County Pa.	----	----	----	½
Canada Ca.	50,000	5	----	2½
Clute "	----	----	----	½
Crystal Lake "	----	----	----	----
Erie "	----	----	21	Boston (G.) "	10,000	50	----	105
Gay's River "	100,000	2	----	Briggs (G.) "	10,000	100	----	----
Hampton "	100,000	5	----	Bullion (G.) "	200,000	25	----	----
Keystone Pa.	----	----	1½	Burroughs (G.) "	100,000	10	----	----
Lancaster "	----	----	----	Canadian (G.) Ca.	200,000	2	----	50c
Macomb N. Y.	100,000	5	45c	Central (G.) Col.	50,000	20	----	17½
Mineral Point "	100,000	5	½	Chaudiere (G.) Ca.	100,000	5	----	90c
Mount Hope N. Y.	80,000	5	2½	Chebucto N. S.	100,000	5	----	65c
National "	200,000	1	----	Colonial (G.) Ca.	100,000	2½	----	25c
New Jersey N. J.	12,000	100	110	Colorado (G.) Col.	50,000	10	----	3½
N. Y. & Boston N. Y.	100,000	5	2½	Consol. Greg'y (G.) Col.	50,000	100	----	9½
Oswegatchie Ca.	100,000	5	1	Copalinahe (G.) "	200,000	20	----	----
Placentia Bay N. F.	----	----	½	Corisannie (G.) "	100,000	10	----	6
Ramsay Ca.	20,000	25	----	Corydon (G.) "	100,000	25	----	1
Rossie "	100,000	5	----	Day & Bushnell (G.) C.	300,000	10	----	----
Shawangunk N. Y.	100,000	5	----	Denver (G.) Ca.	50,000	20	12½	15
Sussex N. J.	----	----	40c	Dorset (G.) "	170,000	5	----	----
Union "	100,000	5	57c.	El Dorado (G.) Nev.	100,000	5	----	----
Wallkill N. Y.	----	----	25c	Empire (S.) "	----	----	----	----
COAL & ANTHRACITE:				Empress (S.) "	----	----	----	----
American Pa.	87,500	25	----	Eureka (G.) Cal.	----	----	----	----
Ashburton "	50,000	50	12½	Excelsior (G.) Col.	30,000	10	----	14
Atlantic & G. C. Md.	----	----	105c	Frankfort (G.) "	100,000	2	----	----
Baltimore "	----	100	2	Garrison's (G.) Col.	100,000	5	----	----
Bear Valley "	40,000	12½	15½	Gilbert River (G.) Ca.	100,000	5	----	1
Beaver Meadow Pa.	100,000	50	----	Gilpin (G.) Col.	100,000	5	----	1½
Belmont "	10,000	50	9	Gold "	100,000	5	----	3½
Big Mountain Pa.	----	----	5½	Gold Field "	50,000	10	----	----
Blackhall N. S.	8,000	25	----	Gold Hill "	50,000	10	----	----
Boston & Pictou "	100,000	5	----	Gold River "	100,000	8	----	----
Bridgeport Pa.	30,000	10	----	Gould & Curry (G. & S.) N.	----	----	----	----
Broad Mountain "	30,000	10	----	Gunnell (G.) Col.	300 000	10	----	1½
Butler "	----	----	11	Halifax (G.) N. S.	200,000	2	----	50c
Cape Briton N. S.	200,000	2½	----	Harmon (G. & S.) Nev.	----	----	----	----
Carbondale Pa.	----	----	3	Holman (G.) Col.	150,000	2	----	----
Central "	----	----	45	Hope (G.) "	80,000	25	10	10
Clinton "	----	----	1½	Isaac's Harbor (G.) N. S.	100,000	5	----	65c
Coal Brook "	4,000	50	----	Isabella (G.) Col.	----	----	----	----
Continental "	10,000	50	73½	Kennebec (G.) Ca.	100,000	5	----	----
Cumberland (pref.) Md.	50,000	100	44	Kent (G.) N. S.	200,000	1	----	----
Daniel Webster "	5,000	100	----	Lake (G.) Col.	----	----	----	----
East Mahanoy Pa.	----	----	----	Lake Major N. S.	12,000	50	----	----
Everhart "	50,000	25	----	Libertad (G. & S.) Mex.	----	----	----	----
Franklin Pa.	5,000	100	23½	Manhattan (G.) Col.	100,000	10	----	----
Fulton "	60,000	5	8	Mariposa (G.) Cal.	100,000	100	----	15
Gilbertson "	5,000	100	42	Massachusetts (G.) Ca.	500,000	5	----	50
George's Creek Pa.	10,000	----	105	Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Grand Tunnel "	4,000	100	50	Montague (G.) N. S.	50,000	10	----	----
Green Mountain Pa.	----	----	4	Montana (G.) Col.	100,000	5	½	1½
Hampton & Balt. Md.	----	----	91	Montezuma (G. & S.) N.	100,000	5	----	----
Hazleton Pa.	32,300	50	57½	Mt. Alpine (G.) Col.	250,000	5	----	----
Henry Clay "	3,000	100	----	Mt. Vista (G. & S.) Nev.	50,000	10	----	----
International N. S.	20,000	50	----	New England (G.) Col.	50,000	5	----	2½
Lawrence Pa.	2,000	100	6½	New Gregory (G.) "	50,000	10	----	----
Locust Mountain "	----	----	41	New York (S.) "	100,000	10	----	----
Lorberry "	4,000	100	11	N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Macan "	2,000	100	----	Nova Scotia (S.) "	100,000	2	----	2½
Mahanoy "	1,000	20	7½	Oldham (G.) "	100,000	2	----	----
Metropolitan "	----	100	----	Otate (S.) Mex.	----	----	----	----
Middle Coal Fields "	----	----	5½	Palma (S.) "	----	----	----	----
Milford "	2,500	50	----	Peck (G.) N. S.	100,000	5	----	----
Mill Creek Pa.	----	----	----	Peninsular (S.) L. Cal.	----	----	----	----
Mulgrave "	2,000	----	----	Picacho (S.) A. T.	50,000	50	----	----
Narragansett R. I.	8,000	10	----	Pontiac (G.) Col.	50,000	20	----	----
New Creek Pa.	----	----	1½	Prince Albert (G.) Ca.	100,000	2	----	14
North. & Luzerne "	----	----	----	Quartz Hill (G.) Col.	40,000	25	----	2
Penn. "	100,000	50	137	Quicksilver Cal.	40,000	25	----	41½
Penn. Cannel "	6,000	50	----	Renfrew (G.) Ca.	120,000	2½	----	50c
Picton "	4,000	100	----	Riviere du Loup (G.) "	20,000	10	----	----
Pine Knot Pa.	4,000	50	----	Rocky Mt. (G.) Col.	----	----	----	10
Port Hood "	4,000	100	49½	Sacramento (S.) Nev.	----	----	----	----
Potomac Md.	40,000	10	5½	San Antonio (S.) A. T.	60,000	50	----	----
Powell Pa.	----	----	----	Santa Clara (Q.) Cal.	----	----	----	----
Preston "	----	----	20	Santa Rita Ariz. T.	----	----	----	----
Princess Alex. N. S.	5,000	100	----	Scottie (S.) Ariz. T.	----	----	----	----
Ridgeway "	----	----	----	Sherbrooke (G.) N. S.	100,000	10	----	----
St. Clair Pa.	5,000	100	11½	Sierra Nevada (G.) Col.	----	----	----	----
Schuylkill Valley "	20,000	10	16	Silver Hill (S.) Nev.	----	----	----	----
Shawmut "	6,000	50	----	Sonora (S.) Ariz. T.	----	----	----	----
Short Mountain Pa.	16,000	50	23½	Southam (G.) N. S.	100,000	5	----	----
Stafford "	----	----	----	Stafford (G.) Ca.	100,000	5	----	----
Suffolk "	4,000	100	93	Star (G.) Col.	100,000	25	----	----
Sugar Loaf Pa.	----	----	----	Stewart (G.) Ca.	100,000	5	4	75c
Summit "	40,000	20	----	Tascher (G.) "	50,000	10	----	----
Sueq. Coal & C. Mt. "	----	----	4½	Victoria (G.) "	100,000	2	----	----
Tamaqua "	----	----	----	Waverly (G.) "	50,000	10	----	----
Vandermark "	20,000	50	----	Windsor (G.) Col.	100,000	10	----	----
Wyoming Valley Pa.	22,760	50	53	United States (G.) "	75,000	20	----	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) Col.	50,000	10	----	----
Acadia (G.) N. S.	100,000	3	----	----
Albion (G.) "	100,000	3	----	----
Alpine (G.) Col.	150,000	10	----	----
Alps (G.) "	100,000	5	----	----
American "	200,000	2	----	----
Am. & Mex. (S.) N. M.	----	----	----	----
Am. Pioneer A. T.	----	----	----	----
Arizona (Silver) "	----	----	----	----
Atlantic (G.) N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) Col.	200,000	5	----	----
Bencon (G.) N. S.	200,000	2	----	----
Benton (G.) Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) "	10,000	50	----	105
Briggs (G.) "	10,000	100	----	----
Bullion (G.) "	200,000	25	----	----
Burroughs (G.) "	100,000	10	----	----
Canadian (G.) Ca.	200,000	2	----	50c
Central (G.) Col.	50,000	20	----	17½
Chaudiere (G.) Ca.	100,000	5	----	90c
Chebucto N. S.	100,000	5	----	65c
Colonial (G.) Ca.	100,000	2½	----	25c
Colorado (G.) Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	9½
Copalinahe (G.) "	200,000	20	----	----
Corisannie (G.) "	100,000	10	----	6
Corydon (G.) "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) Ca.	50,000	20	12½	15
Dorset (G.) "	170,000	5	----	----
El Dorado (G.) Nev.	100,000	5	----	----
Empire (S.) "	----	----	----	----
Empress (S.) "	----	----	----	----
Eureka (G.) Cal.	----	----	----	----
Excelsior (G.) Col.	30,000	10	----	14
Frankfort (G.) "	100,000	2	----	----
Garrison's (G.) Col.	100,000	5	----	----
Gilbert River (G.) Ca.	100,000	5	----	1
Gilpin (G.) Col.	100,000	5	----	1½
Gold "	100,000	5	----	3½
Gold Field "	50,000	10	----	----
Gold Hill "	50,000	10	----	----
Gold River "	100,000	8	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) Col.	300 000	10	----	1½
Halifax (G.) N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) Col.	150,000	2	----	----
Hope (G.) "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	65c
Isabella (G.) Col.	----	----	----	----
Kennebec (G.) Ca.	100,000	5	----	----
Kent (G.) N. S.	200,000	1	----	----
Lake (G.) Col.	----	----	----	----
Lake Major N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) Col.	100,000	10	----	----
Mariposa (G.) Cal.	100,000	100	----	15
Massachusetts (G.) Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) N. S.	50,000	10	----	----
Montana (G.) Col.	100,000	5	----	----
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) "	100,000	2	----	2½
Oldham (G.) "	100,000	2	----	----
Otate (S.) Mex.	----	----	----	----
Palma (S.) "	----	----	----	----
Peck (G.) N. S.	100,000	5	----	----
Peninsular (S.) L. Cal.	----	----	----	----
Picacho (S.) A. T.	50,000	50	----	----
Pontiac (G.) Col.	50,000	20	----	----
Prince Albert (G.) Ca.	100,000	2	----	14
Quartz Hill (G.) Col.	40,000	25	----	2
Quicksilver Cal.	40,000	25	----	41½
Renfrew (G.) Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) Col.	----	----	----	10
Sacramento (S.) Nev.	----	----	----	----
San Antonio (S.) A. T.	60,000	50	----	----
Santa Clara (Q.) Cal.	----	----	----	----
Santa Rita Ariz. T.	----	----	----	----
Scottie (S.) Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) Nev.	----	----	----	----
Sonora (S.) Ariz. T.	----	----	----	----
Southam (G.) N. S.	100,000	5	----	----
Stafford (G.) Ca.	100,000	5	----	----
Star (G.) Col.	100,000	25	----	----
Stewart (G.) Ca.	100,000	5	4	75c
Tascher (G.) "	50,000	10	----	----
Victoria (G.) "	100,000	2	----	----
Waverly (G.) "	50,000	10	----	----
Windsor (G.) Col.	100,000	10	----	----
United States (G.) "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l'd in single t'k.	Length. In progress or projected	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——	——	——	—	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	——	41
30 Nov. '64	4.52	——	179	28	..	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	——	45
30 Nov. '64	27.43	——	——	——	—	Cambridge	734,671	725,000	150,000	94	(Union Co.)		9	——	92
30 Nov. '64	——	7.5	——	——	—	Dedham and West Roxbury	——	41,000	——	——	——	——	——	——	——
30 Nov. '64	1.41	——	——	——	—	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoli'n)		6	——	46
30 Nov. '64	2.80	——	26	6	..	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	——	——
30 Nov. '64	11.75	——	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	——	85
30 Nov. '64	3.41	——	——	——	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	——	25½
30 Nov. '64	2.97	——	——	——	—	Medford and Charlestown	35,000	23,000	11,000	——	(Middlesex)		——	50	25
30 Nov. '64	31.85	——	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	——	45
30 Nov. '64	6.84	——	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	——	3	——	45
30 Nov. '64	5.69	——	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,269	——	——	——
30 Nov. '64	6.75	——	66	15	—	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	——	——
30 Nov. '64	2.68	——	——	——	—	Somerville	50,000	50,000	——	——	(Middlesex)		5	——	25
30 Nov. '64	2.50	——	10	2	—	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	——	——
30 Nov. '64	——	6.74	——	——	—	Suburban	95,500	5,000	——	——	(Middlesex)		——	——	——
30 Nov. '64	6.00	——	70	——	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	——	——
30 Nov. '64	——	——	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	3	——	86½
30 Nov. '64	1.58	——	——	——	—	West Cambridge	13,660	13,660	——	——	(Leased)		6	——	47
30 Nov. '64	2.25	——	——	——	—	Winnisimmet	62,154	60,000	——	939	21,589	——	——	——	——
30 Nov. '64	11.60	——	59	8	..	Worcester	96,657	75,800	——	53,668	25,453	——	——	——	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	6.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '64	10.76	——	...	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	——	78	—	Broadway & 7th Ave., N. Y.	3,293,246	2,100,000	1300000	75,000	95,551	18,965	——	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	——	——	55
30 Sep. '64	24.00	——	——	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	...	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	——	——
30 Sep. '64	11.75	4.00	...	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	——	——	——
30 Sep. '64	0.09	9.41	——	——	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	——	——
30 Sep. '64	——	18.00	——	——	—	Brooklyn City & Rockaway	— —	12,000	——	700	——	——	——	——	——
30 Sep. '64	——	25.00	——	——	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	——	——	——	——	——
30 Sep. '64	——	....	——	——	—	Buffalo Street	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	23.00	——	——	—	Canarsie, B'klyn & Winfi'd.	83,500	15,000	18,500	——	——	——	——	——	——
30 Sep. '64	——	....	——	——	—	Central City (Syracuse)	——	——	——	——	——	——	——	——	——
30 Sep. '64	19.00	3.00	——	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	791,350	550,000	——	327,713	30,493	——	100	——
30 Sep. '64	17.25	——	...	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	——	100,438	9,148	——	——	——
30 Sep. '64	——	6.00	——	——	—	East & North River (N. Y.)	650	650	——	——	——	——	12	100	——
30 Sep. '64	18.50	1.00	...	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	——	——
30 Sep. '64	12.00	1.00	...	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	——	——	——
30 Sep. '64	——	——	——	——	—	Fourteenth Street (N. Y.)	——	——	——	——	——	——	8	——	——
30 Sep. '64	4.52	——	——	——	—	Grand St. & Newtown (W'g'b	——	——	——	——	——	——	——	——	——
30 Sep. '64	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	——	34,660	897	——	——	——
30 Sep. '64	——	——	——	——	—	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	——	——	——	—	Niagara Street (Buffalo)	——	——	——	——	——	——	——	——	——
30 Sep. '64	11.00	7.00	——	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	——	90,108	loss.	——	100	——
30 Sep. '64	——	....	——	——	—	N. Riv. & Wall st. Ferry (N.Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	11.00	——	——	—	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	——
30 Sep. '64	7.50	3.40	...	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	——	——	——	——
30 Sep. '64	16.00	——	...	——	..	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	——	100	65
30 Sep. '64	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,806	14,753	5	100	135
30 Sep. '64	——	——	——	——	—	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '64	17.50	——	...	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	——	——	——	—	Troy and Cohoes	50,000	——	——	——	leased.	——	——	——	——
30 Sep. '64	6.50	9.00	——	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	——	——
30 Sep. '64	1.50	——	——	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	——	——
30 Sep. '64	——	12.00	——	——	—	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	——	——
						NEW JERSEY.									
Dec. '62	5.32	——	——	7	..	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	——	——
Dec. '62	5.05	2.50	——	8	..	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec. '62	10.47	——	——	——	..	Jersey City & Bergen Point	——	——	——	——	——	——	——	——	——
31 Dec. '63	17.00	——	——	150	22	Orange and Newark	411,000	211,000	200,300	——	71,050	19,183	——	50	——
31 Dec. '62	5.80	——	——	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA									
31 Oct. '64	7.89	——	——	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	128,761	50,439	40	10	51½
31 Oct. '64	8.13	——	——	135	17	7 Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	——	——
31 Oct. '64	4.12	——	——	12	2	0 Delaware County	30,729	23,780	6,500	333	6,876	1,473	——	——	——
31 Oct. '64	4.38	——	——	119	20	0 Fairmount & Arch st. (Phil.)	194,618	200,000	——	27,895	77,533	5,901	7½	——	22
31 Oct. '64	16.74	——	——	257	40	0 Frankford & Southw'k (Ph.)	759,261	490 630	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	——	——	233	39	0 Germantown	377,824	112,245	250,000	——	176,540	41,534	——	——	55
31 Oct. '64	8.40	——	——	120	25	0 Girard College (Phila.)	81,612	160,000	——	——	102,861	24,708	12½	——	25
31 Oct. '64	8.73	——	——	236	33	8 Green & Coates st. (Phila.)	232,954	150,000	98,000	——	166,776	51,494	20	——	31
31 Oct. '64	11.00	——	——	——	16	2 Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	59,473	3,929	——	——	33½
31 Oct. '64	——	....	——	108	16	2 Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	——	——	11
31 Oct. '64	11.17	——	——	——	——	North Philadelphia	——	——	——	——	——	——	——	——	——
31 Oct. '64	12.00	——	——	60	12	0 Oakland (Pittsburg & E. L.)	29,500	29,500	——	——	37,905	1,491	——	——	——
31 Oct. '64	10.57	0.52	——	60	10	3 Philadelphia and Darby	86,447	100,000	17,000	——	32,449	6,297	2	——	——
31 Oct. '64	7.04	——	——	115	18	6 Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	——	——	——
31 Oct. '64	4.51	——	——	71	12	0 Pittsburg and Birmingham	65,355	48,000	22,600	5,369	58,006	15,984	4	——	——
31 Oct. '64	6.16	——	——	129	22	0 Race and Vine (Fairmount)	305,000	180,000	125,000	——	95,336	1,418	——	——	18
31 Oct. '64	5.20	——	——	——	——	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	——	——	——	——	6
31 Oct. '64	7.78	——	——	58	10	0 Ridge Avenue & Manyunk	179,635	120,000	65,108	——	39,354	8,113	——	——	17½
31 Oct. '64	19.46	——	——	423	65	5 Second & Third st. (Phila.)	478,202	203,757	172,000	——	355,774	98,863	27½	20	71
31 Oct. '64	5.62	——	——	75	16	0 17th & 19th st. (Phila.)	114,868	120,000	——	——	41.269	9,418	5	——	11
31 Oct. '64	8.38	——	——	115	17	4 Spruce & Pine (Phil. & Gras F.)	175,610	159,312	15,500	——	79,670	21,297	6	——	33
31 Oct. '64	7.65	1.51	——	201	35	3 10th & 11th st. (Citizens')	176,049	192,750	——	——	162,367	51,179	20	20	52
31 Oct. '64	6.25	——	——	125	17	0 13th & 15th st. (Phila.)	102,000	100,000	——	2,000	116,912	24,831	25	——	34
31 Oct. '64	9.31	——	——	316	53	0 West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	——	71
						MARYLAND.									
31 Dec. '62	21.00	....	——	340	50	— Baltimore City	700,000	670,000	——	31,549	239,050	21,053	——	——	21
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	—— Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	——	——	——	——	—— City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	——	——	——	——	—— Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	——
31 Dec. '62	3.63	——	——	——	——	—— Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm 1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose: 1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex: 1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	67,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	65,500	"	.....	.....	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Dec. 31, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	102
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " ..... coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95
" " ..... coupon		5	" "	1874	93
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	95½
" " ..... coupon		5	" "	1871	96½
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	101½
" " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104½
" " ..... coupon		6	" "	1881	104
Loan of July 17, & Aug. 5, 1861 ..... registered	264,230,800	6	" "	1881	104½
" " ..... coupon		6	" "	1881	104
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	102
" " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	102½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	103½
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	93½
" " " " ..... coupon		5	" "	1904	93½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	93½
" " " " ..... coupon		6	" "	1884	102
Treasury Notes of July 17, 1861 ..... coupon	240,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.2	June & Dec.	1868	98½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	60,667,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	180,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	426,231,390				
Fractional currency	26,000,000				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	114
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	90
" — " " " ..... "	1,000,000	6	" "	1887	93½
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	96
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1,969,397	6	" "	1870	97
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " " ..... "	2,058,173	2½	" "	1886	75
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	83
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	96
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) .... coupon	516,130	6	----	d'm'd.	80
" — " (R. R. etc.) ..... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) .... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	95
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	95
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
" — " " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'68	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R. R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'68	----
" —	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	92½
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1887	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) .... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1868	76
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. .. coupon	7,000,000	6	" "	'72-'88	79
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	79
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	93
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" " — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " "	900,000	5	" "	1875	----
" " — " " "	442,961	5	May & Nov.	1868	100
" " — " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " "	1,300,000	6	" "	'68-'78	100
" " — " " "	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd.	----
" " — " " "	11,050	5½	----	d'm'd.	----
" " — " " "	14,230	6	----	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " "	287,700	4½	J., A., J., & O	1864	----
" " — " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " "	320,000	5½	Jan. & July.	1865	----
" " — " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	85½
Ohio—State bonds (foreign debt) .... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") .... "	1,015,000	5	" "	1865	----
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	93
" — " " (" ") .... "	1,600,000	6	" "	1875	95
" — " " (" ") .... "	4,095,309	6	" "	1881	94
" — " " (" ") .... "	2,400,000	6	" "	1886	----
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	91½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation	97,360	----	----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	81
" — " " (intern. impr.) "	2,063,606	5	----	Var.	54
" — " " (railroads) .... "	12,799,000	6	----	Var.	38
" — " " (capitol) ..... "	608,000	5	----	1890	57
" — " " (Hermitage) .. "	48,000	6	----	1890	87
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) .... coupon	58,000	6	----	'62-'68	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	73
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1874	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	76,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	116,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	355,075	294,804	224,022	3,703,116
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,564	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,891	767,508	946,707	921,886	749,191	546,609	7,958,960
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780.236
1860	78,170	67,210	86,260	76,032	65,907	55.085	50,386	66,573	84,608	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,265	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	186,920	1,579,509
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,128	1,345,456	1,406,387	1,451,217	1,503,993	15,295,915
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220.370	2,075,822
1861	223,157	205,343	167,560	139,751	150 806	122,683	114,804	135,299	146,424	178,261	197,762	246,283	2,023.537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,443	212,118	239,911	270,063	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,769	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	624,968	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74.409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,942	110,186	108,652	112,156	120,051	117,604	114,612	104,697	1,222,017
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,611	59,062	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,987	111,260	71,587	69,353	165,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,150	170,554	228,020	310,595	226,840	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	238,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302.541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,158
1865	363,996	366,361	413 322	366,245	358,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	161,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	161,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,969	4,504,549
New York Central:													
1859	380,849	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,058,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,324,434	------	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	285,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,815,501
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,468
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	759,405	807,382	718,472	570,826	8,438,394
St. Louis, Alton and Terre Haute:													
1862	74.25	68,881	68,743	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,16	125,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,974
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	207,093	------	------
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	98,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	118,578	116,214	168,219	170,380	172,870	147,543	139,528	1,408,147
1863	86,321	91,971	103,056	132,111	134,272	162,585	106,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,333	139,626	244,114	243,840	221,570	220,209	266,154	2,060,322
1865	144,084	139,171	155,768	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	98
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	676,000	6	Jan. & July.	"	1880	96
" " " 1855	1,085,000	6	Jan. & July.	"	1875	98½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	94
" " $875,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	85
" " $2,500,000	867,000	6	"	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	91
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93
1st Mortgage pref. S. F.	554,000	7	April & Oct.	" "	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	83½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	497,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73–'87	79
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,036,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1868	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	61	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort.						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	83
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	170,000	6	" "	" "	'66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	500,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1866	
Memphis Branch 1st Mortgage	236,000	7			'70–'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	84
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	267,000	8	April & Oct.		1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	119
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	85
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		50
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	
Sterling	878,085	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.		1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,655,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	93
D'bts of former Co's outst'ding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	104
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	95
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	93
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	
N. York, Providence and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	73–'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92½
2d Mortgage	3,077,000	7	"	" "	1861	39½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	79
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6		London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.		1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	86
" 1844, "	804,000	6	" "	"	1880	85
" 1848, "	101,000	6	" "	"	1880	85
" 1849, "	67,000	6	" "	"	1880	85
" 1857, (convertible)	564,000	6	" "	"	1886	116
" 1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	300,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70
2d Mortgage	937,500	7	" "	"	1863	24½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1873	"
Sinking Fund Bonds	152,855	7				83
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	26½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	"	1872	
Mortgage, (coupons)	926,000	6	" "	Richm'd & New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	.....
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.8	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,377	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,350	*	—	793,350	700,000	—	1,493,350	22.5	.....	230,251	104,894	....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.8	9 3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	3½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810,982	66.0	211,836	270,672	84,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,634	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,339	*	—	1,250,000	126,000	—	1,597,386	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,600	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,337	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	73
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	852,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	103½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,762,273	20	113
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	980.0	.....	6,820,750	1,802,272	—	31½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,706	6	103
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	464.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,676,410	*	—	20,808,160	13,282,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	127½
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	42½
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,090,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	—
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	100
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	36½
								IOWA.													156½
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 478,128	63,961	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,490	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	}	}	}	Lexington and Frankfort	805,298	52,300	—	514,578	79,000	—	736,513	29.0	236,061	188,453	63,774	7	80
30 Jun. '65	65.1	—	5.4	—	4	13	219	Louisville and Frankfort	1,532,645	126,735	12,200	1,109,694	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	135.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,814,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	58.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	243,969	108,434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,226	6,491,386	7,566,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	18	105½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,186	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	7	69
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	595,992	6,331,899	236.0	.....	584,342	323,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	37
22 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,489,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	—
31 Dec. '62	152.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	.....	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,896	—	—
28 Sep. '64	86.6	3.6	5 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40,558	6,352,109	90 .1	250,189	399,291	31,329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,264	4,259,308	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	95
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	—	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	110
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,128	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	122,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,758	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	93½
30 Nov. '64	74.3	3.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	116
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	128
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	128½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,866	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	69½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	103½
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.6	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	105
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	368,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,485	809,362	71.0	185,647	291,618	63,019	3	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	99½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L.Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,496	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	40
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,948	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	135
30 Nov. '64	45.7	—	9.8	—	10	12	148	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	96.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	879,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,986	186,049	8	59½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	104½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	91½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,198,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	126½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	119
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	100
31 Dec. '64	33.8	—	.....	—	—	—	.....	New Jersey	3,799,809	492,000	1,649,022	4,297,800	635,000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	145
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	—	17.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	158	Albany & Susquehanna	3,183,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	190
31 Dec. '64	400.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	91½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,152,600	1,587,293	8	104½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	72½
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,306,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,534	2,694,714	6	93
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	39½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	123,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	—
30 Sep. '64	25.2	—	2.6	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g	3,095,871	388,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	100
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	186	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107 000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06 /	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,270	138,147	3,000,000	1,629,000	—	5,001,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1 131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	118
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	63,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	—
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575,965	*	4,125	4,266,988	4,028,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	3	78½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	105
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	288,317	35,316	1,692,300	248,800	—	2,128,089	oper	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	885,303	.....	2,366.705	3,782,430	.....	6,214,525	142.0	.....	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,838	2,433,286	614,641	30	140
31 Dec. '64	173.5	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,298	—	15,806,315	250.8	456,408	1,038,166	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,363,614	745,475	*	6,246,950	9,370,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	153.5	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,496	595,400	251,867	3,343,968	1,341,093	14,202	5,172,133	205.9	358,409	719,924	145,900	—	19½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	386,909	1,292,000	144,994	2,810,780	125.0	209,011	382,807	189,488	—	.....
31 Dec '64	242.4	—	.....	—	43	15	989	Toledo & Wabash	10,080 913	*	—	3,427,050	6 663,968	—	10,243,015	250.0	1,244,858	2,060,322	945,492	3½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Equipment. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	——	1,763,506	2,856,000	——	5,634,039	100.0	.....	360,215	171,286	——	——
31 Oct. '64	65.0	2.0	7.0	——	21	13	438	Catawissa	3,634,000	*	——	3,350,000	284,000	——	3,634,000	148.0	316,747	380,489	149,013	——	29½
31 Oct. '64	52.0	——	9.7	——	12	13	82	Cumberland Valley	1,131,037	*	——	966,900	378,600	——	1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0	——	57.0	——	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	——	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	160
31 Oct. '64	36.0	1.7	7.7	——	8	7	71	East Pennsylvania	1,259,164	132,946	——	604,190	598,400	8,299	1,210,889	37.7	153,041	333,566	202,009	——	——
31 Dec '64	78.0	——	10.0	——	16	——	——	Elmira and Williamsport	2,027,652	*	——	1,000,000	1,620,000	——	2,620,000	78.0	308,770	656,518	43,741	2½	27
31 Oct. '64	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	153,520	486,788	189,007	10	——
31 Oct. '64	81.0	——	2.6	——	5	9	153	Erie and Pittsburg	1,588,878	192,509	——	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	——	——
31 Oct. '64	36.0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	——	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	——	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	——	——
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	128	Huntingdon and Broad Top	2,012,243	*	——	1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	——	20½
31 Oct. '64	80.0	——	34.0	——	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406	——	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	——	——
31 Oct. '64	70.0	17.5	53.0	——	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	——	6 627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	64½
31 Oct. '64	28.3	5.0	8.0	——	——	——	——	Little Schuylkill	1,371,868	——	——	2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	53
31 Oct. '64	130.5	——	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,700,000	*	——	3,700,000	——	——	3,700,000	(	"	"	")	7½	54½
31 Oct. '64	55.6	14.2	13.3	——	20	26	674	North Pennsylvania	5,550,418	517,375	——	3,150,150	3,105,705	——	6,255,855	69.8	320,638	741,977	346,401	——	29½
31 Dec. '64	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,639,576	3,386 315	5,604,810	19,860,060	16 634,840	——	43,520,356	356.9	5,846,778	14.759 057	4,065,113	10	55
31 Oct. '64	17.0	3.0	22.0	——	18	45	101	Phila., Germant'n & Norristt'n	1,139,079	282,399	——	1,358,100	315,500	——	1,673,100	24.0	268,739	425,147	207,893	8	54½
31 Oct. '64	237.6	——	29 1	——	——	——	——	Phila. and (Sunbury) Erie	15,760,623	——	——	5.013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	——	29½
30 Nov. '64	152 0	46.8	206.5	——	216	81	14089	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,271,879	——	27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	50½
31 Oct. '64	28.2	——	24.3	——	——	——	——	Philadelphia and Trenton	960,404	——	245,695	999,200	250,000	——	1,249,200	28.2	175,447	224,006	477,658	10	120
31 Oct. '64	96.0	——	81.6	——	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	——	8,647,300	692,000	——	9,349,300	197 0	839,238	3,205,560	1,365,200	10	59½
31 Oct. '65	59.5	——	91.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 64	198,520	——	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	——	9
31 Dec. '64	468.3	——	108.5	——	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*	——	8,181,126	12,657,000	——	23,942,670	468.3	3,940,773	7 120.466	3,019,067	10	94½
31 Dec. '64	28.0	——	6.2	——	5	——	——	Shamokin Valley & Potteville	1,178,773	112,824	——	500,000	791,597	Lease'd t o Northn Cen			87,070	226,318	107,490	10	40
31 Oct. '64	28.4	——	3.3	——	7	16	28	Westchester & Philadelphia	1,313,526	102,983	——	684,036	1 000,095	162,312	1,855,443	26.4	118,668	273,232	149,817	——	——
31 Oct. '64	29.6	——	3.5	——	6	4	362	Tioga	802,253	166,884	——	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	——	2.0	——	16	16	105	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	250,000	——	.....	62.0	321,000	557,587	254,508	12	117
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	.....	109.6	.....	283,263	151,536	6	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*	——	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	——	——	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	586,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	519,515	.....	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,389	.....	47.4	64,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,682,882	*	——	2,056,644	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	——
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860	45.8	——	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
—— ——	58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
—— ——	58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	——
—— ——	60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	——
1 May	60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	456,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	——
—— ——	59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
31 May	65	110.3	——	6.6	——	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	——	1,679,600	638,500	.....	3,053,466	105.0	164,794	428,180	184,470	——	——
31 Aug.	63	119.6	——	16.0	——	28	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	——
31 Aug.	63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May,	63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	——	——
31 May,	63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	1
30 Jun.	63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	——	95
30 Jun.	63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	——	——
								VIRGINIA.													
1 Aug.	59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,181	1,834,194	.....	.....	.....	.....	——	——
30 Sep.	59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,084	136,302	43,062	——	——
30 Sep.	59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep.	59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	——
30 Sep.	60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	——
30 Sep.	59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	——
30 Sep.	59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	——
30 Sep.	60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	——	——
30 Sep.	59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	——
30 Sep.	59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	——
30 Sep.	59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——
31 Jan.	60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	——
30 Sep.	60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 [illegible]	634,081	359,130	5	——
30 Jun.	60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	75
								WISCONSIN.													
31 Dec. '64	195.0	175.0	.....	——	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	——	3,400,000	6,250,000	——	9,650,000	370.0	1,125,571	2,113,118	508 55	——	——
31 Dec. '64	191.9	42.5	26.3	——	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	——	8,452,351	234.4	968,183	1,711,281	505,330	——	——
10 May,	64	102.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	6,892,471	142.3	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan.	63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,652	——	——
31 Dec.	62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	——
30 Jun.	63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible],210,345	*	——	15,123,430	54.750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	——	15
31 July,	63	229.0	115.5	68.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	——
31 Dec.	64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	——	——
								NEW BRUNSWICK.													
1 Oct.	62	108.0	0.0	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	180,421	107,640	20,005	——	——
1 July,	61	60.0	——	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	136,000	1,799,232	60 0	.....	132 566	36,070	——	40
								NOVA SCOTIA.													
Dec.	63	61.8	30.5	.....	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,416	139,107	37,181	——	——
								NEW GRANADA.													
Dec	63	47.	——	——	——	11	22	120	Pan ma	9,000,000	*	,658	5,000,000	76,999	——	10,703,723	48.7	.....	237,428	1,328,924	12	——

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	43½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,425,200	7	7	106
Chicago & Northwestern (pref.)	12,994,720	7	7	57½
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	73
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,865	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	39
Erie (preferred)	8,536,700	7	7	35½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	----	----
" " " (2d pref.)	904,473	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1886	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	90
Six per cent. Loan	2,432,274	6	A. & O.	1884	89
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	75
Improvement	568,500	6	M & N.	1876	81
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	44
Preferred Interest b'ds.	227,589	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,223,595	—	----
Delaware Division	100	1,633,350	—	31
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	4,282,950	6	54
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	22
" " (preferred)	50	2,722,607	—	29½
Susquehanna and Tide Water	50	2,048,260	—	8½
Union	----	----	—	----
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	56½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	48 50	@ 50 —
Pig, American, No. 1		50	@ 51 —
Bar, Refined, English		110	@11 50
Bar, Swedes, assorted sizes (in gold)		90	@ 95 —
		Store Prices.	
Bar, Swedes, assorted sizes		165	@175 —
Bar, English & American, Refined		125	@150 —
Bar, English & American, common		115	@120 —
Scroll, English		155	@200 —
Ovals and Half round		145	@155 —
Band, English		—	@155 —
Horse Shoe		150	@155 —
Rods, English		127 50	@190 —
Hoop, English		160	@225 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	33	@ — 47½
Sheet, English, Single, Double and Treble		— 7½	@ — 10½
Sheet, Am., Single Double and Treble		—	@ —
Rails, English (gold)	per ton	57	@ —
Rails, American		85	@ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 19	@ — 24
English Spring (1st & 2d qlty.)		— 12	@ — 14
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 14	@ — 16
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 19	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 13
American Machinery		— 13	@ — 14
Milan (in bond)		—	@ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 55
Sheathing, Yellow		—	@ — 46
Pig, Chile		—	@ —
Bolts		—	@ — 55
Braziers'		—	@ — 55
American Ingot (cash)		— 38	@ — 40

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	—	@ —
Spanish		9 62½	@ 9 75
German Refined		9 62½	@ 9 75
English		9 62½	@ 9 75
Bar	per lb.	—	@ — 12
Pipe and Sheet		—	@ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	—	@ — 23½
Straits		—	@ — 27½
English		— 26	@ — 26½
Plates, Charcoal I. C	per box.	15 25	@ 15 75
Plates, I. C. Coke		12 50	@ 14 —
Terne, Coke		—	@ 11 —
Terne, Charcoal		14 —	@ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash)	per 100 lb.	7 50	@ 8 —
Clinch (cash)		— 9	@ — 9½
Copper		—	@ — 60
Ausable Horse, Norway Iron, Forged		—	@ — 41
Zinc Nails (6 mos.)		—	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 31½	@ — 35
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 75	@ — 76
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		—	@ —
Naptha, Refined (60@63 gravity)		— 43	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	Th 11	F. 12	Sat 13.	M. 15.	Tu. 16.	W. 17
Atlantic M. S. S. Co.	132	122	135	135	135	
At. & Gt. W. (O.) 1st m't.	98½	----	98	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	114	----	----	----	
Canton Co.	43	43	43½	43¾	44½	45
Central Am. Transit.	----	----	----	----	----	
Chicago & Alton	104	103¾	----	----	----	
" " pref.	105	105½	----	106	----	
" " 1 M.	92	93½	----	93	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	----	113	----	----	----	
" " " 8 p.c.	----	----	----	----	----	
Ohio. & Northwest'n.	32½	30½	32	33	32½	32½
" " pref.	58½	56¾	58½	58½	57½	58½
" " 1st M.	84	----	----	----	83½	83½
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	85	----	----	----	----	
Chicago & Rock Isl.	104¾	102	103½	105	104½	105
" 1st M. '70	----	----	----	----	----	
Clev., Col and Cin.	----	120	----	----	118	
Clev. and Pittsburg	78½	75	76½	78	77½	79½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	105¾	107	106	105	----	
" S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref.	43	41½	42½	44½	43¾	44½
Del. & Hudson Canal	145	146	137x	----	136	135
Del., Lack. & West.	158	----	----	150	----	150
" 1M. 8 p.c. '71-5.	----	----	----	----	----	
" 2M. 8 p.c. '81	----	----	----	----	----	
Erie	95½	90½	91	91½	92½	93
" pref.	86	----	85½	----	----	
" 1 M. 7 p.c. '67	----	----	99	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	101½
" 3 M. 7 p.c. '88	----	----	99	99	----	
" 4 M. 7 p.c. '80	----	95	----	----	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7 p.c. '82	----	----	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	105½	102½	105	105½	105½	105¾
" scrip	----	----	----	----	----	
" 1 M. 7 p.c. '69	----	----	----	----	----	
" 2 M. S. F.	----	----	----	----	----	
" 3 M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	125½	126	126½	126	----	127½
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	12½	12½	13	13½	14	15
Michigan Central	105½x	105	105½	106	105	105½
" SF. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	68	66½	68	69½	69	70½
" " guar'd.	----	----	----	----	----	
" " 1M. S. F.	----	----	----	----	----	96
" " 2 M.	----	----	----	----	----	
Mil. and P. du Chien	95	----	96½	----	----	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	16
Miss. & Mo.	----	----	----	----	----	
" L.G. bonds	50	50	50	----	----	
Missouri 6s	----	----	----	----	76	
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	----	----	79	----	----	
New York Central	94½	92½	93½	93¾	94	94½
Real Estate	----	----	----	----	----	
" 7s, S.F. '76	----	----	----	----	----	
" 7s, conv. '76	----	----	----	----	----	
" 6s, S.F. '83	92	----	----	----	----	
" 6s, S.F. '87	----	----	----	----	----	92
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" 1M. 7 p.c. '78	----	----	----	----	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	----	----	93	----	----	
North Carolina 6s	87	----	85½	85½	----	
Ohio & Miss. cer.	26¾	25½	26	26½	26½	26½
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	----	----	----	210	----	
Panama	240x	----	240	----	----	
Penn'a Coal Co.	167	----	----	----	----	
Phila. and Reading	102x	101	101½	102¾	102½	103
Pitts. Ft. W. & Chicago	96½	94½	94½	96x	95½	95½
" " 1M.	----	----	----	----	----	
" " 2M.	----	----	----	----	----	
" " 3M.	82½	----	----	----	----	
Quicksilver Mining Co.	41½	41	40½	42	41¾	41½
St. L., Alton & T. H.	----	----	----	----	----	
" " pref.	68	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	80	----	
" " Inc. b'ds	----	----	----	----	----	
Tennessee 6s, 1890	87	87	----	87	87	----
Tol., Wab. & Western	----	----	----	----	----	
" " Pref.	----	----	----	67½	----	
" " 1M. ex.	----	----	----	----	----	
" " 2M.	----	76	----	----	----	
" " Int. b'ds	----	----	----	----	----	
Virginia 6s	72	72	72	72	72	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	Th 11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	96¼	96¼	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	92¼	93	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	93¼	93⅛	93½	93¼	93¼	93⅛
U. S 5s, 10-40s, reg.	....	....	....	....	93¼	....
U. S. 6s, 1881, reg.	104½	104⅜	....	....	104⅜	....
U. S. 6s, 1881, cou.	104½	104½	104	104	104½	104
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ½y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	123	121	122
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	98⅛	....	98⅜	98⅞	....	98⅜
U. S. 6s, 5-20s, c. 1862.	104½	104	103⅞	104	104	104
U. S. 6s, 5-20s. c. 1864.	....	101⅜	101⅛	....	....	102
U. S. 6s, 5-20s, c. 1865.	101⅞	101⅞	101⅞	101⅞	102	102⅛
U. S. 6s, " reg.	....	....	102	101⅞	....	102
7.30 Notes, 1st series.	98⅛	98⅛	....	98⅛	....	99⅛
" " 2d series.	98⅛	98⅛	99	99⅛	98⅛	99
" " 3d series.	98⅛	98⅛	98⅛	98⅛	98⅛	98⅛
American Gold	138⅛	....	139½	139⅝	139½	139⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	W.10	Th.11	F.12.	Sat.13.	M.15.	Tu.16.
Cattawissa	28½	30	29½	29½	29½	....
" preferred	43½	44½	43½	43	43	43½
Camden & Amboy	126	....	....	....	126½	....
" " 6s,'67.	....	....	....	....	91¼	....
" " 6s,'70.	....	....	....	....	....	....
" " 6s,'75.	....	....	....	....	....	....
" " 6s,'83.	....	....	....	....	....	....
" " 6s,'89.	....	83½	....	....	....	....
" mort. 6s,'89.	....	....	....	....	....	90½
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	81	....
Elmira & W'msport	....	....	....	....	27	....
" " pref.	....	....	....	....	39	....
" " 7s.	....	....	....	....	....	....
Lehigh Navigation	54	54	54	....	54	54
" " 6s,'70.	....	....	....	....	....	....
" " 6s,'84.	....	....	89	....	....	....
Lehigh Valley R. R.	62	62	62	....	....	....
" " 6s.	....	....	....	....	....	....
Little Schuylkill R. R.	30	30	30½	33	33½	
" " 7s.	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s.	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	30	....	....	29½	....	....
" " 6s.	....	83½	84	....	....	83½
" " 10s.	....	....	....	....	....	....
Northern Central	44½	....	....	....	44⅞	45
Pennsylvania R. R.	56½	56½	56½	55½	55½	56
" 1st m.	95½	....	....	96	....	95½
" 2d m.	....	....	....	92	....	....
Penn. State, 5s	....	....	....	86	....	86
" " 5s, coupon	....	....	86	....	....	....
" " 6s, W. L.	100	....	....	....	....	....
Philadelphia City, 6s	86	87	....	87½	87	
" " new.	92	91	91½	91½	92½	
Philad., Germ. & Nor.	....	....	54½	....	....	....
Phila. & Reading	51	51	50½	51	51	51½
" " 6s,'86.	....	....	....	....	85	85
" " 6s,'70.	....	....	....	....	....	....
Philadelphia & Erie	30	26½	29½	29	29½	30
" " 6s.	....	....	88½	88⅞	....	....
Philad. & Sunbury, 7s.	....	....	90	....	....	....
Schuylkill Navigation	....	....	22	....	....	....
" " pref.	28	....	....	28½	28⅝	29
" " 6s '82	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	87	....
Susq. Canal	....	....	....	....	....	....
" " 6s '78.	....	....	....	....	....	....
Union Canal, pref.	....	....	....	3	3	....
" " 6s '82.	22	....	....	22	....	....
West Br. Canal 6s '78.	....	....	....	....	....	....
Wyoming Valley Canal.	56½	....	....	....	....	....
" " bonds.	....	....	....	....	....	....
Hestonville, (Horse)	39¾	38	39½	....	38½	....
Chestnut & Wal. "	....	....	....	51	52	51½
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	37	....	38½	38	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M 15.	Tu.16
Baltimore City 6s, 1875.	....	....	....	....	....	....
" " 1886.	....	....	99	....	....	....
" " 1870.	....	....	....	....	....	....
" " 1890.	....	102	....	....	102	100½
Balt. and Ohio	....	....	110	....	....	....
" " b'ds,'62.	....	....	....	....	....	....
" " " '67.	....	....	....	....	....	....
" " " '75.	....	....	98½	....	98½	....
" " " '80.	....	....	98	....	....	....
" " " '85.	....	....	....	....	....	....
Northern Central	....	....	....	....	45½	....
" " b'ds,'85.	87	....	....	....	....	....
" " " 95.	....	....	....	....	....	....
City Passenger R. R.	19½	....	19	18½	18½	

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	Th. 11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Lowell	93¾	....	....	....	....	....
Boston and Maine	115½	115½	115¾	....	....	116
Boston and Providence	....	....	127½	....	128	128
Boston and Worcest.	....	....	127½	128½	....	128½
Cheshire, pref.	....	....	44	....	44	44½
Concord	60	....	59½	....	....	....
Connecticut River	....	....	103¾	....	103½	....
Eastern, Mass.	99½	99	98	....	99½	99½
Eastern, N. H.	....	98½	97½	98	....	....
Fitchburg	104	104	104	104	....	105
Manchester & Lawr'ce.	105	....	....	....	....	105
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	90½	....	....	91½
Old Colony and Fall R.	99½	100	100	99½	99½	99½
Ph., Wil. & Baltimore	59½	....	59	....	59½	....
Portl'd, Saco & Porta.	95	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	39½	....	39½	....	40	40
Western	....	134	134½	....	135	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	91	90½	92½	....	92
Metropolitan "	....	46	....	....	....	45
Middlesex "	....	45	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	24¾	24	24	25	26	27
Franklin "	37½	36½	37	36½	....	37½
Huron "	....	....	....	38	....	....
Isle Royale "	....	....	....	....	....	15
National "	....	....	....	....	....	....
Minnesota "	....	....	17	17	....	17
Pewabic "	37	35½	35	35	35	35½
Pittsburg "	....	....	....	....	....	....
Quincy "	....	....	....	53½	53	....
Rockland	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of December:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	65	"	65½
Virginia State 5s	48	"	52
Do. 6 per cent.	40	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	79	"	81
Do., 2d mort., 1881	76	"	78
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	75	"	77
Erie shares, $100 (all paid)	57½	"	57¾
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, all paid	73	"	79
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1886	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	33	"	36
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, January 20, 1866.

Stock Exchange and Money Market.

We continue to notice quite an undercurrent, and a strong one, against an early resumption of specie payments. While the great majority of the people are anxious for it, there are large and influential interests opposed to it which find support in well known journals. Especially among the cotton and paper manufacturers does this feeling prevail, as well as among merchants who take credit, and are obtaining large profits on their transactions, also among those who are habitual borrowers, and like debt which is to them capital and business. On the same side, we find some ingenious writers and thinkers who fondle a truism as a mother does her infant, and seek to find in other causes than inflation and paper money, an explanation for high prices and the premium on gold. In a recent conversation with a gentleman who is the successful manager of a cotton mill, which has made extraordinary dividends, and has a surplus almost equal to its capital, we were met with this argument: If gold, and the depreciation of the currency have anything to do with prices, how comes it that these last are higher now with gold 139, than when it was 281. It is supply and demand that regulate all this! Now the answer to this statement is, that in many articles the prices *have* fallen, as in the very article of cotton prints manufactured by this very gentleman, who admitted that out of a pound of cotton he fabricated five yards of material. This would give a gross profit of at least 400 per cent. even now. But cotton fabrics have declined very materially since the fall of gold; and so, many other articles, the necessaries of life. But even if this were not so, even if everything did not fall with an even correspondence, the reason is, that inflation for a time keeps up the scale of prices, as it did in England after the resumption there. People get accustomed to pay them when paper is plentiful, without much reflection. Laborers, house servants, and employees of all kinds have their ideas raised by the habit of receiving large wages in paper, and do not willingly abandon them.

Combinations and strikes are organized to keep up wages, and they must be given, or the employers go without assistance. This state of things is likely to continue while unrestricted paper occupies the place it does, and labor is not disposed to lower its demands. Thus in this very city there are thousands of people who will not work except at the highest prices, and their conduct injurious to themselves, is equally so to employers. But there is behind all this, and before all this, a great principle on which trade, industry and real prosperity rest. It is, that promises to pay money, whether made by Governments, banks or individuals, which are not performed, and which by a forced circulation are kept afloat and pass for one-third more than they are worth, are great frauds on the public and on commerce; and money acquired by speculation in the use of these frauds is not honestly gained. It is a demoralizing condition of things. It holds out to persons of easy principles a bad example, and encourages fictitious transactions in every shape. If Governments are to be administered on sound principles, (and any Government which is not, is not worth having,) then they are bound to perform their engagements, financial especially, as these are the touch stone of commercial character, and the basis of financial stability. We therefore believe, with many others of the press, that we cannot too soon begin to redeem these obligations, and reduce them to their normal and intended character, that delay is but fastening our present difficulties upon us, and making their removal more and more difficult.

The rich may grow richer as things now are, but all other classes must grow poorer. The expenses of living are now three and four times greater than they were ever before, while salaries and fixed incomes are of far less money value than they ever were before. Properties at the old values—the values of the world—were once equal to the support of their possessors, but will now barely give them the plainest subsistence. Cer-

tainly this is a condition of things by no means to be defended.

To make these statements more practical we give a table showing the purchasing power of $1,000 of United States currency in 1864 and 1865, consequent upon and as affected by a fall of gold from 280 to 150, which power has been increased by the further recent fall in the premium of 10 per cent. The result is the same, though prices have not uniformly and correspondingly declined as we admit. But be the prices what they may, the purchasing power of greenbacks has *been increased* and is increasing; so that if prices keep up, a better currency will enable us to purchase more as the premium declines. A thousand dollars in paper would purchase:

	1865. March.	1864. Aug.	Increase.
Candles, lbs.....	2,390	1,818	582 lbs.
Coffee, lbs.....	4,767	1,923	2,844 lbs.
Copper, lbs.....	1,759	1,389	270 lbs.
Cordage, lbs.....	4,544	3,571	973 lbs.
Sheetings, yds....	2,220	1,492	738 yds.
Iron, tons.....	20	13¾	6¼ tons.
Lead, lbs.....	10,000	8,250	3,750 lbs.
Beef, bbls.....	34	26	8 bbls.
Pork, bbls.....	38	26	12 bbls.
Salt, bush.....	2,000	952	1,048 bush.
Sugar, lbs.....	4,909	4,545	454 lbs.

We learn by a letter from Frankfort on the Main, of date December 17th, which we find in the Cincinnati *Commercial*, that the German merchants, while taking a most favorable view of the present and eventual resources of this country, are exceedingly anxious that we should come back to a fixed standard of values, as commerce is exceedingly depressed there by the fluctuations which attend the United States currency. Many curious facts in relation to our securities are given in this letter. We quote the following interesting passages:

"On all 'Changes the transactions in your bonds are enormous. Since the reception of President Johnson's Message they rule the market, almost to the exclusion of any other loan offered by the brokers. The Wurtemburg official paper brought out lately a long article, warning against the excessive investment in your bonds, over one millions of guilders having been invested in your securities, to the detriment of other national interests. But, to the disappointment of the Government, your bonds rose on the next day two per cent., and a long article in a liberal paper refuted the arguments of the official press by stating that Wurtemburg had no national banks, by which the commercial and industrial interests of the country were going to be promoted, and that the people could do nothing better than to invest in American bonds, the safest loan offered in our age.

"Besides, it is well and generally known that many German Princes have invested a portion of their fortune in your bonds, while others are among the bears and bulls on the various 'Changes. The blind King of Hanover has such an implicit faith in your securities that he has invested his entire cash in your Five-Twenties. The Crown Prince of Prussia and the Grand Duke of Mecklenburg Strelitz have given standing orders to a banker in Hamburg to buy or sell your bonds for their accounts, according to the price ruling at the Hamburg Stock Exchange. This Duke of Strelitz sides with the bears, and, to the great satisfaction of the Liberal party, has lost enormous sums by his awkward speculations.

"But these bonds are also the most powerful and influential emissaries you could have sent over to the Old Continent to convert the masses to republican principles. They never have heard so much talk about America, your means and resources. Your future and your prospects are discussed everywhere, and in such favorable terms that emigration is the leading topic among the sturdy masses, and the next year will bring you, for every $1,000 of your bonds taken in Germany, at least one of her industrious sons."

How important is it then, that we should seek to deserve this good opinion, by placing our financial operations on this footing of stability by an early redemption of our paper.

The averages of the associated Banks of this city for the week ending Jan. 13, show the following results: Increase in loans, $1,753,184; in specie, $1,074,097; in deposits, $2,284,745; in legal tenders, $1,402,470; in circulation, $574,489. An easy money market is predicted from this state of things, and others of a corresponding character. Money has been lent as low as 4 per cent., and is plentiful at 5 and 6. This rate of discounts on commercial papers has also generally declined.

The stock market has rallied on further inquiry by investers. The prospects of the railways are much discussed. It appears that while in some directions their business has fallen off, in others it continues good. No doubt that much of it which during the war was directed from the Mississippi, and its tributaries to the Eastern lines of railways is now finding its way over those cheap and natural channels, in part owing to the high figures made for railway transportation, and which must eventuate in a reduction of freights if they would retain their customers. It is well known that the cost of transporting cereals over these railways leaves but little for the western producers. The markets of New Orleans will however compensate them in a great degree, particularly during that part of the year when flour and grain are not so much in danger of heating in passing down those rivers! Fortunately for the great west it has such natural outlets, so that if the capitalists of the East shut off the railway routes to the Atlantic, liberal nature offers a full compensation in that by the Mississippi to the same ocean by the gulf. The freight on a barrel of flour from La Crosse, for example, to New York by rails is at least $3 per bbl., by the river to New Orleans $1.75!

Governments are firm and in demand. The confidence of the people in their own securities remains undiminished; when these become par in gold, as they will one of these days, the holders will have been amply rewarded for their faith and patriotism. This result is what we are anxious to see and to bring about, in place of the fluctuating value which our paper currency gives them from week to week.

We hear as yet nothing more from Washington as to the movements of the Secretary of the Treasury or congress in relation to the proposition and mode of bringing about contraction. It is proper here to observe that the firmness with which Mr. McCulloch has maintained his ground against all influences, brought to bear upon him to change it, has attracted the administration and obtained the commendation of the foreign press, and the most eminent foreign political economists, who look with pleased astonishment on the determination of the Government and people to return to a sound currency and discharge their debt at the earliest practicable period. The financial policy of European Governments is generally, that of borrowing or staving off payment; of ours to get out of debt, and to pay up. No other country has ever paid off two national debts as ours has done, and we have now undertaken to discharge a third, the largest we have ever had, but not really disproportioned to our enlarged wealth and resources. In connection with this determination of the country to pay off its debt, it may be here observed, that among all the plans to facilitate this object, we do not see or hear enough of that of strict economy.

We have been so successful in raising large sums of money, and have been so free in our expenditure, that we have fallen into the habit of parting with large sums without much consideration. But one of the most certain and efficient methods of discharging this national debt is to practice national economy. We translate from the French what Fould the celebrated financier and minister said to the National Assembly of France in 1848, and which has been republished there as opportune just now to its own financial condition. What is indispensable to the improvement of national finance was, he observed, "a reduction of the public expenses; a remodelling of the system of indirect imposts; of their administration; of the institutions of credit; of the methods of the treasury; and, as of the highest importance, the diminution of the charges of the military establishment disproportioned to our resources and our necessities." These are precisely the requirements of our own country at this time.

We observe a curious article from "Littell's Spirit of the Age," which contains a proposition to get rid of a large portion of the public debt by a new process. The Government to redeem at once with legal tenders all the circulation of the National Banks. The effect of this would be, according to the *Evening Post*, that when the Government paid and held these national notes, it would or could demand their redemption of the Banks, who would then be obliged to redeem them by the surrender of the Government bonds owned by them and deposited in the Treasury; and that this done, the Government could cancel them and thus save the principal and the annual interest; and the people would be relieved by just so much in taxation. It is very clear that this would not work; for after the new and large emission of legal tenders by the Government, in fact being the only currency left, it would come directly into these very Banks from their debtors and depositors; and instead of their giving up their bonds in payment of their own notes they could meet the demands of the Government by handing it back its own legal tenders, instead of the bonds which they could retain and preserve.

The proposition however commends itself to notice for this circumstance, that the impression begins to be general that the interests of the Banks should not be considered before those of the people, and if their profits are pruned down, and their privileges revised, or modified in some way, so as to lessen the public burdens, the idea will have a general support and end in a practical illustration. We therefore reiterate our own opinion, that the plan of compelling the Banks to deposit greenbacks instead of bonds with the Treasury, as security for their issues, will at once bring about all the contraction in the national currency we desire, save the delay and expense of funding, and make specie payments a comparatively easy process.

The exports from this port for the week ending January 16th, exclusive of specie, were $5,003,593.

The balance in the Sub-Treasury on Tuesday was $77,958,149 01.

It appears from official statements that the public debt on the 31st of December was less by $41,108,035 24, than it was the 31st of August, an average monthly decrease of $10,277,008 81; and the Secretary of the Treasury is confident that if congress will study economy in their legislation he can still further reduce this debt, and gradually return to specie payments.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1870, 93; do., 1881, 94; Illinois coupon bonds, 1879, 96; Indiana War Loan, 92; N. Y. State 7s Bounty Loan, 99¼; do., 6s, 1873@1887, 92; Louisiana 6s, 80; Tennessee 6s, 1868, 86; Chicago and Milwaukee 1st mort., 85; Peninsula 1st mort., 75; Sixth Avenue R. R., 135; Morris and Essex R. R., 100; Long Island R. R., 72½; Mariposa pref., 17¼; Central Coal Co., 45½; Schuylkill Coal, 16; Wyoming Valley, 53; Ashburton Coal, 13½; American Coal, 65; Western Union Tel., 58; Merchants Bank, 110½; Am. Ex. Bank, 111; Bank of New York, 112; Shoe and Leather Bank, 102; Central Bank, 108; 4th National Bank, 97; 9th National Bank, 104; Bank of Commerce, 103; Ocean Bank, 95; Continental Bank, 97½; Park Bank, 147.

Philadelphia.—Sunbury and Erie 7s, 92; Phila. and Reading 6s, 1843–'80, 85; Schuylkill Navigation Boat Loan, 85; West Chester 7s, 96; Girard College R. R., 25; Allegheny Co. coupon 5s, 72½; Buck Mt. Coal, 50; Preston, 20; Clinton, 1⅜; Green Mt., 4; Big Mt., 5½; Fulton, 8; North Carbondale, 2; Mahanoy, 7¾; N. Y. and Middle Coal Fields, 8¼; Shamokin, 9½; St. Nicholas, 8; New Creek, 1⅛; 1st National Bank, 140; 7th National Bank, 95; Commercial Bank, 49½; Western Bank, 80½; Mechanics Bank, 28; Bank of Northern Liberty, 92; Farm. and Mech. Bank, 120; Big Tank Oil, ⅜; Corn Planter, 1⅛; Cherry Run, ¼; Dalzell, 2½; Era, 3¾; Hyde Farm, ⅞; Jersey Well, ⅝; Keystone, ⅝; McElrath, 2⅜; McClintock, 5⅜; Maple Shade, 5⅞; Mingo, 2½; Ocean, 17½; Rock, ¼; Ross, ¼; Sugar Valley, 3¾; Spencer, 1¼; Sugar Creek, 5⅛; St. Nicholas, ½; Wm. Penn., 1⅛. The latest quotations are: City 6s, 87@87½; do., new, 92¼@92⅝; State 5s, 86¼@86¾; do., coupon, 90@91; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 58⅞; Reading, 51⅛@51¼; do., 6s, 1870, 92@93; do., bonds, 85@85½; do., con., 102@107; Camden and Amboy, 126@130; Penn. R. R., 54⅛@54¼; do., 1st mort., 95¼@95½; do., 2d mort., 93@93⅛; Little Schuylkill R. R., 32¾@33¾; Morris Canal, 77@80; do., pref., 112@116; do., bonds, 85@93; Wyoming Valley Canal, 56½@59; do., 6s, 80@85; Susquehanna Canal, 8½@8¾; do., 6s, 43@46; Sch. Nav., 21⅜⅝@22; do., pref., 29⅛@29¼; do., 6s, 1882, 76¼@76¼; Union Canal bonds, 23½@24; Delaware Div. Canal 31@31¼; do., bonds, 80@83; Elmira and Williamsport, 26⅛@27; do., pref., 38@39; do., 7s, 1873, 91@95; Lehigh Coal and Navigation, 54@55; do., bonds, 1884, 91@91; North Pennsylvania, 30@32; do., 6s, 83½@83¾; Philadelphia and Erie, 29¾@30; do., 6s, 88@88¾; Minehill, 54½@55; Catawissa, 29¾@30; do., pref., 43¼@43¾; Lehigh Valley, 61¼@61½; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 41@45; Second and Third, 70@75; West Philadelphia, 70@72; Spruce and Pine, 35@38; Green and Coates, 30@33; Chestnut and Walnut, 51¼@51⅝; Thirteenth and Fifteenth, 32@35; Girard College, 25@27; Tenth and Eleventh, 50@53; Norristown, 53½@54½; Union, 28@31; Hestonville, 38¾@39½.

Boston.—Eastern R. R. 6s, 1874, 95; Vermont Central 1st mort., 80½; do. 2d mort., 26½; Vermont and Massachusetts 6s, 90; N. Y. and Boston Air Line, 6s, 30; Rutland and Burlington 2d mort., 24¾; Boston, Concord and Montreal 7s, 1870, 90; Ogdensburg and Lake Champlain R. R., 39½; Cape Cod R. R., 69¾; Union Railway, 91¼; Sandusky, Dayton and Cin., pref., 26¾; Maine 6s, 95; Massachusetts 5s, 1894, gold, 93½; Chicago 7s, 1884, sewerage, 94; Bangor 6s, 1874, 91: Boston 5s, 1886, gold, 95¼; Boston Water Power Co., 19¼; East Boston Co., 10; Waverly Co., 4¼; Essex Co., 95; Cary Imp. Co., 9; Union S. S. Co., 87½; Mammoth Vein Coal, 9; Penn. Cannel Coal, 49¾; Suffolk Bank, 116¾; Massachusetts Bank, 109¾; Tremont Bank, 112¼; City Bank, 103¾; Boylston Bank, 130; State Bank, 103; Webster Bank, 103½; Atlantic Bank, 105; Eagle Bank, 111¼; Union Bank, 112; Exchange Bank, 129; 2d National Bank, 137½; Atlas Bank, 104½; Bank of Commerce 112½; Fannul Hall Bank, 120½; Merchants Bank, 111½; Hide and Leather Bank, 128; Pawer's Bank, 99; Continental Bank, 104¾; 3d National Bank, 101¾; Blackstone Bank, 115¾; Shawmut Bank, 105; Old Boston Bank, 60½; Canada Mining Co., 80c.; Dana, 50c.; Humbolt, 4¾; Hancock, 12½; Phœnix, 10; Star 1¾; Superior, 2⅞.

Baltimore.—N. W. Va. 1st mort., 96; Bare Hill Mining Co., 1.35; Mineral Hill, 0.40; Maryland Anthracite, 16; Atlantic Coal, 1.05; Georges' Creek, 106; Santa Clara, 8½; Balt. and Cuba Smelting and Mining Co., 128; Penn. Oil, 0.55; Baltimore Chrome, 0.80; Bank of Baltimore, 105; Western Bank, 25. The latest quotations are: Balt. and Ohio, 110¼@111; do., 6s, 1867, 95@99; do., 1875, 98¼@98¼; do., 1880, 98@98¼; do., 1885, 99@100; Northern Central, 45@45½; do., bonds, 1885, 85½@86; N. W. Va. 1st mort., 1873, 99@99; do., 2d mort., 93@98; do., 3d mort., 1885, 20@30; do., guar., 91@98; Marietta and Cincinnati 7s, 1891, 84@85; Central Ohio 1st mort., 83@88; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 34½@37¾; Western Md. bonds, 77@79; do., guar., 97@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 96½@97; do., 1873, 97¾@100; do., 1875, 100@102; do., 1886, 98@98½; do., 1890, 100¼@100½; do., coupon, 100@100⅜; do., 5s, 1838–'70, 81@85; City Passenger R. R., 18@20; Canton Co. 45@46; Gardner, 0.30@0.90; Gas Coal, 0.60@0.75; Maryland, 0.45@0.55; North State, 0.10@0.10; Springfield, 0.75@0.90; George's Creek, 106@108; Santa Clara, 9@10; Balt. Chrome, 0.75@0.90; Bare Hill, 1.20@1.50; Atlantic Coal, 1.05@1.10; Mineral Hill, 0.40@0.50; Baltimore Coal, 140@200.

☞ The Secretary of the Treasury has decided that canal and ferry boats are not liable to an internal revenue tax on gross receipts.

Bridge Trusses.

We have received from C. Shaler Smith, Esq., an interesting and very valuable pamphlet on the subject of the "four leading forms of Bridge trusses," one which has engaged his attention for several years and which he fully comprehends. The pamphlet discusses the merits of the Howe truss, the lattice, the bow string, the tubular and the suspension. Without having any personal interest in the various patented forms of these, he has discussed their general principles, data, strength, strain, materials and economy, in an able manner, and we recommend his essay to railroad companies and contractors, as particularly worthy of their notice and study. It may be obtained of Smith & Latrobe, Baltimore.

American Central Railway.

We are informed that the Hon. John S. Thompson, of Illinois, President of the American Central Railway, who arrived by the "Scotia" from Europe, has succeeded in making a contract for the construction of said road with an eminent French firm, which is backed by a combination of French, English, Dutch and German capitalists; and we understand that the work is to be proceeded with actively at an early day.

New York and Oswego Midland Railroad.

A large meeting of gentlemen connected with this enterprise was held at the Delavan House, in Albany on the 10th inst. The Counties of Oswego, Onondaga, Courtlandt, Otsego, Chenango, Delaware, Ulster, Orange and Sullivan, were represented. One idea is to build a road independent of any road now in use, by the most feasible route from Oswego to Jersey City. Another plan is to connect with the present Rome and Oswego road, and *via* Utica, south to Rondout and the river. The articles of association have been filed in the Secretary of State's office, the necessary ten per cent. on one thousand dollars per mile having been paid in. The following officers were elected: President, Dewitt C. Littlejohn, of Oswego; Vice President, Homer Ramsdell, of Newburg; Treasurer, Walter M. Conkey, of Norwich; Land Agent, Samuel Gordon, of Delhi.

The Mexican Loan.

It is understood that of this patriotic and timely loan in aid of the liberal cause in Mexico, at least three millions have been subscribed, and that there is a good prospect of its being entirely taken up. We have on previous occasions recommended the people at large to subscribe to it, in sums suited to their convenience and ability; for in the present condition of affairs, money is all that is wanted by the Mexican Republican Government to put its military power into a shape which will very soon secure its independence, as well as vindicate the Monroe doctrine, without a war with the French Emperor by the United States.

☞ The revenues of the State of California, during the two years which have just closed have enabled the State to pay off and discharge $731,000 of its debt, and have a surplus of cash on hand of $193,646, making the total excess of receipts over expenditures $924,891. These sums, however, do not include the debt contracted for war purposes. The indebtedness, which is now unprovided for, the Governor recommends to be funded and made part of the State debt.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 1st week in Jan., 1866, were:

	1866.	1865.
Passengers	$8,195 00	$9,929 87
Freight	12.835 00	9,527 59
Mail, express & telegraph	1,100 00	1,086 33
Total	$22,130 00	$20,543 79
Total for the fiscal year commencing Jan. 1.	$22,130 00	$20,543 79

The earnings of the Grand Trunk Railway for the week ending Jan. 6, 1866, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$35,384 00
Express, freight, mails and sundries	7,500 00
Freight and live stock	59,953 00
Total	$100,087 00
Corresponding week, 1865	109,143 00
Decrease	$9,056 00

The earnings of the Michigan Central Railroad for the 1st week in Jan., 1866, were... $59,590 00
Corresponding week of previous year.. 61,509 00

Decrease.. $1,919 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Jan., 1866, were $75,330 00
Corresponding week of 1864 84,884 00

Decrease $9,554 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in January, 1866, were $62,232 00
Corresponding week of previous year.. 79,074 00

Decrease.. $16,842 00

The earnings of the Chicago and Alton Railroad for the 1st week in Jan., 1866.... $50,471 00
Corresponding week of previous year.. 61,830 00

Decrease $11,359 00

The traffic of the Great Western Railway for the week ending Jan. 12, 1866, was as follows:

Passengers	$23,959 03
Freight and live stock	23,142 45
Mails and sundries	4,278 50
Total	$51,379 98
Corresponding week of 1865	47,126 30
Increase	$4,253 76

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 7, were:

	1866.	1865.
Passengers	$2,878 67	$2,271 59
Freight	6,710 83	7,895 71
Express	130 22	130 22
Mail	296 58	296 58
Total	$10,016 30	$10,594 10

Corn as Fuel.

The last corn crop in Iowa was very large—far above the demand for home use; so that the superabundances of this "staff of life" is being converted to the useful purposes of fuel. It is said that a bushel of corn will produce as much heat as a bushel of coal; and those who have tried the experiment affirm that corn in the ear gives considerably more heat than the same bulk of wood. Ears of corn can be bought at ten cents per bushel, and seventy bushels will measure a cord. Wood, including sawing, costs nine dollars and fifty cents per cord, which is two dollars and fifty cents more than the cost of a cord of corn, besides the fact that the corn produces more heat. There is a mill in Muscatine, Iowa, which has for some time been using this kind of fuel, and it is found to be superior to and cheaper than any other.

Liability where one Company uses the Track of another.—Delivery beyond Route, &c.

It has been a question with the courts whether the company owning the track, or the company allowed to use it, is liable for injuries to passengers on the trains of the latter company, in a case of negligence by the former. In the case of Smith *vs.* The New York and Harlem R. R. Co., (19 N. Y. R. 127) it appeared that one of the engineers of the New York and New Haven Railroad Co., which runs its trains over the track of the Harlem Railroad was fatally injured, while running his train, by being thrown from the track by reason of a defective switch on the defendant's road. His administratrix brought an action against the Harlem Railroad Company to recover damages, under the statute, for the death of the engineer. It appeared upon the trial that the accident occurred through the negligence and unskillfulness of the switchman of the Harlem road, the switch and signal being improperly placed, and also that the switch itself was of an improper and unsafe character (a "short switch"). The Harlem Company contended that the case came within the rule that a servant cannot recover for an injury caused by the negligence of a fellow servant, employed by the same master, in the same general business. But the court held that the case of the plaintiff differed from the cases to which this rule has been applied, in this important fact; the deceased and switchtender were not employed by the same master. The former was the servant of the New Haven Company, and the latter that of the Harlem Company. The switchman could not be considered in any sense the servant of the New Haven Company, as the Harlem Company had agreed with the former, to provide switchtenders, flagmen, &c. The deceased was therefore as much a stranger to the defendant as any passenger in the train run by him. Another question presented was whether the defendant was liable to any one except the New York and New Haven Railroad Company, with which the contract to provide switchtenders, &c., was made. The court held that it was, and very pertinently applied a rule laid down in Thomas *vs.* Winchester. (2 Seld., 397.) In that case the court held that a dealer in drugs, sending poison, labeled as harmless, was liable to a party who purchased from the innocent vendee, for the injury occasioned by its use.

In the case of Sprague *vs.* Trustees of Vermont Central Railroad Company, (29 Vt. R.,) the plaintiff had employed the defendants to transport cattle from Vermont to Boston by their trains. By the custom of defendants, the plaintiff was allowed to go as a passenger, in a saloon car attached to the cattle train, without additional charge, to enable him to look after the cattle. This train in its passage went over the Northern New Hampshire Railroad, that company furnishing the motive power, with their engineer and fireman, but the defendant's conductor continuing with the train through the route. While the train was passing over the Northern New Hampshire Railroad, without any fault of those who had the management of it, but through the sole negligence of the other servants and employees of the Northern New Hampshire Railroad, the saloon car, which carried the plaintiff, was broken in by a collison with another train, going in the same direction, and the plaintiff was seriously injured. It was held that the undertaking of the defendants, in regard to carrying plaintiff, was only that of ordinary passenger carriers, and did not render them responsible for injuries which he might sustain by the misconduct of other parties; that the plaintiff being aware, from the very nature of the transaction, that he would be exposed to perils of this character, must be supposed to undertake, upon his own part, to sustain that hazard; and could not justly be allowed to throw it upon an innocent party, who was known to him at the time of entering into the contract, to have no control over the persons causing the plaintiff's injury.

In a recent case in Massachusetts it was held that a Railroad Company, which receives the cars of another company upon its track, placing them under the control of its agents and servants, and driving them by its locomotive power, assume towards the passengers the common liability of passenger carriers, and that it makes no difference in regard to the liability of the company, to passengers passing over their road, whether they purchase tickets of them or of any other railroad company, or agent authorized to sell such tickets.

CONNECTING ROADS.

It has been decided by the court of Appeals of this State (Hart *vs.* Rensselaer and Saratoga R. R. Co., 4 Seld., 57) that when three separate companies, owning distinct portions of a continuous railroad between two termini, run their cars over the whole road, employing the same agents to sell passenger tickets, and receive baggage to be carried over the entire road, an action may be maintained against one of them for the loss of the luggage of a passenger received at one terminus to be carried over the whole road.

By a statute of this State (Laws of 1847 ch. 270) it is provided that where two or more roads are connected, any company owning either of said roads, which receives freight to be transported to any place on the line of either of said roads connected, shall be liable as common carriers. It has been held that this statute applies as well where one of the connecting roads is beyond the State as where all are within it. (Burtis *vs.* Buffalo and State Line R. R. Co. 24 N. Y. 269.)

DELIVERY BEYOND ROUTE.

Where goods are delivered to a carrier marked for a particular destination, without any directions as to their transportation and delivery, save such as may be inferred from the marks themselves, the carrier is only bound to transport and deliver them according to the established usage of the business in which he is engaged. Thus in a case where the New York Central Railroad Company received at Suspension Bridge several barrels of butter from the Great Western Railway Company, marked "J. A. B., 17 Water street, N. Y.," and transported them safely over its road to Albany, and there delivered them to the Hudson River Railroad Company, according to usage, it was held that the New York Central Company could not be held liable for their loss. (28 Barb.,

485.) Persons who are engaged as common carriers between two places, do not act as carriers in forwarding beyond their route goods carried by them, where they forward them in pursuance of special instructions to forward them further, and for which they receive no compensation. The exercise of ordinary care and diligence in executing the instructions, is all they are bound to. (Ackley *vs.* Kellogg, 8 Cow., 223.) Of course a carrier may contract to deliver beyond his route, and this may be said in respect of passengers as well as of property. Thus in the case of Quimby *vs.* Cornelius Vanderbilt, (17 N. Y. R., 306;) the agent of "Vanderbilt's Line between New York and San Francisco," sold to the plaintiff at New York for a gross sum, three tickets which severally imported that he was entitled to be carried to and across the isthmus, and thence upon a particular vessel on her next voyage to San Francisco. It was held by the Court that these facts were sufficient to authorize the jury to find that the defendant contracted as principal for the prompt conveyance of the plaintiff across the isthmus, and to charge him with damages for detention.

Though an agreement to forward goods marked for a particular destination, would be discharged by shipping them by the usual or most direct conveyance, to the place designated, yet it is otherwise on an agreement to forward them to the place of their destination, the charge for the freight for the whole distance being fixed and specified in the agreement. In such case the parties making it are liable as common carriers for the safe carriage and final delivery of the goods at the place of their final destination, although it may be at a point beyond the usual terminus of the carrier's route. (Krender *vs.* Woolcott, 1 Hilton, 223.)

It has been held in this State that the agreement to carry and deliver beyond the route may be implied from the address on the package. In Foy *vs.* Troy and Boston Railroad Company. (24 Barb., 382.,) it was held that where a railroad company receives for transportation property addressed to a person at a point beyond the terminus of its road, they must be understood in the absence of any proof to the contrary, to have agreed to deliver the property in the same order and condition in which it was received to the consignee. But the doctrine of this case is contrary to that of Wright *vs.* Boughton, 22 Barb., 561, and cannot well be reconciled with the principle established by the same Court in a later case, Hempstead *vs.* New York Central Railroad Company, 28 Barb., 485, and above referred to. In the case of Dillon *vs.* The New York and Erie Railroad Company, (1 Hilton, 231,) the railroad company received goods for transportation directed to a point beyond the terminus of its route, and known to be so by the shipper. At the time of receiving the goods, the agent of the company told the shipper that it would be unnecessary for him to have any one at the terminus to receive the goods, but that they would be shipped right through to the place of their ultimate destination. It did not appear that the company was to receive freight for the entire distance. It was held by the Court that the company was not liable as common carriers for the safe carriage and delivery of the goods at their final destination. The company was liable, as common carriers, only to the terminus of its own road, and thereafter, its liability was that of a forwarder.

DELIVERY TO SECOND CARRIER AND HIS LIABILITY.

As we have already seen it has been decided, (28 Barb., 485,) that in the absence of a special contract, a delivery by the first carrier to a second carrier, releases the former from liability. The case of Briggs *vs.* The New York Central Railroad Company, (28 Barb., 515,) is also in point. In that case, the defendant undertook to carry goods from Rochester to Rome in this State, and there deliver the same to the Rome and Watertown Railroad Company, to be conveyed to S., after which delivery to the latter company the defendants were not to be liable for them.

There was a delay of twelve days in so delivering the goods; and on the day after they were so delivered, but before the same were delivered at S. by the latter company, the plaintiff commenced his action. It was held that the delivery to the Rome and Watertown Railroad Company was equivalent to a delivery to the plaintiffs, and that such delivery having been made before suit brought, no action existed, except for the delay on the part of the defendants.

It may therefore be laid down as a well settled rule, in this State at least, that where goods are delivered to a carrier for transportation beyond the terminus of his line, and they are there delivered to another carrier to be forwarded, the latter is liable for loss or damage to the goods, upon proof that such loss or damage occurred while the goods were in the latter's custody. (6 Hill, 157; 1 E. D. Smith, 234.) And it would seem to make no difference that he received freight as agent for the other lines, in addition to his own charges for transportation. (Hunt *vs.* New York and Erie Railroad Company, 1 Hilton, 228.)

It follows therefore, that an action can be maintained by the owner of goods against a carrier in whose custody they are injured, although there is no privity of contract between the owner and the carrier, and notwithstanding the contract was, in fact, made between the carrier and another carrier, who undertook the carriage of the goods for the whole distance, and received freight therefor. (Wing *vs.* New York and Erie Railroad Company, 1 Hilton, 235. See also Green *vs.* Clark, 13 Barb., 57; 12 N. Y., 343.)

Of course, where a carrier receives goods upon an engagement to deliver them to another carrier for further transportation he remains liable as a carrier, so long as he retains the custody of the goods as such. (20 N. Y. R., 259.) And to exhonerate him from liability, he must in some way clearly indicate that he renounces the relation of carrier—for example, by depositing them in warehouse. Delivering them on board a float used exclusively for goods in transportation by the carrier is not such an act. The fact that he notifies the second carrier to take the goods, and such second carrier neglects unreasonably to do so, and meantime the goods are destroyed by fire, without fault of the first carrier does not excuse him. (Goold *vs.* Chapin, 22 N. Y. R., 259.)

These rules of law have a very pertinent application to express companies and to forwarders, and we shall endeavor in some future articles to indicate the rules of law governing such persons.

The Pacific Railroad.

The report of Lieut. Col. J. H. Simpson, U. S. Engineers, addressed to the Secretary of the Interior, gives interesting information concerning the condition and prospects of this great highway to the Pacific. The following six companies have accepted the provisions of the laws of Congress, and organized to build the road and branches:

The Union Pacific—Authorized to build the road from the one hundredth meridian to the western boundary of Nevada Territory. A subsequent section allows it to build a line from the western boundary of Iowa to the one hundredth meridian.

The Central Pacific—Authorized to build the road from San Francisco, or navigable waters of the Sacramento, to the western boundary of Nevada, connecting at that point with the Union Pacific. In case either of these two roads reaches said boundary before the other, it may continue its line until they meet.

The Union Pacific, Eastern Division—Authorised to build a line from the mouth of the Kansas river, on the south side thereof, to the one hundredth meridian, where it is to meet the Union Pacific Railroad; and in case the latter is not proceeding in good faith to build its road through the territories, when the Union Pacific Railroad, Eastern Division, shall have reached the one hundredth meridian, then the last named company may make its road westward until it meets and connects with the Central Pacific Railroad: "Provided, that no bonds shall be issued or land certified by the United States to any person or company for the construction of any part of the main trunk line of said railroad, west of the one hundredth meridian of longitude, and east of the Rocky Mountains, until said road shall be completed from or near Omaha, on the Missouri River, to the said one hundredth meridian of longitude." The point on the one hundredth meridian referred to is to be fixed by the President of the United States between the north margin of the valley of the Platte River, and the south margin of the valley of the Republican Fork, these limits being about thirty miles apart. The one hundredth meridian is about two hundred and fifty miles west from Omaha, and three hundred and eighty-one miles from the mouth of Kansas River. The point where the roads must unite will probably be decided on next spring or summer.

The Hannibal and St. Joseph Railroad Company of Missouri—Authorized to extend its road, by way of Atchison, to connect with the Union Pacific Railroad, Eastern Division, or from St. Joseph, to connect with the Union Pacific Railroad; said connection must be made east of the one hundredth meridian, and no lands or bonds are to be paid this company for more than one hundred miles of road.

The Sioux City and Pacific Railroad—Authorized to build a road from Sioux City to connect with the Union Pacific Railroad. If necessary it may make this connection west of the one hundredth meridian, but in that case bonds or lands are not to be given them to a greater extent than if it had connected at the one hundredth meridian.

The Burlington and Missouri River Railroad Company—Authorized to extend its road from the point where it strikes the Missouri River to connect with the Union Pacific Railroad at the one hundredth meridian, or some point east of it. Lands, but no bonds, are to be given to aid this company.

With the exception of the last mentioned road, the rouds and branches named are to be assisted by Government bonds payable thirty years after date, bearing six per cent. interest, payable in legal currency to the United States semi-annually. In default of payment of interest on bonds by any road, the Secretary of the Treasury is to take possession of it for the benefit of the United States. These bonds are to be issued to the extent of $16,000 per mile constructed, except one

hundred and fifty miles to the Rocky Mountains, and one hundred and fifty miles in the Sierra Nevada, for which $48,000 per mile is to be granted. Between these mountains sections of one hundred and fifty miles each, bonds to the extent of $32,000 per mile are to be granted, provided that no more than fifty thousand of said bonds, of $1,000 each, shall be issued under this act to aid in constructing the main line of said road and telegraph.

In addition to the bonds thus loaned, the companies are to receive public lands to the extent of ten alternate sections on each side of the road and within the limits of twenty miles from its line, provided said lands have not already been disposed of.

These bonds and lands are to be issued by Government at the completion of each twenty or more miles of first class road, fully equipped as such, for the service contemplated by the act, of a continuous line from the Missouri River to the Pacific Ocean. The report recites the progress made on the different roads—the results being briefly as follows:

Union Pacific—Grading on first one hundred miles nearly completed; on second one hundred miles commenced; expected sixty miles of tract laid by end of January, 1866; one hundred miles by July; and two hundred miles by July, 1867; possibly will have reached one hundredth meridian by that time; expenditures already amount to $3,500,000. Since Colonel Simpson's report was written, this company notified the department that forty miles of road were completed and ready for acceptance by the Government.

Union Pacific, Eastern Division—Sixty miles completed up to November 11. In their report on the construction of the road the three commissioners agreed as to the facts, but differed as to the requirements of the law; Colonel Simpson maintaining that the law required a road suited to the great through business contemplated. The other commissioners claiming that it was good enough for present purposes. The report, with a pledge from the President of the road to supply its deficiencies, was submitted to the President by the Secrhtary of the Interior, with a recommendation that the road be accepted on condition that the company within a reasonable period make the improvements required. This recommendation was approved by the President, December 20, 1865.

Central Pacific—The work of grading commenced in February, 1863. The first shipment of iron reached Sacramento, October 8, 1862, and the track laying was immediately commenced, and steadily continued, with a few delays caused by the non-receipt of iron and ties within the contracted time, up to June 6, 1864, when the road was completed to Newcastle, a distance of thirty-one miles. The grading between Newcastle and Colfax was very difficult and expensive, increasing as the line was pushed up the mountain slope. The cuttings have been deeper, the embankments higher, and more rock work encountered, as the line has gone eastward. One cut is sixty-three feet deep and eight hundred feet long, and several others are from forty to fifty deep and from eight hundred to twelve hundred feet in length, all of which were through rock or hard cement, requiring to be blasted. Several expensive trestle bridges have been constructed across deep ravines, some as high as one hundred feet in the centre. Some of the embankments are over seventy feet high. For several months the number of laborers procured was comparatively small, but recently they have increased more rapidly, until now five thousand and eighty men are employed, with over six hundred teams, and the prospect is that the number of laborers will be increased to six thousand during this season, and during the next year not less than fifteen thousand. With this large force the company will be able to push on the work so as not only to complete it far within the time required by the acts of Congress, but so as to meet the public impatience.

Atchison Branch of Pacific Railroad—Rapidly in progress on the first section of twenty miles. The masonry and bridges are all completed, and the ties, of the best quality, all out, and the track now being laid. The contractor agrees to have the first twenty miles completed on the first day of January, 1866. The iron is on hand.

Sioux City and Pacific Railroad—No evidence in the department of work having commenced on the road.

Northern Pacific Railroad—A map showing general route has been filed, but there is nothing in the department to show that the company have done any work on their line yet.

Air Line Railroad from Washington to New York.

The following is a synopsis of Mr. Stevens' bill, introduced into the House of Representatives on the 8th inst., and referred to a select Committee of seven:

Section 1. Names as corporators Alexander T Stewart, Henry G. Stebbins, Marshall O. Roberts, Alexander S. Diven, C. G. Miller, R. B. Minturn, D. Hoadly, Charles A. Secor, Dean Richmond, H. B. Claffin, and William B. Duncan of the State of New York; Judson Kilpatrick and Marcus L. Ward of the State of New Jersey; John McManus, Isaac Eckert, C. B. McKnight, William M. Heister, G. Dawson Coleman, Simon Cameron, Henry C. Carey, C. Case, Samuel Shade, Henry Musselman, S. V. Merrick, O. J. Dickey, J. H. Orne, Joseph Patterson, Thomas E. Franklin, Joseph Black, Charles McAllister, G. W. Snyder, C. D. Forney, Charles Parrish, Asa Packer, J. G. Fell, M. McMichael, John W. Forney, Joseph H. Scranton, John S. Richards, Thomas Beaver, James D. Cameron, J. Edgar Thomson, Samuel Small, Samuel Mifflin, Phillip Gassles, Ed. Riley, and T. A. Scott of the State of Pennsylvania; George W. Riggs and H. D. Cooke of the District of Columbia; B. F. Newcomer and George Small of the State of Maryland, together with such persons as may become associated with them for that purpose, together with their successors, by the name and title of "The National Railway Company."

Section 2. The Corporation may construct a railway on a route approved by the Secretary of the Interior from Washington to the Hudson river opposite New York city, and cross the river by ferry into New York, locating its pier for the convience of the Post Office.

Section 3. Capital $10,000,000, in 100,000 shares of $100 each. Subscription books to be opened in Washington, Baltimore, Philadelphia, New York, Easton, Harrisburg, Lancaster, Reading, York and Columbia; ten per cent. to be paid on subscribing. Stockholders' meeting to be called and thirteen directors elected when $2,000,000 are subscribed; two directors to be appointed by the President of the United States; the duties of the original corporators thereupon to cease.

Section 4 prescribes the powers of the directors in the usual form.

Section 5. The company may connect with other roads by consolidation or transfer of stock, but no such arrangement shall prevent the construction of a wholly new line of road from Washington to New York.

Section 6. Gauge of the road shall be uniform, rails of American iron, construction and rolling stock first-class, running time not to exceed seven hours for first-class passenger and mail trains; fare not over three cents a mile, and freight six cents a ton—for coal, lumber and iron ore, not to exceed two cents.

Section 7. Susquehanna and Delaware to be crossed above tidewater; no grades on the road over 30 feet; no curve less than 908 feet radius.

Section 8. Company may enter on real estate, and in case of disagreement with owner as to price, proceedings shall be had to determine the same by commissioners appointed by a Justice of the United States Supreme Court.

Section 9. Injury to the property of the company shall be a misdemeanor, punishable by fine and imprisonment.

Section 10. Other roads may connect, reciprocating in traffic, selling through tickets, &c., as usual between connecting lines of railway.

Section 11. Proceedings against the company in State Courts may be transferred by petition to a Circuit Court of the United States, the original attachment surviving.

Section 12. This railway to be a national public highway and post road.

Section 12. Company to make an annual report to the Secretary of the Interior.

Section 14. Road to be begun at once, and finished within three years.

☞ A suit has been carried through the Courts of this State, having for its object, the collection of State, county, city and town taxes from the stockholders of National Banks. Our State Courts have decided such stock or shares to be taxable as personal property. On the 31st of this month the case is to be argued before the United States Supreme Court at Washington. The decision involves over 400 millions of personal to be taxed or to be exempt. This suit concerns all the National Banks in the country, and the Boston, Philadelphia and Western Banks have not employed counsel to take an interest in the argument.

Central Pacific Railroad STATE AID BONDS.

INTEREST AT THE RATE OF

Seven per Cent. per Annum in Gold,

PAYABLE SEMI-ANNUALLY,

Guaranteed and Paid by the State of California.

The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of $50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m50 **FISK & HATCH, Bankers.**

OFFICE OF THE ERIE RAILWAY COMPANY,
NEW YORK, January 17, 1866.

DIVIDEND.—The Directors of this company have declared a semi-annual Dividend from the earnings of the road for six months, ending 31st December, ultimo, of THREE AND ONE HALF PER CENT. on the PREFERRED STOCK.

Also a Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable (less government tax), on Monday, the 5th day of February, at the Treasurer's office, Erie Place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on Saturday, the 20th instant, and be reopened on Wednesday the 7th of February.

HORATIO N. OTIS, Secretary.

COUPONS OF THE CENTRAL PACIFIC RAILroad Company of California, Due January 1st, 1866, will be paid on and after that date, less government tax, by EUGENE KELLY & CO.,
26 Wall Street.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF DIRECTors of this Company, held in this city, it was

Resolved, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.

8t50 THOMAS E. WALKER, Treasurer.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 27, 1866.

The Case of the Atlantic & Great Western Railway Company.

On the 19th inst., in Philadelphia, the legal argument appertaining to the important railroad controversy between the Pennsylvania and the Philadelphia and Erie Railroad Companies, on the one side, and the Atlantic and Great Western Railway Company on the other, was concluded in the Supreme Court of Pennsylvania. The question was on the application for an injunction by the two first-named companies to restrain the Atlantic and Great Western Railway Company from entering into an agreement with certain other companies to lease their roads. The legal points presented in favor of the injunction were as follows:

The Atlantic and Great Western Railway now runs from Salamanca, on the Erie Railway across the northwest angle of Pennsylvania, into Ohio, and thence to Cincinnati and St. Louis. They have leased the Catawissa, a part of the Reading and East Pennsylvania roads, and the Morris and Essex road, from Milton, in Northumberland Co., to New York. This leaves a gap of 225 miles to fill in from Milton to Franklin, Penn. This gap they endeavor to fill by buying up two local charters, viz: The Western Central, from Franklin to Bellefonte, and the Lewisburg, Centre and Spruce Creek, from Bellefonte to Milton. An act passed in 1861 permits roads to make leases of, and contracts with each other, "provided the same are connected with each other directly or through intervening roads." To sustain these leases the Atlantic and Great Western Co., insist, since the Philadelphia and Erie road intersects the Atlantic and Great Western at Corry, and the Catawissa at Milton, that the Philadelphia and Erie is a connecting road in the sense of the act of 1861. This the complainants deny. First, because the Philadelphia and Erie is 4 ft. 8½ in. gauge, while the Atlantic and Great Western is 6 ft. Secondly, because the face of the contract shows the connecting roads intended were those not yet built, and not the Philadelphia and Erie road.

Against the injunction, the principal points of the pleadings were as follows:

First. The right of the Catawissa Railroad Co. to make the lease of November 1st, 1865, with the consolidated Atlantic and Great Western Railway Co., and the Western Central Railroad Co.

Second. In case these parties have not this right, whether the Philadelphia and Erie Railroad Co. and the Pennsylvania Railroad Co., by the bill filed by them, have any right to contest this point; or whether Andrew Scott, an original stockholder in the Atlantic and Great Western Railway, the company originally incorporated by the State of Pennsylvania, in the bill filed by him against the Atlantic and Great Western Railway Co. and others, has any right as a stockholder, to contest the same points. A point also presented in the discussion of the case was, whether the Atlantic and Great Western was duly consolidated under the Pennsylvania act of March 24th, 1865, authorizing the consolidation of railroad companies organized under the laws of Pennsylvania, with railroad companies organizing under the laws of other States, where such companies form and operte a continuous line of railroad with each other, or by means of any intervening railroad. The Philadelphia and Reading Railroad Co. and the East Pennsylvania Railroad Co. were allowed to intervene as parties to the proceedings by virtue of a contract alleged to have been made by them for the formation of a continuous line of railroad, of the same gauge as the gauge of their own roads, with the Atlantic and Great Western and the other companies defendants in the equity suit. By the contract with the Reading Railroad Co. it will be seen that a continuous line of railroad with the narrow gauge, is to be formed from the cities of Cincinnati, Dayton and Cleveland, in Ohio, to the cities of Philadelphia and New York, traversing the central part of the State of Pennsylvania.

The decision of the Court will materially affect the relations of the carrying trade between the teeming granaries of the West and the manufacturers and merchants of the seaboard. Millions of dollars of capital and hundreds of miles of road are controlled by each party, the value of which, on either side, is asserted to be largely dependent upon the decision.

More Important Railroad Consolidation.

A NEW AND GREAT THROUGH RAILROAD ROUTE TO THE MISSISSIPPI RIVER.

The plain inaugurated by Sir Morton Peto and his friends connected with the Atlantic and Great Western Railway Company to open in connection with the Reading, Catawissa and Morris and Essex Railroads an air line to the west, from this city and Philadelphia, has waked up the parties largely interested in the Pennsylvania Railroad, to protect its interest in securing a direct connection with the Mississippi river at Warsaw, and Keokuk, and we are informed that parties largely interested in the stock have in connection with the stockholders of the "Pan Handle" Steubenville and Indiana, and Columbus and Indianapolis Railroads formed a company to build a road from *Union*, on the last company's road direct to Logansport, Indiana, a distance of 91 miles, and there to connect with the Toledo, Logansport and Burlington, and the Toledo, Peoria and Warsaw Railroads to Warsaw and Keokuk on the Mississippi River. The road in Indiana is already under contract, and is to be completed and in running order next January; and it is probable it will then be consolidated with the Toledo, Logansport and Burlington Road, forming one company in Indiana, a distance of 152 miles.

The parties interested in the enterprise have already secured the control of the road west of Logansport by purchase of its bonds, and stock, and the following gentlemen were elected directors at the annual meeting a few weeks since, viz: R. D. Barclay, J. H. Bradley and S. M. Waln of Philadelphia; W. D. Thompson and J. F. Seeley, New York; Gov. Wm. Dennison of Washington; and Benjamin E. Smith of Columbus, Ohio.

These gentlemen are well known railroad capitalists and are all more or less largely interested in the connecting lines from Indiana to New York,

and their names are a sure guarantee that the work will be vigorously pushed towards completion.

The Mississippi and Wabash Railroad Company owning the line from Warsaw to the Illinois River have recently in view of opening the "Great Midland Route," merged and consolidated with the Toledo, Peoria and Warsaw Railway Company, which connected at the state line and terminated at Peoria under the name of the Toledo, Peoria and Warsaw Railway Company, making a continuous line across the state, a distance of 230 miles, and crossing the Chicago, Burlington and Quincy Railroad at two important points, and also the Illinois Central Railroad on the main line, and branch at El Paso and Gilman, and the Chicago and Alton Railroad at Chenoa, fifty miles from Peoria.

The consolidated company have already put under contract the "Gap" between Peoria and Carthage, on the Mississippi and Wabash line, and under the patronage and influence of the roads east of Illinois, (which is to form and complete the "Great Midland Route,") it is expected that the road will be completed as soon as the Indiana Company make the connection at Logansport. The following gentlemen: Charles L. Frost, Zeno Secor, James W. Smith, of New York; Hon. John B. Brown, Portland, Maine; Henry Hill, E. P. Buell, Warsaw, Ills.; H. B. Ten Eyck, Keokuk, Iowa; John W. Chenry, and W. H. Cruger, of Peoria, Ills.; all of whom are well known in New York and the West, were recently elected the managers of the Illinois consolidated road; and being men of wealth, and of great practical business experience, and having very large personal interest in the property, the public may be assured that they will not be behind hand in their part of the work, and that the "Great Midland Route" will be opened for through business in fifteen months from this time. The distance from New York to Warsaw and Keokuk by this route is as follows, viz:

New York to Pittsburg	431 miles.
Pittsburg to Columbus, *via* Pan Handle.	191 "
Columbus to Union	86 "
Union to Logansport	91 "
Logansport to Warsaw	291 "
	1,090 miles.
By the Route *via* Chicago to New York the distance is	1,214 "
Making	124 "

—miles difference in favor of the direct route from New York to the Mississippi River.

In order to inaugurate the New Line at once, we learn that the Pennslyvania Railroad Company, and the other companies, interested in this project, will on the 1st proximo put on a line of through cars, each company furnishing its quota. Until the completion of the road from Union to Logansport, the route will be *via* the Chicago and Great Eastern from Richmond to Logansport. Agents of the Pennsylvania Company in this city will receive the freight destined for all points on this line. As the cars run through without change, greater dispatch will be given to freight than by any other route.

The building of the Pan Handle Railroad will thus prove of an immense advantage to the Pennsylvania Road and will more than compensate them for any loss of business arising from the arrangements between the Atlantic and Great Western and Reading Railroad Companies. *

The Western Union R. R. Co.

At Freeport, Ill., on the 17th of January, 1866, the Western Union Railroad Company, (organized under title acquired by purchase at foreclosure sales of the Racine and Mississippi Railroad, in the States of Wisconsin and Illinois,) was consolidated with the Northern Illinois Railroad Company, and the new consolidated corporation was organized with the name of the Western Union Railroad Company, covering the whole line of railroad from Racine, in the State of Wisconsin, to Savanna in Illinois; and from Savanna to Rock Island, and Savanna to Galena.

In terms of the articles of consolidation, upon which the Western Union Railroad Company was organized, the Directors of the company are as follows, viz: Richard Irvin, S. P. Nash, R. G. Rolston, Jacob S. Wetmore, New York; Edward P. Barton, Freeport, Ill.; William Shannon, Elijah Northey, Shannon, Ill.; Geo. A. Thomson, Henry T. Fuller, S. C. Tuckerman, Darwin Andrews, Racine, Wis.; D. W. Dame, Lanark, Ill.; H. A. Mills, Mt. Carroll, Ill.

At a subsequent meeting of the Directors, the following officers were elected, viz:

President.—Geo. A. Thomson.

Vice President.—Henry T. Fuller.

Secretary and Treasurer.—Wm. V. Baker.

The following officers were appointed by the President: Superintendent of Eastern Division, R. C. Tate, Esq., Office, Racine, Wis.; Superintendent Western Division, R. A. Knapp, Esq., Office, Savanna, Ill.; Engineer, Nathaniel Baillie, Esq., Racine, Wis.

Pittsburg and Connellsville Railroad.

We have received a copy of the Thirteenth Annual Report of this company. From this we learn that the earnings of the road during the fiscal year ending October 31, 1865, were:

From passengers		$181,453 34
" freight		203,087 19
" mails		3,650 00
" miscellaneous sources		6,172 83
		$394,363 36

The expenses were:

Conducting transportation	$65,815 07	
Motive power	82,065 31	
Maintenance of cars	17,364 22	
" road	86,981 77	
General expenses	11,775 99	
		264,002 36
Net earnings, 33.07 per cent.		$130,361 00

The gross earnings of the road for the fiscal year ending October 31, 1864, were $315,922 87; the expenses, $200,572 16; and the net earnings, $115,350 71—leaving an increase in earnings of $78,440 49; in expenses of, $63,430 20; and in net earnings of, $15,010 29.

Of the gross revenue, the main division of the road between Port Perry and Connellsville earned $256,771 38—an increase of $50,827 38, or 24.68 per cent. over the previous year; the Turtle Creek Division, $113,412 14—an increase of $24,720 81, or 21.40 per cent.; and the Fayette County road, $24,179 17—and increase of $3,343,17, or 14 per cent.

The earnings per mile run by trains this year were $1 44.62, against $1 18 last year—being 26.22 in favor of this year.

The cost of conducting transportation has been $65,815 07, or 24 cents per mile run by trains, which is $15,691 71, or 9.4 cents per mile run more than last year. The maintenance of road bed and bridges cost $86,981 77, or $1,208 per mile for seventy-two miles, the previous year it was $859 per mile. The cost of these repairs per mile run by trains was nearly 32 cents, being 7⅔ cents per mile more than during 1864. This increase is due to the large amount of new iron, ties, &c., placed in the track during the year. The motive power, including repairs of engines' fuel, oil, stores, wages, &c., has cost $82,065 31, or 30 cents per mile run, being 2.18 cents per mile more than the previous year. The maintenance of cars has cost $17,364 22, or 6.36 cents per mile run by locomotives, being 1.06 per cent. less than last year. The general expenses of administration have been $11,775 99, or 4.32 cents per mile run, which is $1,850 50, or 98 cents per mile run less than last year. The total cost of maintenance, working and administration this year has been, $264,002 36, or 97 cents per mile run by trains, against 76.64 cents per mile in 1864.

The work done in passengers and freights is, however, 10.35 per cent. greater than last year, which, with the renewal of so much of the track, will fully account for the increase.

The ratio of current expenses to gross receipts this year is 66.93, against 66.48 last year, leaving 33.07 per cent. net gain, against 33.57 per cent. last year, which is less favorable only by one-half of one per cent.

The number of miles run by locomotives has been 272,688, carrying 366,833 passengers an average distance of 15.5 miles—equivalent to 78,921 over the whole 72 miles of the road, or 5,682,294 one mile. Of these, 203,296 traveled eastward, and 163,537 westward.

The freight transportation was 220,214 tons of 2,000 lbs.; 27,527 tons passing eastward toward Connellsville, and 196,687 westward, toward Pittsburg, the westward bound freight being thus, 7.1 to 1.

The work of the previous year was 256,176 miles by locomotives, carrying 395,843 passengers an average distance of 11.6 miles, equal to 64,097 over the whole road, or 4,615,024 one mile. The freight was 199,552 tons, an average distance of 28½ miles, equivalent to 79,346 tons over the whole road, or 5,712,879 tons one mile. The proportion of westward to eastward bound freight in that year was 10.3 to 1.

As before shown, the net income for the year just passed was $130,361. This has been expended as follows:

For construction and equipment	$60,011 74
Coupons Turtle Creek Bonds	26,755 74
Right of way	1,635 87
Real estate	6,041 44
Interest on stock	67 21
Engineering	913 35
U. S., State and cities taxes	14,432 52
Interest on the floating debt	2,805 11
Profit and loss	1,194 76
Insurance	500 00
Baltimore City loan	2,823 75
Balance in hands of Treasurer	13,680 10
Total, as above	$130,361 00

The company have 12 locomotives; 11 passenger, 1 four-wheeled and 3 eight-wheeled baggage cars, 24 eight-wheeled house, 46 eight-wheeled gondola and 10 four-wheeled dumping cars.

The receipts from all sources during the year, including $5,256 61 from the previous year, were $418,980 46; and the expenditures, $412,427 80—leaving a balance on hand October 31, 1865, of $6,452 16.

The floating debt of the company at the close of the previous fiscal year was $69,233 58. In the present report it is stated at $64,207 43. Adding certain accounts payable not represented on the company's books, and deducting amounts in the hands of Treasurer and agents, together with the cash value of bonds and other assets pledged for part of the above, leaves $39,672 38 as the true amount of the floating debt of the company. The company have also $52,900 in bonds of the Borough of M'Keesport.

Nothing has been paid upon the interest debt due the City of Baltimore, except the 1st instalment of sinking fund, which, with its accumulated interest, now amounts to about $20,000. The balance of the floating debt can easily be met during the year from the current business of the road.

The Sand Patch Tunnel has been placed once more under contract, and the company hope and believe that they will be able to let the remainder of the line, and that there will be no cessation until its entire completion to Cumberland.

CONDENSED BALANCE SHEET.

Payments in capital stock		$1,774,773 43
Real estate bonds due 1868 and 1863		100,000 00
Loan of City of Baltimore due 1886		1,000,000 00
First mortgage construction bonds on Turtle Creek Division		400,000 00
Bills payable		26,140 87
Sundry accounts payable		38,066 56
Receipts from Transportation Department	$715,478 63	
Payments	270,358 57	
		445,120 06
		$3,784,100 92
Preliminary surveys		$8,965 47
Graduation, masonry and bridging		913,082 79
Superstructure		655,495 70
Right of way		126,890 29
Real estate		215,007 51
Depots, grounds and buildings		92,182 28
Rolling stock		198,820 07
Engineering department		118,045 26
General expenses		171,992 67
Sinking fund Baltimore City loan		12,000 00
Discount on city and county bonds		486,246 05
" bonds T. C. Division		16,525 00
Commissions on collections, etc		14,287 08
Interest account		530,944 16
Securities on hand and hypothecated		56,959 42
1st mortgage bonds T. C. Division		3,800 00
Wm. Larimer, Jr., interest not added		152,904 65
Sundry accounts including cash		9,952 52
		$3,784,100 92

President.—WM. ODEN HUGHART.

Directors.—Wm. Oden Hughart, G. L. B. Fetterman, John Fleming, William Phillips, William Baldwin, Joseph Pennock, Cyrus Meyers, Benjamin Deford, John A. Thompson, Johns Hopkins, Joseph R. Marston and W. W. Taylor.

Secretary and Treasurer.—JNO. H. PAGE.

Superintendent.—W. B. STOUT.

Chief Engineer.—BENJ. H. LATROBE.

☞ In the case of the second mortgage bondholders of the New London Northern Railroad against the railroad corporation, a question of demurrer raised by the railroad has been decided in favor of the bondholders by Judge Nelson of the United States Circuit Court at New York, and the case will be tried.

Montgomery and Erie R. R.

The Montgomery and Erie railroad company was organized on the 2d inst., under the General Railroad Law of this State. The following directors and officers were chosen:

Directors.—Joseph M. Wilkin, John M. Quackenbos, Daniel W. Warring, Henry Bergen, George Senior, Walter J. Mead, Henry V. McNeal, Ebenezer Van Alst, Christopher J. Mould, William E. Luquer of Montgomery, George Gouge, Bartow Wright, of Hamptonburgh, R. M. Vail of Goshen.

Officers.—Joseph M. Wilkin, President and Superintendent; John M. Quackenbos, Vice-President; Chas. J. Everett, (of Goshen,) Treasurer; H. B. Bull, (of Montgomery,) Secretary.

This company has for its object the construction and operation of a railroad to connect the village of Montgomery, Orange County, New York, with the Erie Railway, at Goshen.

The road will be almost an air line between the two points, ten and a half miles in length, of remarkably easy grades, and will be built of the broad gauge to conform to the Erie. The stock of the company is nearly all subscribed, and the road will be put under contract in a short time the engineers now being engaged in definitely locating the line.

Abstract of returns made to the State Engineer for the fiscal year ending Sept. 30, 1865.

New York City Passenger Railroads.

	Number of Receipts from Passengers.	Rec'ts from Passengers, other sources.	Total Receipts.	Operating Expenses, less expenses.	Earnings Paid.	Interest Paid.
Broadway and 7th Avenue	10,036,963	$602,216 48	$10,562 89	$612,779 47	$114,696 77	$108,341 29
Bleecker street and Fulton Ferry *	1,700,567	102,034 03	1,181 32	103,215 35	65,627 82	19,360 90
Central Park, North and East River	8,923,617	522,094 62	5,995 53	528,090 15	454,038 62	36,575 00
Dry Dock, E. Broadway & Battery †	5,456,822	292,499 90	6,213 81	298,713 71	218,352 26	
Eighth Avenue	14,402,236	627,152 97	.....	627,152 97	536,482 86	24,927 22
Forty-second st., & Grand st. Ferry	3,794,372	227,662 32	2,315 00	229,977 32	164,615 85	4,913 70
Ninth Avenue	1,490,284	74,514 21	.....	74,514 21	75,321 59	
Second Avenue	6,402,056	384,123 39	4,175 38	388,298 77	388,192 53	loss.
Sixth Avenue	7,737,672	462,232 26	19,991 40	482,223 66	571,079 00	106 24
Third Av. (about)	17,000,000	1,014,409 02	10,333 49	1,027,742 51	‡818,499 34	11,126 66
					214,243 17	42,868 70
						86,215 02

* From April 8. † From June 10, 1864. ‡ Operating and maintaining.

☞ The Atlantic and Great Western Railway Company have organised a Surgical Department and appointed Dr. J. T. Ray as Surgeon-in-Chief. A surgical corps along the whole line from Salamanca to Dayton is to be immediately organized.

European and North American Railroad.

This company has applied to the Legislature of Maine for an extension of the time in which to build and complete its line of road—further aid from the State in the construction of said line—additional power to enable said company to hold, exercise and enjoy its chartered rights in other States and provinces, with authority to issue mortgage bonds with the right to hold any connecting line of railway in New Brunswick as a part of its own line; to mortgage, lease or otherwise dispose of the same; to alter, amend and improve the location of its line, with authority to foreclose or lease any other line of railroad out of this State, or to lease or sell its own line to any other railroad company within or without this State, with the right on the part of any other railroad to enter into contracts therefor with this company.

Newark and New York Railroad.

The bill to charter the Newark and New York railroad company, now before the Legislature of New Jersey, names as corporators Cornelius Walsh, A. Hardenburg, John McGregor, Theo. P. Howell, Edgar B. Wakeman, John Hall, Theo. Runyon, B. C. Miller, G. Van Horn, Robert L. Smith, Jas. W. Durand, Danl. Demarest, Geo. D. Woodruff, and such other persons as may become associated with them. The capital stock is to be $500,000, with liberty to increase it to $1,000,000, divided into shares of $25 each. No subscription is to be allowed from any railroad corporation. There are to be nine directors, who are all required to be residents of the State. The company is authorized to construct a railroad from some point in the city of Newark, through the counties of Essex and Hudson, to some point at or near the Hudson River, south of South street, in Jersey City, with as many sets of tracks and rails as they may deem necessary. The bill contains the usual provisions for taking lands and carrying out the objects of the act. They are also empowered to connect and contract with any other railroad corporation, but must not construct the road in Hudson County north of the plank road, nor within 1,000 feet thereof in that county; nor shall they sell, lease, or in any manner dispose of their charter, or any of their franchises, to any other corporation or person, nor allow any other company to directly or indirectly acquire any control over the same. The company is also required to construct bridges over or under the railroad where any public road crosses the same, and if the road crosses the New Jersey Railroad track, it shall not do so on the same level, but shall pass over or under upon such grade as will permit the cars of either company to pass without obstruction. In crossing the Passaic River they shall provide a pivot draw, no less than the widest opening of any bridge now over the river or bay, and at right angles to the channel. They are limited to 15 cents for each passenger carried over the road, and $2 per ton for merchandise. The work must be commenced within three years, and completed within five years from July next.

☞ The amount of salt inspected on the Onondaga Salt Reservation, in this State, during the year 1865, was 6,385,930 bushels, of which 1,186,759 bushels were coarse, and 4,499,171 bushels were fine. The receipts for duties and penalties were $64,090 52, and the expenditures $45,000 52.

☞ The Albany and Susquehanna Railroad has been completed to within two miles of Otsego, Otsego County. It is delayed at this point by the incompleteness of a bridge on the Susquehanna river. The bridge will, however, soon be finished, and then the road will be pushed along to Unadilla, reaching that place about the 1st of March.

Journal of Railroad Law.

PLAINTIFF'S NEGLIGENCE.—COMPANY BOUND TO PROVIDE A SAFE WAY OF ACCESS TO ITS TRAINS.

The case of Warren *vs.* Fitchburg Railroad Company, decided in the Supreme Court of Massachusetts, was brought to recover damages for a personal injury received by the plaintiff, by being run over by the defendants' locomotive engine.

At the trial before Merrick, J., it appeared that the plaintiff, John Warren, who resided at East Boston, went to Somerville upon the defendants' railroad, and in the afternoon of that day returned to the station at that place, and purchased a ticket for Boston, and waited in the station for the arrival of the train from Lexington, in which he was to be carried. There were two tracks in front of the station, and the train from Lexington was to come down upon the track which was furthest from the station. When the whistle was heard, as this train was approaching the station, Mr. Bonner the station agent, said to the plaintiff, "The train is coming we will cross over." Mr. Bonner and another passenger then did cross over to the platform upon the other side of the track, and reached there before the train arrived. The plaintiff immediately followed them, but did not come out of the station on to the platform in front of it until the train had arrived and stopped. When he was about to step upon the rail of the track nearest to the station, he was struck by the engine of a freight train from Boston, and received the injury for which he claims to recover damages. The engineer upon the freight train testified that it was going at the rate of nine or ten miles an hour, and that the whistle was blown and the bell rung in the manner usual when approaching the station.

The jury returned a verdict for the plaintiff, with damages in the sum of $5,750; and the defendants having made exceptions, the following opinion was delivered by

HOAR, J.—The plaintiff could not recover unless he was himself using due care at the time when he received the injury, even if the carelessness of the defendants occasioned it. And the burden of proof was upon him to show that he used this care. So much is clearly settled.

In several recent cases it has been held that if the whole evidence introduced by the plaintiff has no tendency to show care on his part, but on the contrary shows that he was careless, it is the duty of the Court to direct the jury, as a matter of law, to return a verdict for the defendant. Lucas *vs.* New Bedford and Taunton Railroad, 6 Gray, 64. Gahagan *vs.* Boston and Lowell Railroad, 1 Allen, 107. Todd *vs.* Old Colony and Fall River Railroad, 3 Allen, 18. Wilson *vs.* Charleston Ante, 137. We should have no doubt, if the evidence in the case at bar had disclosed nothing more than that the plaintiff crossed a railroad track, with due notice of its existence, and without looking to see whether a train were approaching, that the principle of those cases would be applicable to this. Such evidence, with nothing to explain or qualify it, would not have shown the exercise of due care, but the contrary.

But we are of opinion that the other facts which appeared in evidence had a very important hearing upon the propriety of the plaintiff's conduct, and that all the circumstances taken together presented a case which was proper to be submitted to the jury, and which the Court could not rightfully withdraw from their consideration.

It was shown that the plaintiff had purchased his ticket entitling him to a passage to Boston, and was waiting in the passenger station for the arrival of the train; that when the whistle of the approaching train was heard, the station agent employed by the defendants, said to him, "The train is coming, we will cross over." Upon receiving this information and direction, the plaintiff followed the station agent from the room, across toward the train, which had arrived and stopped before he came out on the platform. The path by which he went to the train was somewhat oblique, so that the engine which struck him came in a direction partially behind him. Whether in this condition of things, in his anxiety seasonably to reach the train, which would stop but a moment, the plaintiff, at a station with which he was not familiar, would have been likely to be thrown off his guard by the direction to cross over, given without any caution or qualification; whether he might naturally, and without subjecting himself to the imputation of want of care, have considered himself under the charge of the defendant's agent, with an assurance that it was safe and proper to go directly to the cars were questions for the jury and not for the Court. They were submitted to the jury, with instructions which were appropriate and sufficient, and to which in the opinion of this Court, the defendants had no just ground of exception.

The next exception taken was to the instruction given to the jury, "that a person who had purchased a ticket entitling him to a passage on a particular train, was to be considered, while passing from the office or place of business where the purchase was made to the train, to take his seat in one of the cars of which it consists, as a passenger; and that the defendants were bound to exercise the same degree of care in providing for him a safe and convenient way and manner of access to the train, and in preventing the interposition of any obstacle or obstruction which would unreasonably impede him or expose him to harm or injury while proceeding to take his seat in the cars, as in the subsequent transportation and carriage of him." We think this instruction, though not strictly correct as a general proposition applicable to all cases of the kind, was not erroneous, if taken with the qualifications which the particular case afforded, and which must have been obviously understood as included in it. As a general statement it was too broad, because a passenger may buy a ticket at an office which is not in the same town, or even in the same state, in which he intends to take the cars.

The railroad company have no control over his movements, and he does not, by the purchase of a ticket put himself under their charge. But if he is "passing from the office or place of business where the purchase was made to the train, to take his seat in the cars," on the premises belonging to the company, connected with the railroad and under the direction of the company's agents, given to him as a passenger with whom the company have made the contract for conveyance which the purchase of the ticket creates, as was the case with the plaintiff. We think he is to be considered as a passenger and entitled to the rights of a passenger while so passing. It is the duty of the railroad company to afford to the passengers whom they undertake to carry in their cars a reasonable and safe opportunity to pass from the room or building in which they receive passengers for transportation, to the cars when the proper time comes for them to take their seats. The purchasers of tickets are bound to comply with all reasonable rules and orders of the company or their agents, as much when going to the cars from the station house, or from the cars to a place of safety beyond the railroad track, as they are when actually on board the train, and while the transit continues. The instruction to the jury, therefore seems to have been sufficiently adapted to the circumstances of the case, and this exception cannot be sustained.

The remaining exception was taken to the terms in which the Judge who presided at the trial defined the degree of care which the law imposes upon carriers of passengers for hire. The language used was precisely that in which the rule of law was laid down by this Court in the case of Ingalls *vs.* Bills, Met., 1. Upon a full examination and review of the English and American cases, Mr. Justice Hubbard in that case declared the result to be "that carriers of passengers for hire are bound to use the utmost care and diligence in the providing of safe, sufficient and suitable coaches, harnesses, horses and coachmen, in order to prevent those injuries which human care and foresight can guard against;" and the change of phraseology in the case at bar was only that required to adapt this rule to the circumstances of the carriage of passengers by railroad.

The rule in its full extent has been recognized and affirmed in several subsequent decisions. McElroy *vs.* Nashua and Lowell Railroad, 4 Cush., 400. Schopman *vs.* Boston and Worcester Railroad, 9 Cush., 24. The carriers of passengers are not, like the carriers of goods, insurers against everything but the act of God and public enemies. But they are bound to exercise reasonable care, according to the nature of their contract, and as their contract involves the safety of the lives and limbs of their passengers, the law requires the highest degree of care which is consistent with the nature of their undertaking.

The defendants object that they cannot be held to the exercise of the utmost care and diligence which human care and foresight are capable of. But such was not the language of the Court. They were only held to the utmost care in providing suitable and proper carriages, engines, tracks and agents, in order to prevent those injuries which human care and foresight can guard against. The object is to prevent such injuries as are the subject of human care and foresight, that is, such as are not inevitable. The duty is to use the utmost care in regard to the ordinary and usual appliances and means of carrying on their business. They are not to take every possible precaution to prevent injury; for that would be inconsistent with the cheapness and speed which are among the chief objects of railway traveling. But their care is to be exercised in relation to such matters and in such ways as are appropriate to the business they have undertaken, to afford proper and reasonable securities against danger; and it is only in regard to these, from the importance of the interests involved, that they are held

to a proportionate, that is to the utmost care and diligence.

Exceptions overrnled.

Railways of the United Kingdom.

The railway system of Great Britain is under a very rigid and practical supervision by means of the Board of Trade, who are entrusted with powers of inspection and action thereafter, to such an extent as to exercise a very stringent control of the lines. Before a single mile of rails can be opened for passenger traffic, a certificate must be had from the Board that the work is sufficient.

It also takes cognizance of all accidents whether occurring on passenger or freight trains, it requires and receives annual returns from the various companies, which are given in detail and state the accidents, the amounts of traffic of all kinds, working expenses, account of rolling stock, debenture stock, ordinary and preferred capital, amalgamations if any, working arrangements, sales and leases. Every year the result of these inquiries, examinations and reports are published officially, so that the public is put in complete possession of the condition and operations of these companies. From the report of this Board for the year ending December 31, 1864, just published, we obtain the following items of information.

The number of miles of railways in use, is 12,789, viz:

In England and Wales	8,890	miles.
Scotland	2,105	"
Ireland	1,794	"
Total	12,789	"

Increase during the year:

In England	322	miles.
Scotland	92	"
Ireland	53	"
Total increase	467	"

Total authorised capital up to the 31st Dec. 1864.

By shares	£390,413,137
" loans	130,109,197
Total	£520,522,334

The amount actually paid up is: ordinary shares £214,755,479; preferred do., £104,647,626; loan debentures, £90,030,792; debenture stock, £13,049,541—total, £425,483,438, being an increase from the previous year of £21,267,636. The amount of capital authorized in the year was £45,522,789.

The traffic over the United Kingdom, small as compared with the United States, was enormous. The number of trains run in the last year was 4,969,969, divided into: passenger trains, 3,106,651; freight trains, 1,863,318—an average of over 800 trains a day through the year. Number of miles run, 129,130,943. Passengers carried 229,272,165, exclusive of periodical ticket holders or what we would call commuters. The increase of ordinary travellers for the past year over 1863 was five millions, and the character of the passenger traffic which was known by these divisions of 1st, 2d and 3d class, was in the following proportions: 1st class 12.08 per cent of the whole; 2d class 28.47; 3d class 59.45. The per centage of receipts was as follows: 1st class, 25.89; 2d class 32.66; 3d class 38.64.

The number of cattle carried was greatly decreased, being 161,714 heads less than in 1863. The coal traffic increased by 7,402,627 tons, and general merchandise 2,397,666 tons. The total receipts for passenger traffic including extra luggage, parcels, carriages, horses and dogs, with mail subventions were £15,684,040—being an increase from the preceding year of £1,162,512.

The receipts from freight of all kinds were £18,331,524—being an increase from the previous year of £1,696,655. The total gross receipts were £34,015,564—showing an increase of £2,859,167. The total working expenses amounted to £16,000,308, or 47.03 per ct., showing a reduction of 1.20 per ct. from the preceding year. In Scotland this reduction of working expenses was 2 per cent. or 45 instead of 47; and in Ireland 2 per cent., or 47 from 49 of the expenses of the preceding year.

The business of these lines was carried on by the use of 7,203 locomotives, 16,985 carriages and 219,422 wagons.

The accidents were comparatively few—15 persons were killed and 698 injured out of the whole number of two hundred and twenty-nine millions carried; showing but a fractional loss of life, and much less than by any other mode of conveyance. We notice the British journals are discussing Railway subjects with much animation. Cheap railways are warmly urged as a necessity for secluded districts; and it is contended that for these, moderate and even natural grades are quite sufficient, and that these roads may be constructed easily for $20,000 per mile. Eminent Engineers have so declared publicly.

Then again it is maintained that railways should be permitted to be laid down very generally in large cities, on the ground that the space they occupy, even when it is necessary to remove buildings for their construction, is more perfectly enjoyed by the public in easy locomotion and saving of time and money, than can be counter-balanced by the loss or inconvenience of the few who have to part with their residences to make way for the accommodation. It is asserted that if modern progress and comfort can be aided on a grand scale, the greatest good of the greatest number should be insisted upon, and that if room is wanted it must be had.

It also appears that the British railways, at least in the hands of the original holders, or first stockholders are not a very good investment, producing but about 4 per cent. while the preferred creditors in the various forms in which they gather round a company in pecuniary difficulties, get all the profits. Considerable disgust prevails in consequence, and it is a curious fact that the English railway journals of which there are a number, are filled with complaints of all kinds against the management and policy of the principal companies.

Receipts of Grain at Tide Water.

The receipts of grain at tide water by the Erie and Champlain Canals compare as follows:

1849	11,986,690	1858	23,686,374
1850	11,585,610	1859	18,049,798
1851	16,762,613	1860	41,122,100
1852	18,583,875	1861	62,274,951
1853	19,316,019	1862	74,811,877
1854	23,796,038	1863	66,713,000
1855	21,613,904	1864	47,683,270
1856	30,793.225	1865	50,900,100
1857	16,142,310		

☞ It is proposed to extend the St. Louis and Iron Mountain Railroad *via* Pilot Knob, Mo., to Belmont, on the Mississippi River, opposite Columbus, Ky., the northern terminus of the Mobile and Ohio Railroad.

Interest and Dividends.

The Erie Railway Company have declared a semi-annual dividend of 3½ per cent. on their preferred stock, and a dividend of 4 per cent. on common stock; both payable February 5, less tax.

The New York Central Railroad Company have declared a semi-annual dividend of 3 per cent., payable, free of U. S. tax, on the 20th of February.

The Delaware and Raritan Canal, and Camden and Amboy Railroad Companies, have declared a dividend of 10 per cent., free of U. S. tax, payable in stock, on the 15th of February.

The New Jersey Railroad and Transportation Company, have declared a semi-annual dividend of 5 per cent., payable, free of U. S. tax, on the 1st of February.

The Cleveland, Columbus and Cincinnati Railroad Company, have declared a dividend of 5 per cent., payable, free of U. S. tax, on the 1st of February.

The Delaware and Hudson Canal Company, have declared a semi-annual dividend of 8 per cent., payable, free of U. S. tax, on the 1st of February.

The Hazleton Railroad Company, a semi-annual dividend of 6 per cent., payable, free of tax, Feb. 1.

The West Philadelphia Passenger Railroad Company, a dividend of 5 per cent. free of all taxes.

The Baltimore City Passenger Railway has declared a dividend of 5 per cent. on the par value of the stock, free of United States tax.

Grain Trade of Buffalo.

The following will show the comparative receipts of flour and grain into Buffalo by lake and Grand Trunk Railway, for three years:

	1863.	1864.	1865.
Flour, bbls	2,978,089	2,028,530	1,788,393
Wheat, bush	21,240,348	17,677,549	12,437,888
Corn, bush	20,096,952	10,478,681	19,840,901
Oats, bush	7,322,187	11,682,637	8,494,799
Barley, bush	641,449	465,057	820,573
Rye, bush	422,309	633,727	817,676
Peas, bush	131,820	96,845	61,396
Total grain, bu.	49,845,065	41,044,496	42,478,228
Flour to wheat	14,890,445	10,142,650	8,941,965
Grand total	64,735,510	51,177,146	51,415,188

☞ A decision has been given in the Lower Canada Court of Appeals, as to return tickets. Last year a jury gave $100 damages against the Grand Trunk for ejecting a passenger who insisted on traveling with a return ticket two days old. The Judges in the Appeal Court unanimously reversed the decision—holding that, by taking a return ticket, a special contract was entered into voluntarily to use it in the time specified, the rule being printed on the ticket; not doing so it became useless.

☞ An important railroad case has been decided before the Supreme Court at Washington. A person claimed certain property of a road, which had been offered for sale at auction and then withdrawn, on the ground that he was the highest bidder. The Court holds that bids at auction are not offers, and that to make an offer there must be a mutual understanding between the parties. The case is, therefore, decided against the appellant.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	---	----	---
Albany and Boston "	20,000	----	20	15
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	---
Allouez ..... L. S.	29,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	---
Arizona ..... Ariz. T.	10,000	100	----	---
Ascot ..... Ca.	20,000	20	----	---
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3
Balt. and N. C. ..... N. C.	2,000	5	----	35c
Bare Hill ..... "	----	----	----	140c
Bay State ..... L. S.	20,000	----	3½	9½
Beaver ..... "	20,000	----	1	---
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	15c
Boston ..... L. S.	20,000	----	5*	75c
B. and Corinth ..... Vt.	20,000	10	----	---
Brooklyn ..... L. S.	20,000	----	2	---
Brome ..... Ca.	100,000	5	----	2
Cabot ..... "	20,000	----	----	½
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	15c
Canada ..... Vt.	100,000	4	90c	80c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	---
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	---
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp ..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	---
Cleveland ..... Ca	100,000	5	----	---
Cliff ..... L.	20,000	----	----	---
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	---
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	26½
Copper Harbor ..... "	20,000	----	1	---
Copper Hill ..... "	200,000	1	----	15½
Copperas Hill ..... "	50,000	10	----	---
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	---
Deep River ..... N. C.	----	5	----	---
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	---
Dover ..... Ca.	200,000	----	1	¾
Dudley ..... L. S.	20,000	----	----	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2½
El Dorado (Silver) "	20,000	----	----	---
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	---
Everett ..... "	20,000	----	5*	---
Evergreen Bluff ..... "	20,000	----	----	12
Flint-Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	37½
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	---
Gardner Hill ..... "	20,000	----	5	50c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	---
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	---
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	50c
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	40c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	14½
Hanover ..... "	20,000	----	½	2½
Hartford ..... "	20,000	25	12½	---
Hazzard ..... "	20,000	----	----	---
Highland ..... "	20,000	----	7	3½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	4½
Humboldt ..... "	20,000	----	2	4½
Hungarian ..... "	20,000	----	1	62½
Huron ..... "	20,000	----	16	38
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	---
Isle Haute ..... "	40,000	----	----	---
Isle Royale ..... L. S.	20,000	5	16	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	---
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	----	---
King Phillip ..... "	20,000	----	1	---
Knowlton ..... "	20,000	----	2	6
Lafayette ..... Ca.	200,000	1	1	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	---
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	---
Madison ..... L. S.	20,000	----	1	1½
Malden ..... "	20,000	----	1	---
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	50c
Mass ..... L. S.	20,000	----	----	---
Massachusetts ..... "	20,000	----	----	---
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	---
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	---
Middlesex ..... "	20,000	----	----	---
Mineral Hill ..... "	----	----	----	55c
Minnesota ..... L. S.	20,000	----	3½	18
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	---
Morrison ..... L. S.	20,000	----	----	---
Nashua ..... "	20,000	----	----	---
National ..... "	20,000	----	5½	18
Native ..... "	20,000	----	3	50c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	---
New England ..... "	20,000	----	2	50c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ... N. J.	100,000	5	----	---
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	---
North State ..... "	20,000	----	3	1c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	3c
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	---
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	2½
Pewabic ..... "	20,000	----	3½	35½
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	12½
Pittsburg & Boston "	20,000	----	5½	56
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	---
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	55
Reid Hill ..... Ca.	200,000	1	----	---
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	---
Ridge ..... L. S.	20,000	----	----	---
Rockland ..... "	20,000	----	5	3½
Roscoe ..... Ca.	200,000	1	----	---
Rudisell ..... "	----	----	----	50c
St. Clair ..... L. S.	20,000	----	3	2
St. Flavien ..... Ca.	100,000	5	----	---
St. Francis ..... "	100,000	5	----	---
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	---
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	---
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	---
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	---
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	5	----	80c
Stadecona ..... Ca.	100,000	5	----	---
Star ..... L. S.	20,000	----	7½	1½
Stark ..... Vt.	100,000	2	----	---
Strafford ..... "	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2½
Sussex ..... "	20,000	----	----	---
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	---
Vernon ..... "	25,000	10	----	---
Victoria ..... L. S.	20,000	----	1½	---
Vulcan ..... "	20,000	----	----	---
Washington ..... "	20,000	----	----	---
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	---
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	---

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	¼
East River ..... "	6,000	50	----	---
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	---
Kahtadin ..... Me.	3,000	100	----	---
Lake Superior ..... L. S.	20,000	25	----	---
Massachusetts ..... "	25,000	1	----	---
Mount Pleasant ..... Pa.	10,000	50	----	---
Teal Lake ..... L. S.	----	----	----	2
Tyson ..... "	20,000	10	----	8½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute ..... "	----	----	----	½
Crystal Lake ..... "	----	----	----	---
Erie ..... "	----	----	----	21
Gay's River ..... "	100,000	2	----	---
Hampton ..... "	100,000	5	----	---
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	---
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point ..... "	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	---
National ..... "	200,000	1	----	---
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... "	20,000	25	----	---
Rossie ..... "	100,000	5	----	---
Shawangunk ..... N. Y.	100,000	5	----	---
Sussex ..... N. J.	----	----	----	40c
Union ..... "	100,000	5	----	57c
Wallkill ..... N. Y.	----	----	----	25c
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	65
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C. .. Md.	----	----	----	105c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14½
Beaver Meadow ... Pa.	100,000	50	----	---
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	---
Boston & Pictou.. "	100,000	5	----	---
Bridgeport ..... Pa.	30,000	10	----	---
Broad Mountain ... "	30,000	10	----	---
Butler ..... "	----	----	----	11
Cape Briton ..... N. S.	200,000	2½	----	---
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	44
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	---
Continental ..... "	10,000	50	----	78½
Cumberland (pref.) Md.	50,000	100	----	46
Daniel Webster ..... "	5,000	100	----	---
East Mahanoy ..... Pa.	----	----	----	---
Everhart ..... "	20,000	25	----	---
Franklin ..... Pa.	5,000	100	----	23½
Fulton ..... "	60,000	5	----	7½
Gilbertson ..... "	5,000	100	----	42
George's Creek ..... Pa.	10,000	----	----	105
Grand Tunnel ..... "	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	57½
Henry Clay ..... "	3,000	100	----	---
International ..... N. S.	20,000	50	----	---
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	41
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	---
Mahanoy ..... "	1,000	20	----	7
Metropolitan ..... "	----	100	----	---
Middle Coal Fields. "	----	----	----	7½
Milford ..... "	2,500	50	----	---
Mill Creek ..... Pa.	----	----	----	---
Mulgrave ..... "	2,000	----	----	---
Narragansett ..... R. I.	8,000	10	----	---
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	---
Penn. ..... "	100,000	50	----	157
Penn. Cannel ..... "	6,000	50	----	---
Picton ..... "	4,000	100	----	---
Pine Knot ..... Pa.	4,000	50	----	---
Port Hood ..... "	4,000	100	----	40½
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	---
Preston ..... "	----	----	----	20
Princess Alex. ... N. S.	5,000	100	----	---
Ridgeway ..... "	----	----	----	---
St. Clair ..... Pa.	5,000	100	----	11½
Schuylkill Valley .. "	20,000	10	----	16½
Shawmut ..... "	6,000	50	----	---
Short Mountain ... Pa.	16,000	50	----	26½
Stafford ..... "	----	----	----	---
Suffolk ..... "	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	---
Summit ..... "	40,000	20	----	---
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	---
Vandermark ..... "	20,000	50	----	---
Wyoming Valley .. Pa.	22,760	50	----	53

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	---
Acadia (G.) ..... N. S.	100,000	3	----	---
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	---
Alps (G.) ..... "	100,000	5	----	---
American ..... "	200,000	2	----	---
Am. & Mex. (S.) .. N. M.	----	----	----	---
Am. Pioneer ..... A. T.	----	----	----	---
Arizona (Silver) .. "	----	----	----	---
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	---
Beacon (G.) ..... N. S.	200,000	2	----	---
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	---
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	---
Bullion (G.) ..... "	200,000	25	----	---
Burroughs (G.) .. "	100,000	10	----	---
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	9½
Copalinshe (G.) ..... "	200,000	20	----	---
Corisannie (G.) ..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	---
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	---
El Dorado (G.) ... Nev.	100,000	5	----	---
Empire (S.) ..... "	----	----	----	---
Empress (S.) ..... "	----	----	----	---
Eureka (G.) ..... Cal.	----	----	----	---
Excelsior (G.) ..... Col.	30,000	10	----	12½
Frankfort (G.) ..... "	100,000	2	----	---
Garrison's (G.) ..... Col.	100,000	5	----	---
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field ..... "	50,000	10	----	---
Gold Hill ..... "	50,000	10	----	---
Gold River ..... "	100,000	3	----	---
Gould & Curry (G. & S.) N.	----	----	----	---
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	---
Holman (G.) ..... Col.	150,000	2	----	---
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	35c
Isabella (G.) ..... Col.	----	----	----	---
Kennebec (G.) ..... Ca.	100,000	5	----	---
Kent (G.) ..... N. S.	200,000	1	----	---
Lake (G.) ..... Col.	----	----	----	---
Lake Major ..... N. S.	12,000	50	----	---
Libertad (G. & S.) Mex.	----	----	----	---
Manhattan (G.) ..... Col.	100,000	10	----	---
Mariposa (G.) ..... Cal.	100,000	100	----	15
Massachusetts (G.) .. Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	---
Montague (G.) ..... N. S.	50,000	10	----	---
Montana (G.) ..... Col.	100,000	5	----	---
Montezuma (G. & S.) N.	100,000	5	----	---
Mt. Alpine (G.) ..... Col.	250,000	5	----	---
Mt. Vista (G. & S.) Nev.	50,000	10	----	---
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	---
New York (S.) ..... "	100,000	10	----	---
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	---
Otate (S.) ..... Mex.	----	----	----	---
Palma (S.) ..... "	----	----	----	---
Peck (G.) ..... N. S.	100,000	5	----	---
Peninsular (S.) .. L. Cal.	----	----	----	---
Picacho (S.) ..... A. T.	50,000	50	----	---
Pontiac (G.) ..... Col.	50,000	20	----	---
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col.	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	38½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	---
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	---
San Antonio (S.) .. A. T.	60,000	50	----	---
Santa Clara (Q.) ... Cal.	----	----	----	---
Santa Rita ..... Ariz. T.	----	----	----	---
Scottie (S.) ..... Ariz. T.	----	----	----	---
Sherbrooke (G.) N. S.	100,000	10	----	---
Sierra Nevada (G.) Col.	----	----	----	---
Silver Hill (S.) ... Nev.	----	----	----	---
Sonora (S.) ..... Ariz. T.	----	----	----	---
Southam (G.) ..... N. S.	100,000	5	----	---
Stafford (G.) ..... Ca.	100,000	5	----	---
Star (G.) ..... Col.	100,000	25	----	---
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	---
Victoria (G.) ..... "	100,000	2	----	---
Waverly (G.) ..... "	50,000	10	----	---
Windsor (G.) ..... Col.	100,000	10	----	---
United States (G.) .. "	75,000	20	----	---

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2 horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	45
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro'poli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	86
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	45
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	45
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	--	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	--	Worcester	96,657	76,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	---	32	28	Broadway (Brooklyn)	237,139	200,000	27.500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76.000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	---	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,636	9	100	130
30 Sep. '64	56.18	1.90	---	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	—
30 Sep. '64	11.75	4.00	---	28	—	Brooklyn City and Newtown	551,784	366,000	200,000	19,144	82,049	4,162	—	....	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,437	—	—	—	....	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90.000	50,000	25,000	15,000	—	—	—	....	—
30 Sep. '64	—	....	—	—	—	Buffalo Street	.....	.....	—	—	—	—	—	....	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfl'd.	33,500	15,000	18,500	—	—	—	—	....	—
30 Sep. '64	—	....	—	—	—	Central City (Syracuse)	.....	.....	—	—	—	—	—	....	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	.....	327,713	30.493	—	100	....
30 Sep. '64	17.25	—	---	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
30 Sep. '64	18.50	1.00	---	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	—	....
30 Sep. '64	12.00	1.00	---	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	....
30 Sep. '64	.....	.....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	—	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '64	—	....	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '64	11.00	7.00	---	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	....	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	....
30 Sep. '64	7.50	3.40	---	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	....
30 Sep. '64	16.00	—	---	---	--	Second Avenue (N. Y.)	1,155,915	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	---	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	135
30 Sep. '64	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '64	17.50	—	---	137	3	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	....	—	—	—	Troy and Cohoes	50,000	.....	.....	.....	leased.	.....	—	—	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	....
						NEW JERSEY.									
Dec. '62	5.32	—	---	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	....
Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	....
31 Dec. '62	10.47	—	---	---	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,300	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	51½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 830	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166.776	51,494	20	....	31
31 Oct. '64	11.00	—	---	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	33½
31 Oct. '64	—	....	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	11
31 Oct. '64	11.17	—	---	---	--	North Philadelphia	.....	.....	.....	.....	.....	.....	—	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'rg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,365	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	18
31 Oct. '64	5.20	—	---	---	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	71
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	....	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gras F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	38
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	34
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	71
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	---	---	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	---	---	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	---	---	--	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.63	—	---	---	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	69
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	....
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	?	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Dec. 31, 1865	Interest.—Rate.	Interest.—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	123
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95¼
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97
" " " ..... coupon		5	" "	1871	96½
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	101½
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	103½
" " " ..... coupon		6	" "	1881	103½
Loan of July 17, & Aug. 5, 1861 ..registered	264,230,800	6	" "	1881	103½
" " " ..... coupon		6	" "	1881	103½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	102
" " " (5-20s) ..... coupon		6	" "	1882	102½
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	101½
Bonds, Central Pacific R. R. Co	2,362 000	6	Jan. & July.	1895	103½
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..registered	172,770,100	5	Mar. & Sept.	1904	93
" " " " ..... coupon		5	" "	1904	93½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	102
" " " " ..... coupon		6	" "	1884	101½
Treasury Notes of July 17, 1861 ..... coupon	240,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 .. 1st series	800,000,000	7.3	Feb. & Aug.	1867	99
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	98½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	60,667,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	180,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	426,231,390				
Fractional currency	26,000,000				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	114
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	90
" — " " " ..... " ..	1,000,000	6	" "	1882	93½
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325.500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	76
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	83
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock ..... "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan, & July	1868	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	66,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	6	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	95
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..coupon	516,130	6	----	d'm'd.	80
" — " (R. R. etc.) ... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	95
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	95
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
" — " (st'k'g conv.) .. "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'k'g conv.) .. "	2,490,589	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88 '90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (") ..... "	300,000	5	" "	1893	----
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94 000	5	Jan. & July.	1874	----
" scrip	200 000	6	" "	'64-'66	----
"	247 000	6	June & Dec.	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " —Bounty Fund Loan ..... "	500,000	5	" "	'77-'78	96½
" —Coast Defence Loan ... "	1,000,000	5	May & Nov	1893	92½
" —Back Bay Loan ..... "	168,000	5	" "	1883	98
Michigan—Renewal Loan ..... coupon	216,000	5	" "	1880	----
" —Canal Loan ..... (sink'g f'd)	1,200,000	6	Jan. & July.	1878	92
" —War Loan ..... (" ") "	567,000	6	" "	1879	----
" —Redemption Fn (" ") "	2,000,000	7	" "	1886	100
Minnesota—State bonds ..... coupon	250,000	6	" "	'68-'88	----
" — " " (Indian war) .. "	100,000	8	Jan. & July.	1867	102
" — " " (Railroads) ... "	2,275,000	7	" "	1871	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	7	" "	1883	----
Missouri—Bank Stock Loan of 1857	63,000	6	----	'41-'71	----
" — " " "	199,000	5½	Jan. & July.	1863	----
" — " " "	100,000	6	" "	1863	77
" —Capitol Loan of 1857	40,000	6	April & Oct	1868	----
" —Renewal Loan of 1853	200,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. ..coupon	7,000,000	6	" "	1863	----
" — " " S. W. Branch .. "	4,500,000	6	" "	'72-'88	78
" — " " H. & St. Joseph "	3,000,000	6	" "	'87-'89	----
" — " " N. Missouri .. "	4,350,000	6	" "	'78-'87	77
" — " " Iron Mountain "	3,501,000	6	" "	'72-'87	----
" — " " C. & Fulton .. "	650,000	6	" "	'78-'89	----
" — " " Platte Co. .... "	700,000	6	" "	'87-'89	----
" —Revenue bonds ..... "	431,000	6	" "	1889	----
" —State Defense warrants	700,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	93
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348.107	5	" "	pleas.	----
" " — " " " ..	900,000	5	" "	1875	----
" " — " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " ..	1,000,000	6	" "	'68-'78	100
" " — " " " ..	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,898	5	----	d'm'd	----
" " — " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " ..	14,230	6	----	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " "	287,700	4½	J., A., J., & O	1864	----
" " — " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " "	320,000	5½	Jan. & July.	1865	----
" " — " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	86
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	5	" "	1865	----
" — " " (" ") ..... "	378,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	93
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,309	6	" "	1881	93
" — " " (" ") ..... "	2,400,000	6	" "	1886	----
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) ..... coupon	1.500	----	" "	1866	----
" — " " (" ") ..... "	279.318	----	" "	1868	----
" —Irreducib'e debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	89½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,080,814	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	91½
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,837	5	----	----	----
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5	----	1868	----
" " —Inscribed certificates ...	1,708,017	6	----	'68-'90	----
" —State b'ds (railroads) .coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	81
" — " " (interm. impr.) "	2,063,606	5	----	Var.	54
" — " " (railroads) ... "	12,799,000	6	----	Var.	88
" — " " (capitol) ..... "	608,000	5	----	1890	57
" — " " (Hermitage) .. "	48,000	6	----	1890	88
Texas—Had no debt in 1861	.....	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	----	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,528	738,527	677,625	719,911	731,270	599,762	6,938,611
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	355,075	294,804	224,022	3,703,116
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,686	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,834	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,805	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,968,980
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,280	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,589	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	154,614	208,291	1,942,993
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,334,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,628	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	16,296,915
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,063	403,571	2,922,976
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	601,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,843
1861	321,844	279,268	229,334	192,054	199,488	177.829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,180	236,637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	624,968	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56.687	46,452	81,329	55.257	48,544	512.218
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,903	95.453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,587	1,222,017
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	83,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62.907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163.734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	208,055	138,342	112.913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	228,840	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	172,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,939	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,641
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
Michigan Central:													
1860	110,712	107,749	160,311	165,741	153,510	123,085	128,393	193,540	261,423	300,474	196,182	129,022	2,025,143
1861	142,334	119,764	151,871	172,614	149.550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2.124,314
1862	230,159	159.658	151,902	175.696	186,039	174,002	172.189	216,624	295.956	322,369	307,474	258,634	2,650.702
1863	242,073	245,858	256,432	238,495	236,463	206,221	193,328	215,449	308,188	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,851	490,694	447,670	328,869	4,594,549
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743.599	709,671	637,792	529,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523.047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450.076	1,227,113	1,187,505	1,116,829	13,257,709
1865	957,869	613,381	956,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1859	146.722	155.327	188,609	215,475	225,464	230,377	248,862	241.695	264.622	283,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,206	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265.358	234.456	276,209	291,763	278,219	2,905,839
1862	192,218	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	746,955	526,009	6,224,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245.938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,947	675 380	701,352	691,556	914,082	7,129,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	759,406	807,382	713,472	570,826	8,438,394
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,743	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,16	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	462,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	178,722	162,571	218,553	216,737	222,924	207,098	162 6.4	2,235,975
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	136,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,853	137,666	94,574	1,172,100
1862	82,285	47,142	56,006	83,582	106,845	113,578	115,214	168,219	190,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105.554	116,379	150,595	151,062	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,826	244,114	241,840	221,570	220,200	265,164	2,060,522
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	379,941	375,534	361,610	247,023	2,926,24

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,086,000	6	Jan. & July.	"	1875	98½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefoutaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	108
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	85
" " $2,500,000	867,000	6	"	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	91
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	94½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mor'g.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	6	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	766,000	7	May & Nov.	" "	1893	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	85
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	402,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1883	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	36,850		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	660,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,600,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77
Land Security	3,344,600	7	April & Oct.	" "	1891	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	97½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	7,975,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,086,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	117
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	61	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1831	----
Lexington and Frankfort,						
Mortgage, due 1869 and '74	79,000	6	----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	93
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	176,000	6	" "	" "	'66-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	550,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	21,000	7	----	----	1886	----
Memphis Branch 1st Mortgage	286,000	7	----	----	'70-'75	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	84
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R. mort.	300,000	---	----	----	----	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	----	1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	119
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	95½
2d General Mortgage	2,194,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	85
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	----
Real Estate Depot	2,400,000	---	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
Mississippi Central:						
1st Mortgage	1,007,368	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7	----	" "	----	50
2d Land Grant	691,000	---	----	" "	----	----
Income bonds	513,300	---	----	----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	93,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----	----	----	----
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'68 '4'8	----
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1890	----
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92
D'bts of former Co's outst'ding.	100,000	---	----	----	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	684,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	2,392,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	"	" "	1883	99
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	94½
5th Mortgage	1,002,500	7	June & Dec.	"	1888	93½
Buffalo Branch	186,400	7	Jan. & July.		1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"	----	100
3d Mortgage	930,300	7	Jan. & July.		1867	93
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----
N. York, Providence and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-'78	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93½
2d Mortgage	3,077,000	7	" "	" "	1861	39½
North Missouri:						
State Loan (30 years)	4,850,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	94½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	85
" 1844, "	804,000	6	" "	"	1880	85
" 1848, "	101,000	6	" "	"	1880	85
1849, "	67,000	6	" "	"	1880	85
1857, (convertible)	564,000	6	" "	"	1886	116
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	696,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	71
2d Mortgage	937,500	7	" "	"	1862	22½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	137,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	681,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	9
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	928,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1855	144,500	6			1866	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	696,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,453	—	307,060	95,000	731	-------	23.8	53,325	89,470	46,029	7	----
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	-------	-------	122.4	317,844	517,808	134,609	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	538,490	3,000,000	927,000	-------	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	----
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	-------	62.0	145,650	360,167	140,891	16	----
28 Feb '65	50 0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	-------	-------	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	-------	-------	-------	49,663	197,387	86,946	3½	----
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	-------	810 982	66.0	211,836	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	-------	6,810,340	117.4	652,755	1,847,291	622,696	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	95½
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	---	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	-------	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,189	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,888	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10.200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	-------	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7½	105
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,964	-------	16,464.265	400.0	1,963,106	5,728,910	2,752,273	20	113
31 May, '65	242.0	688 0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,433	825,398	39,680,452	930.0	-------	6,820,75	1,802,272	—	29½
31 Mar. '65	181.8	—	----	—	59	69	1,196	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	-------	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	97
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	180.0	-------	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13.232,000	-------	32,080,110	708.3	3,386,850	6,329,447	2,463,194	8	117½
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	-------	2,953,955	1,391,000	-------	4,344,955	111.0	-------	489,874	210,950	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	-------	—	4,000,000	6,700,000	—	10,700,000	209.0	-------	2,084,074	600,767	—	42½
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	-------	1,142,834	1,240,000	-------	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	-------	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	100
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	-------	1,372,000	997,000	-------	2,975,878	84.0	384.539	771,763	307,832	----	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	-------	2,175,223	108.0	312,859	527,863	268,156	—	100
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	-------	1,538,743	132 0	-------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	36½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,983,150	*	169,379	1,900,150	88,000	-------	3,063,108	73 0	370,556	1,007,979	521,254	18	154½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	---	---	-----	*Burlington and Missouri River*	2,603,589	173,787	-------	1,497,947	1,343,870	-------	2,929.782	75.5	112,434	431,606	155,347	----	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 473.123	63,961	-------	3,649,396	960,000	27,364	4,891,849	160 0	200,813	412,156	162,268	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	-------	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276.024	—	1,562,169	2,980,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	----
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	-------	736,513	29.0	-------	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,445	126,735	12,200	1,109,594	276,000	-------	1,713,321	65.1	236,061	419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	933,047	4,314,540	2,172,515	8	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,200	—	3,242,318	586,000	339,297	5,855,320	80.0	190,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	206.0	-------	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	348,969	108.434	1,710,819	53.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada								
30 Jun. '62	186.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	-------	9,008,369	188.6	-------	340,898	-------	—	----
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7,565,489	-------	14,781,571	329.3	1,582.793	4,121,213	1,716,063	—	102½
31 Mar. '65	246.0	277.8	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	-------	18,284,315	523.8	2,157,124	4,289,466	1,881,113	—	66½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	-------	-------	1,550,000	-------	-------	-------	-------	-------	-------	----	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	----	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-------	-------	-------	-------	----	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	-------	-------	500,000	-------	-------	-------	-------	-------	-------	----	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	28	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	884,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	83.2	-------	250,047	121,659	—	----
								MISSOURI.													
Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	-------	-------	206.8	579.324	1,047,567	420,026	—	----
Feb. '65	268.8	—	17.7	68.0	28	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	37
Dec. '62	152 0	—	3.6	----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	----	----
Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	8,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	----
28 Feb, '65	77.0	—	5.9	206.0	---	---	-----	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	-------	3,883,402	114.0	100,562	197,744	1,895	—	----
1 Sep. '64	86.5	3.6	3 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,242	3,501,000	40,658	6,262,109	90.1	250,189	399,291	31 329	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	.....	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,638	205,584	7,957,381	36.5	76,844	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,148	2,990,998	109.5	189,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,926	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.8	161,056	450,222	236,767	6	94½
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,765	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,946	4,544,097	3	111
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,350,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,328	2,996,346	70.9	478,213	650,999	182,610	6	91
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,382	8	117
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	297,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	127½
30 Nov. '64	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	128½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,560	123,855	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	5½	68½
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	225,318	472,321	165,982	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	108½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,583	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell.)				5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,850	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	354,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	961,030	469,932	8	100½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	226,900	727	470,931	(Oper by B. & L.Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrender to the Commonwealth.)					—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	40
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,287,520	—	14,986 959	218.0	1,430.223	2,996,554	1,178,712	10	135
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1 088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	388,285	137,605	7½	95
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,596	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	321,985	138,049	8	59½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	195½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166.500	15,518	3,250,118	82.0	.....	210,265	210,265	7	91
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,286	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	114
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221.449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	114
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,047,950	1,164,500	31,200	4,536,946	53.0	270,000	570,764	171,755	7	103½
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635.000	145,000	5,960,452	33.8	610,427	1,563,607	777,626	10	145
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec. '64	.....	.....	.....	—	.....	.....	—	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440.026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	...	—	—	—	—	Warren	2,608,300	—	—	1,408,300	600.000	—	2,608,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38 5	—	.....	17.	—	—	—	West Jersey	1,461.219	*	—	588.400	700.000	—	1,288,400	—	—	207,952	91,644	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,004,145	1,016,739	173,722	2,794,607	82.0	65.472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	166,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	6,104	24,935,800	17,823,400	1,067,083	43,045,284	807.0	6,916,324	13,429,643	4,594,725	8	84
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,747	150.0	1,396,293	4,132,600	1,587,293	8	100
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,912	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,247	14	70
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,386	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	90½
30 Sep. '64	130.7	2.1	45.0	—	35	57	585	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,769	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,869,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	728,343	176,640	—	39½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	778,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,493	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	28	34	898	Rome, Water'n & Ogdensb'g	3,095,871	368,306	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	100
30 Sep. '64	40.9	6.7	3.9	—	8	17	99	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	61.3	114.725	257.035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,287	—	628,100	200,000	140,000	968,100	13.0	45.229	183,960	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	84.9	—	6.5	—	12	15	185	Troy and Boston	1,839,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,508	*	—	1,545,226	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	61.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,983	717,000	—	2,042,067	40.0	.....	154 600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,310,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,760	593,209	138,147	3,000,000	1,629,000	—	5 601,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	131.6	—	—	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	115
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	58	28	1,276	Cleveland and Pittsburg	8 575,965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	8	77½
31 May '65	109.	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	105
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	47,760	—	99
30 Nov. '64	54.6	61.5	12.5	—	14	12	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,059	oper	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,825	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,684	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '53	117 0	3.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '6'	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,988,496	596.400	251,867	3,343,966	1,341,093	14,202	5,172,133	205.9	386,409	719,924	145,900	—	19½
31 Dec. '64	116.0	3.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	382,807	189,488	—	—
31 Dec 64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,858	2,050,322	945,492	8½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0	.....	360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		27
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	58
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	150
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	27
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189.007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	128	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268.281	2,977,700	58.0	805.743	835,280	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,483,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	61½
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	32½
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	54½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	417,375		3,150,150	3,105,705		6,255 855	69.8	320,638	741,977	346,401		33
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,386 315	5,604,810	19,860,060	16,684,840		43,520,356	356.9	5,846,778	14.759 057	4 065,113	10	54½
31 Oct. '64	17.0	3.0	22.0		18	46	101	Phila., Germant'n & Norrist'n	1,139,079	262,399		1,358,100	315,000		1,673,100	24.0	263,739	423.147	207,823	8	54½
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,760,623			5.013 054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R.			Co.)		30
30 Nov. '64	152 9	46.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	50
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404	*	245,696	999,200	250,000		1,249,200	28.2	175,447	824,006	477,658	10	120
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000		9,349,300	197 0	839,238	3,205,560	1,365,200	10	57½
31 Oct. '65	59.5		31.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 64	198,820		1 774,773	1,500,000	64,208	3,784,101	72.0	272,688	394 363	130 361		9
31 Dec. '64	468.3		108.5		197	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,340	*		8,181,126	12,657,060		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	94
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791.597	Lease'd to Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,036	1 009,095	162,312	1,555,443	26.4	116,668	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	166,884		391,800	372,000	1,343	968,137	29.6	95,666	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	587,587	254,508	12	117
								SOUTH CAROLINA.													
31 Dec. '58	54.9		.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....		
31 Dec. '58	109.6		.....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6	.....	283,263	151,536	6	
1 Jan. '59	143.2	21.3	.....		.....	.....	.....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125.871	.....	
28 Feb. '59	102.0		.....		.....	.....	.....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220.014	96,145	.....	
31 Dec. '60	136.0	106.0	.....		62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6		.....		.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,600	99,110	1,137,707	47.6	.....	29.967	19.187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,284		536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....		
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....		
1859	59.0		.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	$19,518	.....	59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
1860	45.8		4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.8	87,950	127,953	87,248		
1859	30.0		0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....		
								TEXAS, (*all aided by State*).													
— — '58	32 0		.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....		
— — '58	56 0		.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....		
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....		
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568		
— — '59	25.0		.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....		
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,830,277	*		1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887		
31 May, '63	47.0	8.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	1
30 Jun. '63	23.7		0.9		4	6	89	Vermont Valley	1,212,274	89,612		616,164	793,200	.....	1,301,886	23.7	48,996	64,267	26,451		97½
30 Jun. '63	59.0	5.5	3.6		.....	.....	.....	Western Vermont	1,083,500	*		382,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.3		.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....		
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382		
30 Sep. '59	103.5		.....		8			Northwestern Virginia	5,322,150	*		468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,066	.....	167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1	.....		19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,351,500	292,842	4,745,256	133.4	.....	410,166	201,344		
30 Sep. '59	59 2	21.3	.....		14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852		7½
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,951,197	1,200,000	75 908	6,755,655	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,825	.....	78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000	.....	.....	23.7	12,542	.....	.....		
31 Jan. '60	80.0		.....		10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		75
								WISCONSIN.													
31 Dec. '64	196.0	175.0	.....		54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000		9,650,000	370.0	1,125,571	2,113,118	508 555		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milwkee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,000		8,452,351	234.4	968,183	1,711,281	505,330		
10 May, '64	108.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0		.....		31	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10	.....	236,798	67,652		
31 Dec. '62	49.0		.....		16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842		
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	17,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855		15
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,953,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6	.....		18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,132		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005		
1 July, '61	60.0		.....		.....	.....	.....	New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,232	60 0	.....	132 565	36,070		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....		20	18	160	Nova Scotia	4,273,401	*		4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	37,181		
								NEW GRANADA.													
Dec 63	48.				11	22	120	Pan ma	5,000,000	*		5,000,000	75,000		10,702,723	48.7	.....	1 337,438	1,328,934	13	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	70½
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	39½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,925	7	—	44
Chicago & Alton (preferred)	2,425,200	7	7	105
Chicago & Northwestern (pref.)	12,994,720	7	7	5 5
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	88
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William-port (preferred)	500,000	----	----	39
Erie (preferred)	8,535,700	7	7	33½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	62½
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	----	----
" " " (2d pref.)	904,473	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	----	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91½
Six per cent. Loan	2,432,274	6	A. & O.	1884	88
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	76
Improvement	568,500	6	M. & N.	1876	70
Susquehan'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,600	6	" "	1878	44
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	31
Delaware and Hudson	100	10,000,000	10	137
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	5	53½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	75
" (preferred)	100	1,175,000	10	112
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	22
" (preferred)	50	2,722,607	—	28
Susquehanna and Tide Water	50	2,048,260	—	5½
Union	----	----------	—	----
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	26
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	48 — @ 52 —
Pig, American, No. 1	50 — @ 52 —
Bar, Refined, English	110— @111 50
Bar, Swedes, assorted sizes (in gold)	90 — @ 97 50
Bar, Swedes, assorted sizes	165 — @175 —
Bar, English & American, Refined	125 — @150 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @200 —
Ovals and Half round	145 — @155 —
Band, English	— — @155 —
Horse Shoe	150 — @155 —
Rods, English	127 50 @130 —
Hoop, English	160 — @225 —
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	— 33 @ — 37½
Sheet, English, Single, Double and Treble	— 7½@ — 10½
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	57 — @ — —
Rails, American	85 — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 11½@ — 13
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 13½@ — 15
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 19 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 13
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 55
Sheathing, Yellow	— — @ — 40
Pig, Chile	— — @ — —
Bolts	— — @ — 55
Braziers'	— — @ — 55
American Ingot (cash)	— 38 @ — 39

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— 9 45 @ 9 65
German Refined	— 9 45 @ 9 65
English	— 9 45 @ 9 65
Bar per lb.	— — @ — 12
Pipe and Sheet	— — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terno Plates, 2½ cents per lb.

Banca per lb.	— — @ — 28
Straits	— — @ — 27
English	— — @ — 26
Plates, Charcoal I. C per box	15 50 @ 15 75
Plates, I. C. Coke	12 50 @ 14 50
Terne, Coke	— — @ 11 —
Terne, Charcoal	14 50 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	7 50 @ — —
Clinch (cash)	— 9 @ — 9½
Copper	— — @ — 60
Ausable Horse, Norway Iron, Forged	— — @ — 41
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— — @ — 32
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 74 @ — 75
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— — @ — 45

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	Th 18.	F. 19	Sat 20.	M. 22	Tu. 23	W. 24
Atlantic M. S. S. Co.	134	125	105	115	114	108½
At. & Gt. W. (O) 1st m't.	----	97½	----	97	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	44½	45	44½	45	45½
Central Am. Transit	21	----	----	----	----	15
Chicago & Alton	103	----	----	----	105	----
" " pref.	107	----	----	106	106	----
" " 1 M.	----	----	98	----	----	94½
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	113	----	----	112	----	111½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	81½	81½	82½	82½	81½	81½
" " pref.	57½	56½	57½	57	56	55½
" " 1st M.	----	84	84	----	----	84
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	91	----	----	92	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	88	----	----	----
Chicago & Rock Isl.	103½	102½	102½	102½	99½	98½
" 1st M. '70.	100	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	116	----
Clev. and Pittsburg	78½	78½	86½	84½	78½	79½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	85
" " 4 M.	----	----	73	----	73	----
Clev. and Toledo	----	105	105½	105	105	104½
" " S. F. 7 p.c	----	----	----	----	----	----
Cumberland Coal, pref	44	44½	46	46½	46½	47½
Del. & Hudson Canal	135	135½	136x	136	136	137
Del., Lack. & West.	----	----	----	150	----	150
" 1M. 8 p.c. '71-5.	----	----	98	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	----	91½	89½	90	86½	85½	85
" pref.	----	----	----	86½	83½	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	101	----	----	----	----	102
" 3 M. 7 p.c. '83	----	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	95	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----	----
Hudson River	104½	103	104	103½	103	102½
" scrip	----	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----	97½
" 2M. S. F.	101	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----	----
Illinois Central	----	----	127	----	----	120
" Can. bd. sc.	----	----	----	----	----	----	----
" bonds	----	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	50	----	----	----	----
" " 2d "	----	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----	----
Mariposa Mining Co.	14	----	14	14	14	13½
Michigan Central	104x	103½	----	104½	103	103½
" S F. 8p.c. '82	----	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----	----
M. S. and N. I.	68½	69	71½	70	68½	68½
" " guar'd.	----	----	----	----	----	----	----
" 1M. S. F.	----	----	95½	----	----	----	----
" 2 M.	----	----	----	----	88	----	----
Mil. and P. du Chien	----	----	----	----	----	----	96
" " 1st pref.	----	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----	----
" L.G. bonds	----	50	50	50	----	----
Missouri 6s	77	77½	77½	77	77½	77
" iss. to H. & St. J. R.	----	----	----	77	----	----	----
" " Pacific	----	80	----	----	78	----
New York Central	92	92½	93½	92½	91	91½
" Real Estate	----	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----	----
" " 7s, conv. '76	103	----	----	----	----	----	----
" " 6s, S.F. '83	----	92	----	----	92	----
" " 6s, S.F. '87	----	----	----	----	92	----
N. York & Harlem	----	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----	----
" 1M. 7p.c. '73	----	100	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----	----
North Carolina 6s	----	85½	85½	----	86	88	----
Ohio & Miss. cer.	----	26	26½	26½	26	25½
" " pref.	----	----	----	70	----	----	----
Pacific Mail S.S. Co.	210	203	188	180	185	180
Panama	239x	----	240	240	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----	----
Phila. and Reading	102½x	101½	101½	101½	100½	99½
Pitts. Ft. W. & Chicago	94½	94½	95½	90x	92½	92
" " 1M.	----	----	----	----	----	----	100½
" " 2M.	----	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----	----
Quicksilver Mining Co.	41	41½	----	41½	41½	41
St. L., Alton & T. H.	----	----	28	----	----	----	----
" " pref.	----	----	----	67	65	----	62½
" " 1M.	----	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----	----
" " Inc. b'ds.	----	75	----	92	----	----	----
Tennessee 6s, 1890	87½	88	88½	----	88	88
Tol., Wab. & Western	----	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	90	----	----
" " 2M.	----	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	Th 18.	F.19	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	97	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	95¼	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	93¼	----	92⅞	93	93	93⅛
U. S 5s, 10-40s, reg.	93⅛	----	----	93¼	----	----
U. S. 6s, 1881, reg.	104	----	----	----	----	----
U. S. 6s, 1881, coup.	104	103⅞	----	----	103⅞	103⅞
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	123
U. S. 6s, 1868, reg.	----	----	120	----	----	----
U. S. 6s, 1868, coup.	120	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅞	98⅞	----	98⅞	----	----
U. S. 6s, 5-20s, c. 1862.	103¼	103⅛	103⅛	103⅛	103⅛	103⅛
U. S. 6s, 5-20s, c. 1864.	102	101⅛	101⅛	----	101⅛	----
U. S. 6s, 5-20s, c. 1865.	102⅛	101⅛	101⅛	102	101⅛	101⅛
U. S. 6s, " reg.	102	102	----	----	102	----
7.30 Notes, 1st series.	99⅛	99⅛	99	99	99⅛	99
" " 2d series.	98⅞	99	98⅛	98⅞	98⅛	98⅛
" " 3d series.	98⅛	99	98⅛	98⅛	98⅛	98⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 23.

	W.17	Th.18	F.19.	Sat.20.	M.22.	Tu.23.
Cattawissa	29⅛	29⅛	----	----	----	----
" preferred	43⅛	42½	40	41⅛	41⅛	----
Camden & Amboy	126⅛	126⅛	----	114x	113⅛	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	83½	----	83¼	----
" mort. 6s, '89	----	----	90½	----	90⅛	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	59	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	54	----	----	----	----	53⅛
" 6s, '70	91⅛	----	----	----	----	----
" " 6s, '84	----	----	----	88	----	88
Lehigh Valley R. R.	61⅛	----	61⅛	----	61⅛	61⅛
" " 6s	----	----	----	----	----	90
Little Schuylkill R. R.	33	52½	31⅛	----	----	33
" " 7s	----	----	----	----	----	98
Long Island	----	----	----	----	35	----
" " 6s	----	----	----	----	----	----
Minehill	54⅛	----	----	----	54⅛	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	31	29	30	31
" " 6s	84	----	----	----	----	83⅛
" " 10s	----	----	----	----	----	----
Northern Central	45	----	----	----	----	45
Pennsylvania R. R.	55	54	54⅛	55	55⅛	54⅛
" 1st m.	----	----	----	----	----	95
" 2d m.	----	----	92⅛	----	----	----
Penn. State, 5s	88	88	86	86	----	----
" " 5s, coupon	----	----	----	86	----	----
" " 6s, W. L.	----	----	100	----	----	----
Philadelphia City, 6s	87⅛	----	----	----	87⅛	----
" " new	92⅛	92⅛	92⅛	92⅛	92⅛	93⅛
Philad., Germ. & Nor.	----	----	----	----	----	54⅛
Phila. & Reading	51⅛	50⅛	50⅛	----	50⅛	50⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	93	93	----	----
Philadelphia & Erie	29⅛	----	----	----	26⅛	30
" " 6s.	88	----	----	----	----	----
Philad. & Sunbury, 7s.	90	----	----	----	----	----
Schuylkill Navigation	22	22	22	----	----	----
" " pref.	29⅛	----	28	29	----	28⅛
" " 6s '82	77	----	----	75⅛	77	----
" " 6s '76	----	----	----	70	----	----
" " 6s '72	----	85	----	----	----	----
Susq. Canal	8⅛	----	8⅛	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	2	----	2⅛	----	4⅛
" " 6s '53	23⅛	24	24	25	25	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	57
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	39	----	----	37	37⅛	36⅛
Chestnut & Wal. "	----	----	61⅛	----	----	51
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	71	----	----	----	71	71
Spruce & Pine, "	38	----	----	----	----	37⅛

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M 22.	Tu.23
Baltimore City 6s, 1875	----	----	----	----	100⅛	100⅛
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100⅛	----	----	----	100⅛	----
Balt. and Ohio	----	111	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85.	99⅛	99⅛	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	86	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	19¾	18	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	Th. 18	F.19	Sat 20.	M.22.	Tu.23.	W.24
Boston and Lowell	90	93½	90	91	91½	
Boston and Maine	----	117	----	----	117	
Boston and Providence	----	----	123	----	127½	
Boston and Worcest.	----	----	----	----	----	
Cheshire, pref.	44	----	----	----	----	
Concord	----	59	59½	----	----	
Connecticut River	103½	103½	----	----	103	
Eastern, Mass.	99½	99½	99½	----	----	99
Eastern, N. H.	----	----	----	98½	----	98½
Fitchburg	105½	106½	105½	----	105½	
Manchester & Lawr'ce	105	----	----	105	105	105½
Michigan Central	105	105	----	----	----	
Northern, N. H.	----	----	----	----	90	91
Old Colony and Fall R.	99½	100	100	----	100½	100½
Ph., Wil. & Baltimore	59½	----	59⅜	58½	58	57½
Portl'd, Saco & Porta.	94	94½	----	94½	----	----
Vermont & Canada	97½	97½	----	----	97½	
Vermont & Mass.	40	40	39½	40	40	
Western	135	----	----	----	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	----	----	----	----	
Metropolitan "	46	----	----	45	46	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	26½	26½	26½	26½	26½	
Franklin "	37	----	37½	----	----	
Huron "	----	----	----	----	----	
Isle Royale "	14½	14½	14½	14½	----	
National "	----	----	----	----	----	
Minnesota "	18	18	----	----	----	
Pewabic "	36	----	37½	35½	----	
Pittsburg "	55	55	56	56	----	
Quincy "	55	55	55	----	55	
Rockland	3½	3	3½	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 5th of January:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	64½	"	64⅝
Virginia State 6s	48	"	52
Do. 6 per cent.	40	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	77	"	79
Do., 2d mort., 1881	76	"	78
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	73	"	75
Erie shares, $100 (all paid)	56	"	57
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, all paid	76½	"	77½
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	33	"	36
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, January 27, 1866.

Stock Exchange and Money Market.

While the leading journals of Europe are expressing the most flattering opinions of our financial policy as developed and maintained by our Secretary of the Treasury; while the *Times* in fact holds out the example of the United States as one which England herself might do well to imitate; we cannot conceal our anxiety lest it may be endangered by the conduct of a party in Congress which seems bent on a system of repression which is even now telling upon our general financial prosperity.

Although the Union is restored, and the Southern States have returned to it with an alacrity quite unexpected, the loyal States are bearing almost alone the entire burthen of taxation. All our calculations of revenue and income as yet have been tabulated with reference to them; when we speak of incomes, of the payment of the National debt, we have thus far almost entirely ignored the Southern States; and if the conduct of some of our representatives in Congress expresses their opinion—if their action indicates their meaning—then the loyal States are to be left to bear for years to come the burden of this debt, and the pressure of this taxation. By persistently closing the Halls of Congress to the representatives of the restored or reconstructed States, these legislators are in fact exempting those States from their proper share of the public burdens, depriving the Treasury of the income due it there from internal revenue, and putting off the day indefinitely of a return to a sound condition of our finances. They are not only unfairly favoring those Southern States, but they are also injuring the people of the North. The whole united resources of the Nation are required to free us from the pressure of this great National debt, and the constant irritation of indiscriminate taxation. Every energy, every effort is required to remove this load; and yet such is the fanatical and selfish conduct of some of our National politicians, that for the sake of a personal and party success, to be achieved only by a radical departure from the policy of the administration, if not a deadly opposition to it, the country is to be left in a state of paralysis, a political hemiplegia which may finally become fatal to the whole system. Mr. Guthrie a Senator from Kentucky recently took a profound view of this subject, when he declared that the conduct of these legislators was endangering the financial condition of the country, or at least lessening its vital power and impairing its natural strength. And this is our opinion. The sooner the old Union is homogeneous again as it once was, as soon as every part of it contributes its share to the Treasury, we shall see an immense and a most favorable change in our finances. The South in the course of a single year should be able to furnish its usual quota to the public Treasury. In that case we might lighten taxation, restore a specie value to our currency, and form a sinking fund large enough to secure within a reasonable period, the entire discharge of the National debt. This is an object worthy of our past fame, our past history, our moral convictions, our political faith and our American feelings. This effected, we shall have handed down to those who come after us, not only a theoretical, but a practical illustration of the value and probity of our republican institutions; a country not only without political fear but financial reproach. The future page of history would brighten with this fact, and the world as it then rolls on, would be benefitted by our example.

The Governments of Europe and of Asia, have been but wasters of the money of their people. National debts are chronic with them. The great families which direct them become rich and selfish, by the spoils they wring under official pretences from the labors of the people. After them, they care little what happens, the deluge or anything else. Thus in England, they complacently look forward to the year 2000, as that in which their National debt may be extinguished! Of course those of the present generation feel no anxiety about the proportion their estates might be called on to contribute. It is a distant shadowy period

into which they cannot look and do not care to, even if they could. But we have an entirely different feeling. We have paid off two National debts. If we have unfortunately been compelled to incur a third, those who have been driven to this necessity wish to take their full share of the consequences, and to be remembered by their children as careful ancestors who manfully exerted themselves to remove the burthen which was created by their means, though ever so unwillingly. It seems plain to us, therefore, that one of the most obvious and just of all financial measures just now, is to bring back as soon as possible every element of financial strength which a restored Union places within our control.

The remarks of the great leading foreign journals just now upon the financial condition of this country are singularly interesting. They begin to see that "we have a country," and one of some importance. After exhausting the unusual language of eulogy on our great military men, they are now praising without stint Mr. Johnson our President. So too, Mr. McCulloch comes in for a full share of admiration. The soundness of his views, the frankness of his opinions, and the resolute tone of his reports excite deserved attention. The manliness with which he accepts the situation, and the unanimity with which he is supported by the large majority of the enlightened press of the country, astonish the foreign editors. We find in the Paris *Journal des Debats* of the 2d January, a laudatory article on Mr. McCulloch's official report, from which we translate a few of the most striking paragraphs. Of this that journal says, of all the reports transmitted to the American Congress, his certainly "merits the greatest consideration on both sides of the Atlantic." After stating in full his plans of finance it says: "Such are the financial projects of Mr. McCulloch, conformable to good sense and honesty," with every assurance of success. The journal comprehends as fully as we do, the opposition he will meet to any plan of reducing paper money, that of "powerful associations," combinations financial and industrial who are benefitted by the high prices, the banks who profit by the emissions of paper money, and the speculators on change, who are strongly represented in Congress, yet having a deplorable influence "on morals and the true wealth of nations." The journal advises the American people to close their ears to all dangerous sophisms, and "after having astonished the world by exhibiting their victorious generals submissive to the laws, able Presidents without ambition, financiers intelligent and sincere, they will put the finish to these wonders by setting an example of a Nation, which after having been a borrower knows how to pay its debts."

We also observe in our foreign files some curious remarks on our foreign trade, and particularly on the character of our exports.

During the past year we sent to Great Britain 1,253,057 hundred weights of wheat and flour against 9,578,437 in 1864 and 10,812,525 in 1863. Petroleum shows a similar decline. During the past year we exported to England of this article but 5,790 tons, against 15,455 in 1864, and 29,272 in 1863. In the cereals, Russia, Germany and France are now without competition from us in the British markets. This great falling off is easily explained. Paper money has so raised the prices of everything in this country, such a false and fraudulent estimate of values has been adopted, that we cannot send any of these articles abroad to be sold at prices which the world elsewhere is willing to give; and at which they are selling their own products.

And we shall continue to be in this position till we return to a sound and honest currency, when a promise to pay a debtor is really good for what it promises. In connection with this question we may properly allude to another. It is now a positive certainty that the Reciprocity treaty will go out of existence in March next, according to the notice given by our Government. Whatever future arrangements may be made will be the result of special legislation. The Canadian Government has a representative agency of ministers at Washington to obtain some extension of time for the expiring treaty, or some new form of commercial intercourse. It is to be remarked that the Lake Cities and their Boards of Commerce have apparently ceased to take any further interest in the subject, since the time of the Detroit Convention; while on the other hand, the city of Boston exhibits a warm interest in maintaining the former commercial relations. There seems to be one way of getting over the most serious difficulties, which is direct and practicable. The fisheries and the coal are essential to the Eastern and Northern States, and these are the most important gains under the treaty of 1854. The navigation of the river St. Lawrence is practically of little advantage to the United States. The commerce of the Lakes and the products of the West prefer the outlets of the American canals and railways in preference to the stormy and ice bound channels of the St. Lawrence; they lead to a near and certain market, which is within reach of the telegraph and rapid mail service. Our Government in order to retain the fisheries has only to make an arrangement with the maritime provinces whose interests are more close with ours than with Canada, and the affair will be easily settled. These provinces are not disposed to confederate and come under the domination of the larger political power of Canada to swell its consequence and lose their own. They have a trade with Boston of 17 millions a year, a good market to buy in and to sell in, and to retain this position will give up confederation and continue us in the enjoyment of the fisheries. Our cereals and coarse grains sell there readily for gold and yielding us a large profit. We can therefore make an arrangement which will be very reciprocal in its character, and meet all the exigencies of the occasion. If Canada is left out in the cold, it is her own fault; and if the Lake cities are indifferent to the subject, a few years experience will point out the error if any has been made.

The weekly averages of the associated Banks for the week ending January 20th show an increase of loans of $41,439,533; in deposits of $1,049,249; in circulation of $1,312,795; also a decrease in specie of $1,587,196; and of legal tenders $220,065. The balance in the Sub-Treasury on Wednesday was $88,851,843 11.

Money has been very easy. The rate has been as low to a large number of borrowers as 4 per cent., while exchange is sluggish and dull. The stock of cotton in all the ports ready to be shipped is estimated at 600,000 bales of which 222,000 are in store in this city. We also learn that a good crop is after all to be expected during the present year. We have noticed some statements recently published in the South to the effect that it will be unusually large, though this does not seem to be probable.

The British money market is evidently very unquiet. The Bank of England has raised the rate of interest to 8 per cent., and the demand for American securities, with the continued supply of cotton, seem to excite an apprehension of a drain for specie.

Railway securities have recently been unsettled in the cash market. There seems to be an intention in a large party of operators to depress their values at the present moment, so that we hear from them of a temporary decrease of receipts, doubts as to dividends earned, and various other stories of a depressing character. Yet notwithstanding we perceive when the opportunity comes, these same parties can effect a sudden rise of 8 or 10 per cent.

The truth is that all the street stories are to be received with caution. If parties interested will but examine our tables, they will be much better able to judge of the business, and values of these railway companies, than they can in any other way, and with a much greater certainty. The railway interest of this country is a sound one, the companies that have not had their roads destroyed by hostile armies, have been able to reduce their indebtednsss and are out of danger; their annual receipts show an increase, in some cases very large in amount; while from the South we learn with satisfaction that the companies there are reconstructing with great vigor, and business is rapidly reviving. Holders of railway securities may therefore as a general rule hold on to their investments with confidence; and should remain unmoved by the reports of the street, or the combinations and corners announced there. Our railway system is just as sound as ever it was, and the condition of the roads just as stable; a temporary depression in the business of any of them being no more destructive to their general prospects, than a temporary derangement of the stomach would be to a man in full health. It will be perceived by our tables, that for the last year the earnings of our railways, have exceeded by very considerable sums those of the preceding year. Omitting the earnings of December those of the eleven months, exceed those of the whole of the previous year.

Gold has had another slight decline, Exchange is down again, and Governments are steady, and taken principally for permanent holders. The market is however quiet.

The exports for the week were of the value of $4,860,386 including 11,589 bales of cotton of the value of $2,945,717. The failure of the Columbian Marine Insurance Co. is announced, but is believed, the result will not be as disastrous as some persons have supposed.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 7s, Bounty Loan, 99¼; do., 6s, 1877, 95; Louisiana 6s, 80; Ohio 6s, 1881, 93; Brooklyn 6s, Water Loan, 92; N. J. Central, 114; Morris and Essex R. R., 103½; Buffalo and State Line, 195; Norwich and Worcester, 95½;

Hartford and New Haven, 170; Chicago and Milwaukee, 57½; do., 1st mort., 85; Mariposa pref., 17; do., 1st mort., 48; Pacific Mail scrip, 165; Schuylkill Coal, 16⅛; Central Coal Co., 44; Ashburton Coal, 13½; Rutland Marble, 15; Western Union Tel., 51; Bank of Commerce, 104; Shoe and Leather Bank, 102½; 4th National Bank, 98; 9th National Bank, 108; Bank of America, 135; Am. Ex. Bank, 111; Metropolitan Bank, 122; Central Bank, 108; Fulton Bank, 150; Manhattan Bank, 135; Continental Bank, 96; Importers and Traders Bank, 100; Bank of New York, 112; Bank of Republic, 112.

Philadelphia.—Union R. R., 26; Girard College R. R., 25; Big Mt. Coal, 5½; N. Y. and Middle Coal Fields, 7⅛; Fulton Coal, 7¼; St. Nicholas Coal, 8; Clinton Coal, 1¼; Shamokin Coal, 10; Mahanoy Coal, 7; Lehigh Zinc, 35; Keystone Zince, 1; Girard Bank, 52; Kensington Bank, 94; Farm. and Mech. Bank, Ky., 122; Bank of Kentucky, 96¾; Bank of North America, 200; Merchants and Manuf. Bank, Pittsburg, 57; Commercial Bank, 50¼; Corn Exchange Bank, 63; Penn. Township Bank, 50; Corn Planter Oil, 1; Dalzell, 2; Era, ⅜; Junction, 1⅛; Keystone, ⅝; Maple Shade, 3¾; McElrath, 1⅝; McClintock, 1⅝; Ocean, 15½; Spencer, 1¾; St. Nicholas, ⅜; Sugar Creek, 4½; Sugar Valley, 3¾; Wm. Penn., 1⅜. The latest quotations are: City 6s, 87⅝@87⅞; do., new, 91@91¼; State 5s, 86@86¼; do., coupon, 86@88; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 57½; Reading, 49⅝@49⅞; do., 6s. 1870, 93@93½; do., bonds, 85@86; do., con., 100@107; Camden and Amboy, 114@114¾; Penn. R. R., 54@54¼; do., 1st mort., 94½@94¾; do., 2d mort., 92½@92½; Little Schuylkill R. R., 31@33; Morris Canal, 75@75¼; do., pref., 112@116; do., bonds, 85@95; Wyoming Valley Canal, 56¾@57½; do., 6s, 80@85; Susquehanna Canal, 8¾@9; do., 6s, 44@50; Sch. Nav., 21@22½; do., pref., 28@28¼; do., 6s, 1882, 75¾@76; Union Canal bonds, 24@25; Delaware Div. Canal 31@31⅛; do., bonds, 80@83; Elmira and Williamsport, 27@30; do., pref., 38@39⅛; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 53@53½; do., bonds, 1884, 91@91; North Pennsylvania, 33⅛@33¼; do., 6s, 83@84; Philadelphia and Erie, 29@29½; do., 6s, 86@87¾; Minehill, 53½@54½; Catawissa, 27@27⅛; do., pref., 39@39¼; Lehigh Valley, 61¼@61½; do., bonds, 89@91; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 71@71½; West Philadelphia, 67@70; Spruce and Pine, 37½@37½; Green and Coates, 30@34; Chestnut and Walnut, 51@51½; Thirteenth and Fifteenth, 32@34; Girard College, 25@27; Tenth and Eleventh, 52@53; Norristown, 53@54; Union, 25@28; Hestonville, 36¼@36½.

Boston.—Rutland and Burlington 1st mort., 71; do., 2d mort., 22¼; Vermont and Massachusetts 6s, 90; Eastern R. R. 6s, 1874, 94; Vermont Central 1st mort., 81; do. 2d mort., 25; Old Colony and Fall River 6s, 1867, 96¼; Cheshire 6s, 1380, 88¼; Central Pacific R. R. 7s, gold, 99¼; Conn. and Pass. Riv. 6s, 88; Mad River and Lake Erie 6s, 1900, 68; Northern (Ogdensburg) 1st mort., 93¼; Ogdensburg and Lake Champlain R. R., 38½; Sandusky, Dayton and Cin., pref., 27¾; Cape Cod R. R., 68¼; Granite Railway, 60; Lynn and Boston Horse R. R., 6s, 1886, 88; Maine 6s, 95⅛; Connecticut 6s, 1882, 98; Massachusetts 5s, 1883, 95; do., 5s, 1876, gold, 108¼; do., 1894, gold, 93¾; Bangor 6s, 1874, 89¼; do., 1876, 90¼; Bath 6s, 1891, 91¾; Chicago 7s, 1884, municipal, 92; Boston 5s, 1886, gold, 95; Cambridge 6s, 1875, 95; Roxbury 5s, 1880, 87½; St. Louis 6s, 1878, 85½; Boston Water Power Co., 25; Waverly Co., 4⅜; Essex Co., 96; Boston and Mahanoy Coal, 11¼; Bear Valley, etc., Coal, 14¾; Mammoth Vein Coal, 8; Short Mt. Coal, 26⅝; Excelsior Gold, pref., 12½; Adams Express, $400; Chelsea Gas, 96; East Boston Gas, 26; Roxbury Gas, 155; Atlantic Bank, 110½; Traders Bank, 94; Merchants Bank, 110; North Bank, 110¾; Howard Bank, 99¾; Suffolk Bank, 117¼; State Bank, 105; Shawmut Bank, 107; Exchange Bank, 129⅞; Eagle Bank, 110½; Albany and Boston Mining Co., 15; Bay State, 9¾; Hancock, 14¼; Humbolt, 4¾; Native, 50c.; Phœnix, 12½.

Baltimore.—N. W. Va. 1st mort., 99; Maryland 6s, 1870, 100¾; Springfield Mining Co., 0.80; Bare Hill, 1.15; Maryland, 0.48; Mineral Hill, 0.45; Silver Valley, 0.10; Santa Clara, 9¼; Penn. Oil, 0.65; Baltimore Chrome, 0.80; Bankers and Brokers Tel., 9¼; Marine Bank, 31½; Bank of Baltimore, 106. The latest quotations are: Balt. and Ohio, 111@112; do., 6s, 1867, 96@99; do., 1875, 98@98; do., 1880, 98@98; do., 1885, 99@99; Northern Central, 45@45½; do., bonds, 1885, 85½@86; N. W. Va. 1st mort., 1873, 97@99; do., 2d mort., 95@98; do., 3d mort., 1885, 20@30; do., guar., 92½@98; Marietta and Cincinnati 7s, 1891, 84@85; Central Ohio 1st mort., 80@85; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@79; do., guar., 97½@100; Maryland 6s, coupon, 1870, 100¾@101; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97@98; do., 1873, 97¾@101½; do., 1875, 100@100¾; do., 1886, 98½@99; do., 1890, 100@100½; do., coupon, 100@100⅜; do., 5s, 1838-'70, 81@85; City Passenger R. R., 18@18½; Canton Co. 44@44¾; Gardner, 0.30@0.90; Gas Coal, 0.60@0.65; Maryland, 0.45@0.50; North State, 0.10@0.10; Springfield, 0.75@0.80; George's Creek, 101@106; Santa Clara, 9¼@10; Balt. Chrome, 0.75@1.00; Bare Hill, 1.05@1.10; Atlantic Coal, 1.05@1.10; Mineral Hill, 0.40@0.50; Baltimore Coal, 140@200.

Vermont Central Railroad.

We understand that the Vermont Central Railroad Company have recently put upon the market a loan for $700,000, with interest at 8 per cent., payable semi-annually, free from Government tax. Already $500,000 has been taken, and the early negotiation of the balance will secure by the increase of rolling stock and other facilities such an addition to the business of the road, as will render certain the prompt payment of the interest on the first mortgage bonds, and of course greatly improve the prospects of the second mortgage bondholders. The earnings of the Vermont Central for the last five years have shown a steady and flattering increase, the receipts from December 1, 1864, to December 1, 1865, amounting to $1,565,151 09, or more than double the earnings of 1860 and 1861. The road is now in excellent condition and doing a large and profitable business, while with the increased facilities which it will shortly be able to command, its legitimate business will be greatly extended.

Central Pacific Railroad.

There is just prepared for the signature of the President a patent for some 45,000 acres, selected under the Acts of Congress of 1862 and 1864, along the line of the first section of the Central Pacific Railroad, being that part which has been finished, duly equipped, and put in complete running order. The patent or grant is elegantly embellished with the coat of arms of the U. S., surrounded by the symbols of agriculture and commerce, and is accompanied by a map of the Union, exhibiting every State and territory, and the line of route for the Central and Union Pacific, as well as the proposed line of route for the Northern Pacific.

Lehigh Valley Railroad.

The Lehigh Valley Railroad extends from Easton to Wetherly, some seventy miles long, with side lines through the Mahanoy coal region, &c. The company have in contemplation extensive connections north, into the State of New York. It will also, under a decision of the Supreme Court of Pennsylvania, extend its road into the Wyoming Valley, probably the most prolific coal region in the world.

Connecticut and Passumpsic Rivers R. R.

The earnings and expenses of this road for six months ending November 30, 1865, were as follows:

Earnings:		
From passengers		$110,332 77
" freights		153,946 58
" mails, express and rents		7,269 89
		$271,549 24
Expenses:		
For car and locomotive repairs	$36,879 59	
Road and bridge repairs	43,589 05	
Stations and buildings	5,475 27	
Fuel	13,347 26	
Oil and waste	2,940 70	
Freight expenses	10,560 46	
Passenger expenses	6,992 94	
General expenses	14,062 79	
Loss and damage to goods, &c.	1,791 28	
		135,639 34
Net		$135,909 90
Corresponding six months 1864		124,301 40
Increase		$11,608 50

☞ The Hudson *Star* says there is every reason to believe that immediately upon the opening of Spring the St. Croix and Superior road will be pushed vigorously forward. All the movements connected with this road look like business, and we hope soon to be able to announce that the work is again progressing.

☞ The State of Virginia (through her legislature) and the town of Fredericksburg (through her council) offer a bonus of $272,000, in work already done, to any party who will contract to build and equip the Fredericksburg and Gordonsville railroad, within the next five years. The road has recently been examined by an engineer, who estimates the cost of building the remaining part of the superstructure at $140,000.

☞ One hundred and fifty thousand dollars in bonds of the Eaton and Hamilton Railroad, held by the City of Cincinnati, were sold on the 20th inst. for $100,000 cash.

The Army of the United States during the Rebellion.

The following statement will show the number of men furnished by each State since April 15, 1861; also the number of men credited to each State upon the basis of three years as a standard of computation:

States.	Aggregate number of men furnished under all calls.	Aggregate number of men furnished under all calls, reduced to the 3 years standard.
Maine	71,745	56,595
New Hampshire	34,605	30,827
Vermont	35,246	29,052
Massachusetts	151,785	123,844
Rhode Island	23,711	17,878
Connecticut	57,270	50,514
New York	464,156	381,696
New Jersey	79,511	55,785
Pennsylvania	366,326	267,558
Delaware	13,651	10,303
Maryland	49,731	40,692
West Virginia	32,003	27,653
District of Columbia	16,872	11,506
Ohio	317,133	237,976
Indiana	195,147	152,283
Illinois	258,217	212,694
Michigan	90,119	80,865
Wisconsin	96,118	78,985
Minnesota	25,034	19,675
Iowa	75,860	68,182
Missouri	108,773	86,192
Kentucky	78,540	70,348
Kansas	20,097	18,654
Tennessee	12,077	12,077
California	7,451	7,451
Nevada	216	216
Oregon	617	581
Washington Territory	895	895
Nebraska	1,279	380
Colorado	1,762	1,762
Dakota	181	181
New Mexico	2,395	1,011
Totals	2,688,523	2,154,311

Railroad Earnings--Monthly.

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of Dec. compared with the same period last year, have been as follows:

	1864.	1865.
From freight	$423,842 05	$350,987 70
" passengers	218,321 49	191,697 55
" express matter	8,682 52	10,753 15
" mails	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	1,279 93	2,479 01
Total	$667,034 33	$570,825 75

Earnings from Jan. 1, to Dec. 31:

1865	$8,478,459 84
1864	7,120,465 76
Increase	$1,357,994 08

NOTE.—The profit of operating for six months, the New Castle and Beaver Valley Road is not included in the above.

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of December, 1865, were $162,694 00
Same month 1864 204,726 00
Decrease $42,032 00

The earnings of the Toledo, Wabash and Western Railroad for the month of December, 1865, were $247,023 00
Same month in 1864 265,154 00
Decrease $18,131

The earnings of the Erie Railway for the month of Dec., 1865, were $1,503,993 33
Corresponding month last year 1,334,217 10
Increase $169,776 23

The earnings of the Atlantic and Great Western Railway for the month of Dec., 1865, were $599,762 00
Corrresponding period of previous year 357,556 00
Increase $242,206 00

The earnings of the Chicago and Northwestern Railroad in Dec., 1865, were $546,609 00
Same period last year 563,400 00
Decrease $16,791 00

The earnings of the Michigan Central Railroad for the month of Dec, 1865, were $328,869 00
Corresponding month of previous year 376,470 00
Decrease $47,601 00

The earnings of the Chicago and Rock Island Railroad Company for the month of Dec., 1865, were $190,272 00
Corresponding month of previous year 321,037 00
Decrease $130,765 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Dec., 1865, were $356,912 00
Corresponding month of previous year 411,806 00
Decrease $54,894 00

The earnings of the Chicago and Alton Railroad for Dec., 1865, were $224,022 00
Dec., 1864 252,015 00
Decrease $27,993 00

The earnings of the Marietta and Cincinnati Railroad for the month of Dec., 1865. $104,587 00
Corresponding month of previous year 95,453 00
Increase $9,134 00

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 2d week in Jan., 1866, were $61,463 00
Corresponding week of previous year 65,339 00
Decrease $3,876 00

The traffic of the Great Western Railway for the week ending Jan. 19, 1866, was as follows:

Passengers	$22,551 38
Freight and live stock	30,377 21
Mails and sundries	3,511 83
Total	$56,440 42
Corresponding week of 1865	55,023 84
Increase	$1,416 57

The earnings of the Grand Trunk Railway for the week ending Jan. 13, 1866, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$31,459 00
Express, freight, mails and sundries	4,750 00
Freight and live stock	77,123 00
Total	$113,332 00
Corresponding week, 1865	97,960 00
Increase	$15,372 00

The earnings of the Marietta and Cincinnati Railroad for the 2d week in Jan., 1866, were:

	1866.	1865.
Passengers	$8,462 00	$9,070 53
Freight	9,310 00	11,802 78
Mail, express & telegraph	1,100 00	1,186 33
Total	$18,872 00	$22,059 59
Total for the fiscal year commencing Jan. 1.	$41,002 00	$42,603 88

Debt of the City and County of New York.

The following statement, prepared by the finance department, shows in detail the items which make up the aggregate of the funded and temporary debt, as it stood on the 22d of December, 1865, and the various purposes for which it has been incurred:

CITY FUNDED DEBT.

Water stocks issued on account of introducing the croton water into the city, and distributing the same		$10,485,800
Central Park stocks, issued on account of Central Park and the improvement of the same		9,494,071
Fire indemnity stock, issued for payment of damages for blowing up buildings, December, 1835		402,768
Building loan stocks, issued on account of building workhouse on Blackwell's Island		190,000
Real estate bonds, issued in settlement with State lessees of West Washington Market, for payment to the State for sundry lands filled in beyond the boundary line of the Montgomery charter, and for purchase of Fort Gansevoort property		1,133,437
Stock for docks and slips, issued for building and repairing public docks and slips		500,000
Floating debt fund stock, issued for liquidating and funding floating debt in 1859		2,748,000
Public education stock, issued for payment of debt of public school society		154,000
Public building stock, issued on account of the erection of public buildings		50,000
Stock for rebuilding Tompkins Market, issued, as its title indicates, for rebuilding Tompkins Market		68,000
Volunteer soldiers' family and fund bonds, issued to provide for the families of soldiers in the United States Army		3,766,500
Volunteer soldiers' family aid fund redemption bonds, issued to extend the time of payment of volunteer soldiers' family aid fund bonds No. 3		500,000
Volunteer soldiers' bounty fund redemption bonds, issued for redemption of a like amount of bonds for payment of bounties to volunteer soldiers		490,000
Total		$29,982,576

COUNTY FUNDED DEBT.

Harlem Bridge bonds, issued for erecting a bridge across Harlem River at McComb's Dam		$20,000
County Court House stock, issued, as its title indicates, for the erection of the new Court House in Chambers street		1,730,000
Soldiers' substitute bounty redemption bonds	$2,000,000	
Soldiers' substitute and relief redemption bonds	946,700	
Soldiers' bounty fund bonds	4,000,000	
Soldiers' bounty fund b'nds, No. 2	376,600	
Soldiers' bounty fund b'nds, No. 3	761,000	
		8,084,300
The above were issued to provide means for the payment of bounties and for substitutes for the armies of the Union.		
Riot damages redemption bonds	$1,000,000	
Riot damages indemnity b'ds	499,100	
		1,499,100
Total		$11,338,400

RECAPITULATION.

City amount payable from sinking fund	$21,656,076	
City amount payable from taxation	8,276,500	
		29,932,576
County amount payable from taxation		11,333,400
Total		$41,265,976
The Commissioners of the sinking fund hold on account of the above debt the sum of		9,508,101
Net amount December 22, 1865		$31,757,875

The foregoing debt of $41,265,976 was incurred for the following purposes, viz:

For the croton water works	$10,435,800
For Central Park	9,494,071
For purchase from the State for sundry lands filled in beyond the boundary allowed by the Montgomery charter, and in settlement with the State lessees of West Washington Market, also for purchase of the Fort Gansevoort property	1,133,437
For payment of damages incurred for blowing up buildings during the great fire in December, 1835	402,768
For the erection of public buildings, including the new County Court House	2,038,000
For building and repairing public docks and slips	500,000
For the liquidation of the floating debt of 1859	2,748,000
For the indebtedness of the Old Public School Society on the transfer of property to the corporation	154,000
For the erection of bridge at McComb's Dam, Harlem River	20,000
For expenses growing out of and connected with the war	14,839,900
Total, as above	$41,265,976

TEMPORARY CITY DEBT.

Revenue bonds of 1865, issued in anticipation of collection of taxes of 1865	1,706,800
Street improvement fund bonds, issued to pay contractors for improving the streets in anticipation of the collection of assessments therefor	1,619,200
Assessment fund bonds, issued to pay for opening, widening, &c., of streets, in anticipation of the collection of assessments therefor	400,000
	$3,726,000

TEMPORARY COUNTY DEBT.

Revenue bonds of 1865, issued in anticipation of collection of taxes of 1865	967,300
Total temporary debt city and county	$4,693,300

United States Pacific Telegraph Co.

The new proposed telegraph line across the continent, commonly known as the "Opposition," is progressing rapidly, and present appearances indicate that we shall have two telegraph lines across the plains within a year. The new company have erected the poles from Shingle Springs to Virginia City, and nearly all of them from San Jose to Sacramento *via* Stockton, while the poles are being put up on the line of the railroad from Sacramento to Shingle Springs. Beyond Virginia City the poles are nearly all up for a distance of 110 miles. The late storm has delayed the work considerably, owing to the impossibility of procuring poles which are brought from Santa Cruz in small vessels. The steamer *Golden City*, which arrived yesterday, brought 300 miles of wire with insulaters, brackets, batteries and other implements necessary to complete the line between here and Virginia City, and the wires are now being strung between Placerville and Carson City. It is expected that the line will be completed half way to Salt Lake by the 1st of January next, the contract being given for the construction of the entire line to Salt Lake to be completed by July next if the materials arrive promptly, and the company meet with no serious drawbacks. Mr. Street has gone east to make arrangements for the construction of the eastern section of the line, which is intended to meet the western section at Salt Lake, or beyond. The former portion of the line is to be completed under the contract, to Omaha and Atchison, two branches from Chicago, this Fall. With ordinarily fair weather it is expected that the line between here and Virginia City will be completed and put in operation by New Year's. Those sections of the route on the line of railroads are being left until the last, the contractors wishing to get their teaming done before winter fairly sets in.—*San Francisco Bulletin, Dec.* 1.

Debt of Baltimore.

The bonded and guaranteed debt of the city of Baltimore, and the purposes for which it was issued, is as follows:

Subscription to the stock of the Baltimore and Ohio Railroad	$3,500,000 00	
Do., Tide Water Canal	380,000 00	
Do., Northern Central Railroad	850,000 00	
Do., for the supply of water	3,900,000 00	
Do., building Court House	137,500 00	
Subscription to stock for miscellaneous purposes	48,000 00	
Do., for building new Jail	250,000 00	
Do., for building new Almshouse	400,000 00	
Do., for Bounty and Defense	2,301,666 87	
Do., for Defense and Floating Debt.	225,000 00	
Do., for purchase of the Parks	723,996 25	
Loan to the Baltimore and Ohio Railroad Company	5,000,000 00	
Loan to Pittsburg and Connellsville Railroad Company	1,608,375 00	
	$19,324,538 12	
Bonds guaranteed for N. W. Va. R. R. Co., due Jan. 1, 1873	$1,500,000 00	
Do., for York and Cumberland R. R. due Jan 1, 1877	500,000 00	
Do., Western Maryland R. R. Co., due Jan. 1, 1890	200,000 00	
Total stock and guaranteed debt	$21,524,538 12	
Ground rents paid by the city	7,457 70	
Total stock and guaranteed debt	$21,531,995 82	
Against which the city holds the following securities of undoubted guarantee, which pay their interest regularly:		
Balt. and Ohio Railroad stock	$3,500,800 00	
Water stock, secured by its entire water works, property and net work of mains, the water rents paying all expenses	3,900,000 00	
Park stock, secured by Druid Hill and Patterson Parks, interest paid by City Passenger Railway Co.	723,996 25	
Five Million Loan, secured by mortgage on Baltimore and Ohio R.R.	5,000,000 00	
Amount received from sale of N. W. Virginia Railroad claim, $1,200,000 —interest accrued $113,000	1,313,800 00	
Amount received from sale of Northern Central R. R. claim, $880,150 —interest accrued, $6,000	886,150 00	
York and Cumberland Railroad, 1st mortgage	500,000 00	
Western Maryland Railroad, first mort., less sinking fund	150,800 00	
Am't due from sale of Almsh'se land	5,500 00	
Ground rents received by the city	22,916 98	
T'l securities of undoubted guar	$16,003,163 23	
	$5,528,833 59	

Sinking funds that have accrued from each interest:

Five Million Loan sinking fund	$996,269 92
New Jail sinking fund	210,051 71
Floating and Defense Loan ditto	105,000 00
Water, No. 1, ditto	50,566 44
Water, No. 2, ditto	60,767 66
Western Maryland Railroad ditto	49,200 00
Court house ditto	53,589 40
Bounty stock ditto	30,300 00
Connellsville $1,000,000 Loan	20,963 00
Park sinking fund	39,441 20
Total accrued sinking fund	$1,625,089 62
	$3,903,743 97

Securities not productive:

Pittsburg and Connellsville R. R.	$1,608,375 00
Stock held in Tide Water Canal	380,000 00
Lots in various portions of the city, including 13 acres in East Balt.	110,000 00
76 acres of old Almshouse land in the county	76,000 00
Goldsborough farm	20,186 00
	$2,194,561 00
	$1,709,182 97

The Court-house, Bayview Asylum, City Jail, Market Houses, and other property belonging to the city, is estimated at $3,000,000. There has been expended for bounty, relief of soldiers and their families, with the fortifications of the city, $2,769,686 54. Plats have been ordered for portions of the unproductive property, and energetic efforts will be made to sell it or make it productive.

Chicago and Northwestern Railroad.

We publish the following anonymous communication which we received by the last steamer:

MR. EDITOR.—I have learnt that the managers of this railroad intend to pass the dividend on the preferred stock due December 1, upon the pretext that it is wanted to buy rolling stock.

The traffic is very great, and the dividend on the preferred stock has been fairly earned. I therefore deny that the directors have any legal right to withhold payment without consent of every individual proprietor of the preferred stock.

As to the extra profit which belongs to the common shareholders, no doubt they would consent to its being applied in a way that would advance their prospects of good dividends; but to take the preference dividend without the consent of the owners of that stock, is to sacrifice them for the benefit of the ordinary shareholders, and is making footballs of both stocks on the market.

It is praiseworthy of the directors to avoid running in debt, but this way of doing it is robbing Peter to pay Paul.

If the extra earnings are not sufficient to keep the company out of debt, let the managers postpone part of their proposed purchases—or, if they will give a pledge that the preference shareholders dividend shall not be lost to them, but only postponed to a more convenient season, no doubt they will consent, and such an arrangement may avoid litigation.

AN AMERICAN IN LONDON.

☞ The Reno *Times* states that "one of the new locomotives for the Reno, Oil Creek and Pit Hole railroad has arrived and entered upon its duties. The work of tracklaying will now be prosecuted day and night, and rapid progress may be expected."

Railroad Interest and Taxation.

To the Editor of the American Railroad Journal.

In reply to "Lex," in your number of January 6th, I would say the statement that the railroad interest had "not been protected by tariff," was *intended* for a bit of irony; as I do not think it has ever been claimed that it was.

Who shall go to Washington? is for the companies to decide by appointment in convention or at board meetings. Much may, and should be done outside of such action; by discussion, by the press, and individual correspondence and conversation with members of Congress by railroad men.

I am not competent to fully answer the third query, and would fill your space with general instead of railroad matter.

The present tariff "encourages the use of inferior material," by laying a higher (comparative) duty upon the best, thus—

The impost upon *iron* material, rails, axles, tires, &c., is specific, so much per pound; the tax upon the same articles of steel is *ad valorem*—45 per cent. upon cost; a higher percentage than the specific amounts to on iron—thus offering an inducement not only to use iron, but if steel *is* used, to get the cheapest, and of course inferior.

The policy of assessing heavy duties upon some expensive goods is sustained by the argument that they are unnecessary articles of luxury; presume it will not be claimed that steel railroad material belongs to this class.

The tariff is a subject which I think most railroad men regard themselves as but little interested in. Without going into the question of increased cost of general articles used by them, or of necessarily increased compensation paid for service and labor, in consequence of it; if they will but digest the fact, that for each hundred dollars worth of heavy steel supplies they buy, they have to pay forty-five dollars tax, I think they will come to the conclusion that *it does* concern them, and that they have a right to interfere in, and be heard in the matter.

If any great domestic interest were benefitted, there would be some excuse for it; although I cannot conceive that any class of manufacturers would have the audacity to claim that they were entitled to as much consideration as the railroads. It may be said that the Government must have revenue; if it loses here, it must gain somewhere else. Admitted, the point is: cannot the amount be raised in some way less detrimental to the country than preventing the improvement of the railroads?

The "peculiar feature" of the case is briefly as stated—the *national importance of it*—it being *really* a public, Government, or State interest. This is the text which may be enlarged upon to a great extent.

I do not see that any unusual legislation is required; waiving the national claim; admitting certain goods free, at the request of a class; will not be infringing the spirit of our institution more than has been done in other cases by putting on a high duty.

Manufacturers ask for import tax upon articles *they make*; why should not the railroads ask for the free admission of articles *they use*?

A rail is a rail, an axle an axle, &c., if it must be taxed, well and good; but if roads who can afford it buy the best, why should they be punished for so doing by being charged an extra tax? and why should poor ones be prevented from using the same, by increased cost in consequence of said tax?

Yours,

PROGRESS.

☞ We publish in our advertising columns a notice to contractors to which we would call their attention. The Springfield and Deep Run Coal Mining and Manufacturing Co., a reorganization of the Richmond Coal Company which suspended operations in consequence of the war, is preparing to deliver coal of the best quality for steam, parlor and gas use, at rates far below the present prices, and desire to construct a short railway from their rich veins to tide water in the James River.

☞ A bill has been introduced into the House of Representatives at Washington, granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, Oregon, and which will probably be soon favorably reported on by the Committee on the Pacific Railroad. The bill also authorizes the Puget Sound and Columbia Railroad Company to construct a road to unite with others on the Pacific coast. The usual grants of lands and other privileges are conferred.

☞ The Erie *Dispatch* says that M. B. Lowry had closed a contract with the Atlantic and Great Western Railroad Company, by which the latter company agree to furnish $500,000 to build the road from Erie to Miltown, equip it and put it in running order before the close of the year 1866, for which they are to receive 55 per cent. of the earnings and allow the control and management of the road to remain in the hands of the original owners of Erie parties; and that the road is not to be operated detrimental to the interests of Erie.

☞ The Monongahela Valley Railroad Company proposes to construct a line from Pittsburg up the Monongahela river to the West Virginia line, with branches into the various coal fields. The State of Pennsylvania originally constructed a slack-water navigation to open the rich mineral country along the river, but the navigation has since passed into the control of a private corporation, and the railroad seems to be required by the necessities of local trade.

Census of Spain.

The last census taken in Spain gives the population as 15,464,005. The area, of that country being 194,782 square miles, gives a density of seventy-nine to the square mile, or about one-third that of Great Britain. Madrid, the capital, has 281,170 inhabitants.

☞ The receipts into the Treasury of Minnesota for the fiscal year ending December, 1865, were $395.590 08. The expenditures amounted to $416,318 60. The Land Registry shows entries of land during the year of 138,232 acres. The population of the State is estimated at 275,000. The number of miles of railroad in operation now is two hundred and ten, with one hundred and eighty-two miles graded.

☞ The gold receipts at the ports of New York, Boston, Philadelphia and Baltimore during the first half of the fiscal year ending December 31, 1865, amount to $77,507,775 40.

Rock Island and Alton R. R.

The Directors have just returned from a railroad meeting at Winchester and report very favorably for the building of the Rock Island and Alton R. R. There can be no doubt, but the plan now adopted, and the co-operating assistance being brought to bear, will bring the road. We have no hesitancy in putting it down as a fixed fact that the road will be built at an early day.—*Illinoisian.*

☞ The accounts of the Union Steamship Company at the close of the last fiscal year stand as follows: Bills receivable, $475,000; certificates of indebtedness, $55,000; due from New York, $5,000; cash, $4,000; total, $539,000; less bills due, $2,500; net, $536,500. This sum is now drawing 7 per cent. interest.

☞ The last great railroad project that we have heard of is the one for a road from St. Paul to the settlements in the Hudson Bay Company, in British America. This proposed route is in the hands of eminent British capitalists, who propose to extend it down to the Mississippi as far as Winona.—*Milwaukee Wisconsin.*

☞ The following gentlemen have been elected directors of the Philadelphia and Baltimore Central Railroad Company for the ensuing year: S. M. Felton, J. Hinckly, P. Quigley, D. Woelpper, J. Phillips, M. Conrad, J. D. Strawbridge, S. Dickey, J. R. Ramsey, D. Stubbs, S. J. Dickey, J. Torne, S. B. Stubbs. S. M. Felton is President, and Joseph Huddell, Treasurer.

☞ The Lehigh and Wyoming interests have obtained the franchises and property of the North Branch Coal Company of Pennsylvania, extending from Wilkesbarre to Chemung, on the New York State line, and will proceed to construct a railroad between the two points. This new road is designed principally for passengers and anthracite coal, and will come in active competition with the Delaware, Lackawanna and Western Railroad, which now has a monopoly of the business.

☞ The Savannah *Republican* says that the grading on the Savannah, Griffin and North Alabama railroad is almost finished between the former place and Chattahoochee river. The track lies through the coal fields and copper mines of North Alabama. This road will complete a direct line between Savannah and Memphis.

☞ There are 12,960 public schools in Pennsylvania, attended last year by 703,930 pupils, or 6,000 less than the year before. The total cost of the school system was $3,614,238.

Central Pacific Railroad
STATE AID BONDS.

INTEREST AT THE RATE OF

Seven per Cent. per Annum in Gold,

PAYABLE SEMI-ANNUALLY,

Guaranteed and Paid by the State of California.

The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of $50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m60 **FISK & HATCH, Bankers.**

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 3, 1866.

The Mercantile Mutual Insurance Co.

This prosperous and much esteemed Company with Assets over $1,366,699, organized twenty years ago, continues its business on the most favorable terms as usual, at its New York and Liverpool offices. We refer our readers to its advertisement in another column for particulars.

Smyrna and Delaware Bay Railroad.

This road is to run from Clayton, a station on the Delaware Railroad, to the mouth of Duck Creek at the Bay Shore, a distance of nine miles. The preliminary surveys have been made, and the contract awarded to Charles B. Dungan, Esq., of Philadelphia, a gentleman widely known in railroad circles as a responsible and energetic contractor. Clayton is also the terminus of the Maryland and Delaware Railroad, and will be of the Kent County Railroad, both coming from the Chesapeake. Tench F. Tilghman, Esq., has been appointed Chief Engineer, and the work will be pushed forward with great rapidity. Mr. T, is also Chief Engineer of the Maryland and Delaware Railroad, and has been for years identified with the roads of the Peninsula.

The Financial Question.

We have received from our esteemed friend, T. W. Olcott, Esq., of Albany, a communication on the subject of making legal tenders a deposit for currency in place of bonds as now, which he considers a fallacy unless modified, in which case our views may be adopted with less difficulty. He says:

"If you have $100,000 you can invest it in commercial paper, or dispose of it in any way you please and that ends the matter. Nobody can call upon you to redeem the money thus paid out. But if you exchange it with the Comptroller of the currency for an equal amount of your own notes, how do you then stand? Why you are subject to ½ per cent. tax on the same, and when you pay them out, you are liable to be called upon the very next hour for their payment. If they were to pay out forever, you would still be the loser of ½ per cent. a year. But I think the *object* at which you aim, looms up so large, that you overlook minor considerations in your haste to grasp it. Slightly modified, however, it becomes practicable, with the promise of meeting and answering your aims. The Comptroller of the currency proposes in his decidedly able report, to have legal tenders paid in as the basis of 100 million new bank capital. The legal tenders to be destroyed and a gold stock issued in their stead to the said new banks.

"The stock thus issued is to be locked up and will not come upon the market to depress and depreciate gold obligations—possibly carrying them so much below par as to be fatal in converting the large amount of maturing obligations—and yet though the new banks can issue 90 per cent. of the legal tenders thus retired, by lessening the lawful money basis, you in fact enforce the necessity of a very considerable curtailment of the circulation and business of banks—and just in the ratio that the amount of legal tenders called in bears to the whole amount out. For if the 100 millions of new bank capital were extended to 600 millions, and it were possible to organize banks to that extent, specie payments or universal bankruptcy would follow at once, as there would be no lawful money left but gold and silver. Then too, this plan has another advantage, it is limited to a specific sum, and will be so gradual in its operation as not to destroy confidence and lead to a general crash.

"With this should be carried out Comptroller Clarke's other suggestions of removing his bureau to New York, of removing the obligation on banks to keep on hand an *unavailable reserve fund*, and obliging all banks to redeem at par in the three principal cities. The Comptroller of the currency has argued these questions so clearly and fully and forcibly, that I would refer you to his report, if you are disposed to enforce them by more extended remarks. Par redemptions I regard as fundamental in maintaining a sound restricted circulation, free from depreciation and redundancy.

"If those measures are carried out by Congress, our banks will stand upon a safer footing, National credit will be sustained by strengthening public confidence, and we shall be on the steady march to the resumption of specie payments."

Coal Production of the United States.

We give elsewhere a very full account of the anthracite coal trade of the United States, compiled from the *Miner's Journal*. While in Great Britain, the permanence of its coal supply is beginning seriously to be questioned, its exhaustion being looked for within the life time of some who are yet in being, here with the largest coal fields in the world, the working of which may be said to be only in their infancy, we can see no limit to the production, as long as the world shall last. The wealth and the utility of these vast mineral deposits, cannot be calculated by the most ardent statician. The real problem for us at the present moment is, how to cheapen this indispensable article of consumption and mover of machinery, What is wanted, is a large and economical supply. and we are thankful that we have at this moment the prospect of realizing it. High prices check consumption, and the sooner this fact is understood, practically by the producers themselves, the sooner will they find their interests advanced by a corresponding movement. It appears by the figures before us, that from 1820 to 1865, inclusive, the total anthracite mined and sent to market was 134,121,549 tons.

The supply sent to market from Pennsylvania in 1864, was 9,998,046 tons, and in 1865, it was

9,488,396, showing a decrease of 509,650 tons, attributed to a stoppage of various iron and other works, in consequence of the collapse of the rebellion, and the sudden falling off in the military and naval wants of the Government. But it is ascertained that a fresh increase in the supply is beginning to be seen and felt. It also appears, that though the demand for anthracite was thus affected, that for the bituminous and semi-bituminous was on the increase. From the semi-bituminous mines the decrease in 1865, was 93,128 tons, and from the bituminous, or Cumberland, the increase was 237,890 tons. The total supply in 1864, was 1,238,724 tons, and in 1865, 1,383,486 tons. The amount of foreign coal imported in 1864, is given at 510,708 tons, and in 1865 at 685,052, the increase being 174,344 tons.

The supplies of the anthracite came especially from the Schuylkill, Lehigh, Wyoming and Lackawanna, and the Shamokin regions making their total deliveries from 1820 to the close of 1865, 134,121,569 tons, as follows:

	Tons.
Schuylkill Region	60,422,057
Lehigh "	28,656,599
Wyoming and Lackawanna Region	42,050,008
Shamokin "	2,992,885
Total anthracite	134,121,549

From 1820, the commencement of the trade, up to 1866, the supply sent to market for 46 years was as follows:

	Tons.
1820 to 1830	359,190
1830 to 1840	6,261,197
1840 to 1850	19,373,429
1850 to 1860	56,954,864
1860 to 1866 (6 years	52,172,869
Total anthracite	134,121,549

According to the above statement, the annual increase was as follows:

From 1830 to 1840 was about	164	per cent.
From 1840 to 1850 "	21	"
From 1850 to 1860 "	19¼	"
From 1860 to 1866 "	8¼	"

It is understood that a foreign market for our anthracite coal is beginning to be sought by shippers. It bears long sea voyages without injury, an advantage it largely possesses over the soft bituminous, and we are not surprised to learn that it is finding sale in South America, and the islands of the Pacific. Easy and cheap transportation to market, and moderate prices are all that are now necessary to give our coal interests entire stability and much profit. As we have already remarked, cheapness especially is requisite to a large consumption. These coal mines properly managed will contribute to the National wealth more surely than even our gold mines, and may be very properly put down in the National inventory as one of our most indestructible and valuable properties.

It is proper here to remark before dismissing this subject, that the Coal Exchange of Philadelphia have been taking very intelligent views of it. It appears that at the largest meeting of the trade ever held in that city, on the 23d inst., consisting of gentlemen whose mines produce more than five millions of tons per annum, the connection in progress between the Atlantic and Great Western Railroad, and the East Pennsylvania and Reading Railroads, making a through line from the West through the coal regions of Pennsylvania to the cities of New York and Philadelphia met with entire approval. They recognized the advantage of cheapened fuel, whether for domestic or manufacturing purposes, the increase of commerce by the increase of consumption, and the activities of transportation, particularly in this instance as the rates are to be those of New York, and charged only for the actual distances traversed. They wisely concluded that a reduction in price of even 50 cents per ton, would itself be of vast importance to Philadelphia, and that it would among other things, enhance its importance as the great coal market of the United States. We are pleased to see this liberal spirit prevailing among the Philadelphia dealers. They will find it is their true policy to increase all these facilities of transportation.

Our Western Connections—Marietta & Cincinnati Road.

We have from time to time called public attention to the value and importance of the Parkersburg line, connecting us, through the Baltimore and Ohio road, with the West, by means of the Marietta and Cincinnnti Railroad, two hundred miles in length between Belpre, opposite Parkersburg, on the Ohio River and Cincinnati.

From various causes this line has not as yet assumed the importance which its admirable location and its very extended connections would warrant us in expecting for it. It is now, however, about emerging from its difficulties, and bids fair to prove very soon all that its friends have hoped.

The Marietta and Cincinnati Railroad is one of the many similar enterprises in the West that encountered the financial storms of 1857, at a period of its advancement, which proved fatal to its credit, and forced it into a process of capitalization. By this process its entire indebtedness was converted into stock—former creditors becoming owners—thus uniting with the original stockholders in fixing a permanent basis of credit.

Upon this basis the company, as reorganized, have been able to raise means necessary to finish the road, and supply it with equipment sufficient for its large and increasing business. During the past three years over three million dollars have been expended in various works of completion and improvement. Two long tunnels, at points where the line was thrown over the hills upon high temporary grades—much of it supported by trestle work—have been completed: All the bridges on the line are new, and of the most excellent character. Passing over the rugged surface of Southern Ohio, several miles of its track, when just opened for public use, rested upon trestle work. These have been nearly all displaced with solid masonry and permanent embankment. Temporary grades, resorted to at first to save expense, have been cut down and the track ballasted with gravel or broken stone. The allignment of the road is remarkably favorable—nine-tenths of it being either straight line or curve of 2,865 feet radius. The maximum grade will be 55 8-10 feet to the mile. Next in importance to the completion of its main track is the fact that it has constructed an independent line, under its own charter from Loveland (its present point of intersecting the Little Miami road) to the city of Cincinnati. This new route sweeps around the city on the north and west, entering it by Mill Creek Valley. By this route the Marietta road is brought in direct connection with the entire railway system of the West, Northwest and Southwest, centering in Cincinnati. It has the use, in common with the Indianapolis road, of the new and splendid passenger depot recently built by that company on Pearl street. Ample grounds have also been secured in the same vicinity for the accommodation of an extensive freight traffic, and buildings for that purpose are now being erected. The very central position of these facilities in the city of Cincinnati afford most decided advantages for the vast amount of traffic now concentrating at that point, while the close connection with the other Western roads afforded by this line must give it a decided preference for *through* business.

By the first of February next the trains of the Marietta road will enter the city upon this new line. The public will then be offered a continuous uniform gauge, from the seaboard to the Mississippi River (over which traffic may be passed without change of cars,) extending from Baltimore westward so directly that for the whole distance to St. Louis the entire route will not vary one degree from an air line.

The ferryage of the Ohio River at Parkersburg presents the only break in the continuity of this rail line. This will soon be supplied with a permanent railroad bridge, now being constructed by the Baltimore and Ohio and Marietta Companies. The traffic of the Marietta road has steadily increased from an aggregate of $386,275, in 1857, to $1,222,000 in 1865. Of this traffic, eleven-twelfths is derived from *local sources*, composed of the minerals of the coal and iron district of Southeastern Ohio, and the agricultural products of the Scioto and Miami Valleys.

The company is now prepared to enlarge its operations in the direction of *through traffic*, and to this end have secured a good supply of new freight cars and new freight and passenger engines. Two daily passenger trains are now run in close connection with the Baltimore and Ohio road at Parkersburg. One of these trains is provided with new and elegant sleeping cars, not excelled by any in the West.

In a word, the Marietta and Cincinnati Railroad is now prepared to assume its proper geographical position as the *central link* in the great railway line, stretching from the Atlantic to the Pacific seaboard, across the Continent.

In connection with this subject, we learn that the necessary and important work of arching the tunnels on the Northwestern Virginia, or Parkersburg road is successfully progressing under the authority of the Baltimore and Ohio Company, which has also lately made much improvement in the track of the road between Grafton and Parkersburg, and are in other respects effectively working that section of their great line between the East and West.—*Baltimore American.*

☞ The Atlantic and Great Western Railway Company, under the terms of their agreement with the Morris and Essex Railroad Company, of New Jersey, have already contracted for the grading of the whole of the branch road from Denville to Bloomfield. The line will pass through Boonton, Little Falls and the Great Notch in First Mountain, and will be some twenty-three miles long. A corps of engineers are now engaged between Bloomfield and Paterson in staking out the proposed new road, preparatory to commencing work. The grading on this part of the route is to be finished during the present year, and also that portion between Denville and Boonton. At the same time the work, on the entire line of the road, is to be pushed forward with all possible despatch, and the contractors hope to have the whole completed within twelve months.

☞ The Senate of Virginia has adopted a resolution that the committee on roads inquire into the expediency and propriety of authorizing the Baltimore and Ohio Railroad Company to construct a railroad from Winchester to Salem, Va., a point on the Virginia and Tennessee railroad, 60 miles southwest of Lynchburg, and 229 miles southwest of Washington city. The object of the company being undoubtedly, to occupy the Shenandoah valley with a long Southern branch, to be operated as a part of the great Southern mail route to Baltimore, Philadelphia and New York.

Product of Portage Lake Mines for 1865.

The following from the Portage Lake *Mining Gazette*, gives the product of the Portage Lake Mines for each month of the year:

	Quincy.		Pewabic.		Franklin.		Huron.		I. Royale	
	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.
Jan....	58	1,353	50	525	40	700	43	165	..	.....
Feb....	82	165	50	1,025	50	250	43	1,000	39	1,653
March.	76	650	70	1,000	70	525	51	220	43	1,360
April..	100	1,385	80	750	71	160	40	246	42	212
May ..	127	150	100	250	72	1,072	57	1,981	32	1,509
June ..	131	755	105	670	85	541	43	1,385	45	1,860
July ..	128	1,495	105	1,000	107	125	56	500	43	1,000
Aug....	123	500	110	1,015	111	250	54	1,182	54	1,993
Sept...	124	545	130	715	112	550	53	1,808	33	1,810
Oct....	130	1,535	135	525	113	1,050	60	652	39	1,049
Nov. ..	143	1,492	135	127	114	570	42	1,797	40	305
Dec....	133	1,375	120	330	115	526	56	1,800	33	1,642
Total..	1,360	1,900	1,193	1,932	1,062	1,319	604	736	460	393

	G. Portage.		Al. & Boston.		Hancock.		Shelden-Col.		Concord.	
	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.
Jan.....	21	1,094	.....	.....	.....	.....	...	.....	...	.....
Feb.....	25	1,183	.....	.....	.....	.....	...	.....	...	.....
March ...	27	.....	.....	.....	.....	.....	...	.....	...	.....
April	20	256	.....	.....	.....	.....	...	.....	...	.....
May	21	730	5	1,505	.....	.....	20	75	...	.....
June.....	28	1,895	31	1,921	9	.....	2	656	...	.....
July	31	.....	18	255	13	32	...	.....	...	.....
Aug.....	32	463	13	88	17	563	10	28	...	.....
Sept.....	34	997	16	315	20	74	11	500	5	1,900
Oct.....	32	503	35	1,877	20	1,367	22	562	...	.....
Nov.....	34	1,302	24	340	9	.....	14	1,467	...	.....
Dec.....	27	1,066	17	1,449	20	1,400	...	.....	...	.....
Total....	336	1,489	162	1,745	109	1,436	80	1,288	5	1,900

Arcadian.	Tons.	Lbs.	Douglass.	Tons.	Lbs.
			August.....	2	...
June.....	8	500	September.....	2	...
Total.....	8	500	Total	4	...

RECAPITULATION.

	Tons.	Lbs.		Tons.	Lbs.
Quincy	1,360	1,900	Albany and Boston...	162	1,745
Pewabic	1,193	1,932	Hancock.....	109	1,436
Franklin	1,062	1,319	Sheldon Columbian ..	80	1,288
Huron	604	736	Concord	5	1,900
Isle Royale.....	460	393	Douglass.....	4	.....
Grand Portage.....	336	1,489	Arcadian	3	500
Total				5,415	638

The total shipments of copper from this port during the past season were as follows: Ingot copper, 3,438 tons, 1,357 lbs.; mineral, 298 tons, 160 lbs.; total, 3,736 tons, 1,517 lbs.; showing an increase of 278 tons, 1,987 lbs. of ingot copper over the shipments of last year.

Custom House Receipts.

The gold receipts for customs at New York during the past four years are reported as follows by the *Journal of Commerce*. The receipts for the year 1861 were only $21,714,981 30. The gain in 1865 over 1864 is not owing so much to increased imports, or even a higher tariff on some articles, as to the fact that a greater proportion of the imports were thrown upon the market:

Month.	1862.	1863.	1864.	1865.
Jan.....	$3,351,657 22	$4,127,906 82	$6,180,536 09	$4,231,737 47
Feb.....	3,565,063 83	3,590,713 97	7,474,027 93	4,791,247 10
March....	4,626,862 86	4,554,460 13	7,659,770 47	5,892,099 26
April	4,149,952 36	3,957,197 57	13,982,555 60	6,309,994 84
May.....	4,704,924 62	3,878,865 42	3,855,186 46	8,133,423 06
June	4,664,927 19	3,738,934 06	3,311,148 43	7,837,075 84
July	7,211,817 68	4,912,718 49	3,585,848 44	9,778,276 65
Aug	4,762,581 54	6,296,785 58	6,237,364 17	13,113,689 50
Sept.....	5,239,045 50	7,270,543 65	4,084,492 54	12,929,615 64
Oct.....	4,309,419 87	6,238,943 46	3,670,188 38	10,973,513 01
Nov.....	3,003,270 23	5,075,846 24	3,455,156 53	9,933,483 76
Dec.....	2,664,593 82	5,218,189 03	3,440,852 67	8,348,750 31
Total ...	$52,254,116 72	$58,880,054 42	$66,937,127 71	$101,772,905 94

Worcester and Nashua Railroad.

The earnings and expenses of this road for the years ending November 30th 1863, 1864 and 1865, have been as follows:

Earnings:	1863.	1864.	1865.
From passengers	$111,156 18	$148,452 15	$185,149 28
" freight	132,127 85	181,470 55	234,195 26
" mails	4,625 00	4,625 00	4,625 00
" express	1,858 33	2,500 00	3,233 32
" rent	1,256 67	1,237 86	1,243 00
" interest	.....	.....	.....
	$251,024 03	$338,255 06	$431,505 77
Expenses:			
Repairs of road	$31,107 65	$36,900 24	$32,226 75
" locomotive	7,573 76	15,076 91	20,348 49
" cars	6,835 55	21,094 80	22,862 93
" buildings, etc	3,266 63	8,142 00	12,826 97
" bridges	349 53	677 41	587 37
Fuel	21,427 14	31,489 24	44,077 03
Freight expenses	17,097 43	21,419 98	27,587 63
Passenger "	15,002 93	18,113 70	19,926 32
Switchmen, watchmen, etc	2,225 49	2,659 14	2,814 51
Oil and waste	1,777 94	2,827 49	2,687 70
Removing snow and ice	228 97	588 14	1,280 13
Taxes and insurance	2,038 27	4,556 73	5,594 62
Government and State tax	5,046 75	25,988 65	39,688 58
General expenses	9,940 45	11,146 07	15,247 37
	$123,918 49	$200,680 50	$247,755 40
Net earnings	$127,105 54	$137,604 56	$183,750 37
From which deduct—			
Interest paid	$5,253 49	$2,000 39	$.....
Dividends July and Jan	68,499 00	83,721 00	106,554 00
	$73,752 49	$85,721 39	$106,554 00
Balance of earnings	$53,353 05	$51,883 17	$77,196 37
Surplus previous years	73,014 44	88,567 49	112,750 66
	$126,367 49	$140,450 66	$189,947 03
From which bonds have been paid.	37,800 00	27,700 00	40,500 00
Surplus not divided	$88,567 49	$112,750 66	$149,447 03

The following statement will show the debt of the company for the last three years, ending November 30th:

Liabilities.	1863.	1864.	1865.
Bonds payable May 1, 1863.....	$1,000 00	$500 00	$.....
" " 1, 1864.....	13,700 00	.....	.....
" " 1, 1865.....	30,500 00	18,500 00	1,000 00
" " 1, 1866.....	58,500 00	57,000 00	34,500 00
Unpaid dividends.....	1,833 69	1,383 56	1,871 50
Balance due United States.....	2 90	4,340 60	.....
Dividends payable in Jan.....	38,055 00	45,660 00	60,888 00
	$143,591 59	$127,390 16	$98,259 50
Assets.			
Cash.....	$20,786 70	$55,797 59	$44,303 30
United States bonds	17,000 00	17,000 00	40,000 00
Norwich and Worcester R. R.....	1,000 00	1,000 00	.....
Notes on demand with collateral...	22,600 00	22,025 00	46,325 00
Worcester and Nashua R. R.....	15,252 25	17,835 25	17,835 25
Sundry accounts	6,333 07	3,756 79	3,363 13
Iron, Fuel, etc.....	57,589 43	54,597 94	71,036 35
Groton Wood lot	.....	4,230 62	1,445 87
	$140,561 45	$176,243 19	$224,308 90
Assets over liabilities	$.....	$48,853 03	$126,049 40
Liabilities over assets	3,030 14	.....	.....

BALANCE SHEET NOVEMBER 30.

Cost of road and equipment..	$1,232,597 63	$1,204,897 63	$1,164,397 63
Cash	20,786 70	55,797 59	44,303 30
Bills receivable.....	40,600 00	40,025 00	86,325 00
Sundry accounts.....	6,333 07	3,756 79	3,363 13
Worcester and Nashua R. R...	15,252 25	17,835 25	17,835 25
Materials for working the road	57,589 43	54,597 94	71,036 35
Groton Wood lot.....	.....	4,230 62	1,445 87
	$1,373,159 08	$1,381,140 82	$1,388,706 53
Capital stock	$1,141,000 00	$1,141,000 00	$1,141,000 00
Bonds payable.....	103,700 00	76,000 00	35,500 00
Unclaimed dividends.....	1,833 69	1,383 56	1,871 50
Dividends Jan. 1.....	38,055 00	45,666 00	60,888 00
Reserved income	88,567 49	112,750 66	149,147 03
United States.....	.....	2 90	4,340 60
	$1,373,159 08	$1,381,140 82	$1,388,706 43

From the foregoing statement it appears that the increase in earnings in the past over the previous year, has been $93,220 71, and the increase in working expenses $33,374 97, in United States taxes $8,649 92, and in taxes paid the State of Massachusetts $5,050 01; making the total increase in expenses and taxes $47,074 90.

The directors congratulate the stockholders upon being the owners of a railroad that is virtually out of debt, having the means to pay the balance of their bonds, all of which are due on the first day of May next, leaving a balance of cash assets in the Treasury amounting to $53,567 18, and $72,482 22 in iron, fuel, &c., for carrying on the business of the company, making the total of assets $126,049 10. Since the road was opened in December, 1848, there has been paid in dividends to stockholders $1,007,364 13, and $296,236 53 of the earnings have been used in payment of debts created on account of construction of road and equipment. Since the construction account was closed by a vote of the stockholders in March, 1856, more than forty thousand dollars has been paid from the earnings, and charged to working expenses, for new engines, cars, &c., making the amount of earnings actually used in payment for road and equipment, more than three hundred and thirty-five thousand dollars.

The net earnings the past year, after payment of State and National taxes, amount to twelve dollars per share, or 16 per cent. on the whole amount of the capital stock, and they average from the opening of the road to the present time more than 7 1-2 per cent. on the whole amount of capital stock.

In June, 1850, the debt of the Co. was.	$467,419 97
And is now.....	35,500 00
In 1851 the int. paid on the debt was.	21,550 28
" 1865 " received was.....	3,059 91

In consequence of the large increase in the business, it has become necessary to increase the rolling stock of the company, and one new freight engine, two new passenger cars, and 20 eight-wheel freight cars have been ordered, to pay for which a large portion of the reserved cash assets will be required; and should the business continue to increase a further outlay for cars will be necessary.

President.—Geo. S. Rice.

Directors.—Geo. S. Rice, Stephen Salisbury, Alexander DeWitt, Jacob Fisher, Thomas Chase, Asa F. Lawrence, Francis H. Dewey, F. H. Kinnicutt and A. H. Bullock.

Treasurer.—T. W. Hammond.

Superintendent.—George W. Bentley.

Journal of Railroad Law.

CITY RAILROADS, RIDING ON THE PLATFORM.—PLAINTIFF'S NEGLIGENCE.

The late case of Meesel *vs.*. The Lynn and Boston Railroad Company, lately decided in Massachusetts, is an authority for the doctrine that riding upon the outside platform of a horse railroad car is not such conclusive proof of a want of ordinary care as to prevent a recovery for an injury sustained by being thrown therefrom.

The action was brought to recover damages for an injury sustained by being thrown from a car of the defendants.

It appeared upon the trial that the defendants were a corporation authorized to run cars drawn by horses over a street railway from Boston to Lynn. The evidence tended to show that the plaintiff was a passenger, having paid his fare, upon one of the cars, which was constructed in the usual manner, with a door and platform at each end; that the car was full, and he was told by the conductor to go upon the front platform with the driver, which he did; that five or six other persons were upon that platform; that the plaintiff was holding on to some small irons placed across the windows for their protection; and that in turning a corner from one street to another, the horses were driven at an unsafe rate of speed, and the wheels left the track, and were thrown back upon it with a violent jerk by coming into contact with a side track, and the plaintiff was thrown from the car, and received the injury complained of. There was upon the car an iron rail, running up the side and across the front of the car, for the purpose of assisting passengers in getting in and out. There was no notice forbidding passengers to ride upon the platform, and the defendants were in the constant habit of permitting persons to ride there, for pay, without objection. The defendants requested the court to instruct the jury that upon the evidence the plaintiff was not in the exercise of such care as would entitle him to recover; that if he chose to ride upon the platform, under the circumstances stated, he rode there at his own risk; and that as a matter of law, he was not entitled to recover. The judge declined so to rule, but submitted the case to the jury, upon the whole evidence, under instructions which were not excepted to.

The jury found for the plaintiff and assessed the damages $3,500. To the above refusal the defendants alleged exceptions.

Chapman, J.—Upon the evidence which is reported, the defendants requested the court to rule, as matter of law, that the plaintiff was not in the exercise of such care as would entitle him to recover. The court refused to make such ruling but submitted the case to the jury; and to this refusal the defendants except.

There are cases in which the plaintiff's evidence is held to be insufficient in law to establish the fact that he exercised ordinary care; and in such cases the court rule upon it as matter of law, without submitting it to the jury.

In Garrett *vs.* Manchester and Lawrence R.R. Co., 16 Gray, upon a train drawn by a locomotive engine. He went out upon the platform, and attempted to leave the car while the train was in motion. There being no dispute in respect to these facts. The court held that his conduct was careless. In Todd *vs.* Old Colony and Fall River Railroad, 3 Allen 18, and 7 Allen, 207, the plaintiff was riding in a car, which belonged to a train drawn by a locomotive. He sat upon a seat near an open window, with his elbow resting upon its base, but projecting beyond its external surface. As the train was in motion the part of his arm which projected beyond the window was struck by a substance which was outside the car. It was held to be careless to place his arm in such a position. In Gahagan *vs.* Boston and Lowell Railroad 1 Allen, 187, the plaintiff attempted to cross a freight train drawn by a locomotive engine while it was in motion, by passing between two of the cars, and this was held to be a careless act. The same doctrine was decided in Lucas *vs.* New Bedford and Taunton Railroad, 6 Gray 64. In all these cases the principle decided was, that the evidence was insufficient in law to prove that the plaintiff exercised ordinary care.

It is true that these decisions involved the consideration of facts as to which no evidence was offered. But they were well known facts in respects to the power, speed and management of railroad trains.

The rule of law on this subject is well stated in 1 Greenl, Ev. § 6, as follows: "Courts will generally take notice of whatever ought to be generally known within the limits of their jurisdiction." In the cases above cited, it ought to be known by all persons who have anything to do with railroad trains, that it is hazardous and inconsistent with the exercise of ordinary care to leave the seats provided for passengers, and stand upon the platform or attempt to leave the train while it is in motion, or to sit with an elbow projecting beyond the external surface of a window or to cross a moving train by passing between the cars.

But in respect to the facts stated in this report there is no such general knowledge as enables the court to say that the plaintiff did not use due care. On the contrary it is well known that the highest speed of a horse railroad car is very moderate, and the driver easily controls it, and stops the car by means of his voice, his reins and his brake. In turning around an angle from one street to another, passengers are not required to expect that he will drive at a rapid rate; but on the contrary might reasonably expect a careful driver to slacken his speed. The seats inside the cars are not the only places where the managers of the train expect passengers to remain, but it is notorious that they stop habitually to receive passengers to stand inside till the car is full, and then to stand upon the platform till they are full, and continue to stop and receive them even after there is no place for them to stand except on the steps of the platforms. Neither the officers of these corporations nor the managers of the cars nor the travelling public, seem to regard this practice as hazardous, nor does experience thus far seem to require that it should be restrained, upon the ground of its danger. There is therefore, no basis upon which the court can decide upon the evidence reported, that the plaintiff did not use ordinary care. It was a proper case to be submitted to the jury upon the special circumstances which appeared in evidence, as was done in Spofford *vs.* Harlow 3 Allen, 176.

Exceptions overruled.

Wilmington and Reading Railroad.

The Wilmington and Reading proposes to leave the Reading railroad at Birdsboro, forty-nine miles from Philadelphia, and will reach Wilmington in a distance of fifty to fifty-three miles—fifty miles if the route by Unionville is taken, and fifty-three if the route is down the Brandywine.

The difference in grades will add six cents to the cost of transporting a ton of coal to Wilmington over that of carrying it to Richmond wharves.

When we take into consideration that Wilmington is thirty-seven miles below Richmond, is below the Horse-shoe Bend, and generally below the point of ice blockade, is it unreasonable to expect, in view of a continued increase in the anthracite trade, that Wilmington will become in a few years a shipping port of some importance, both for anthracite and bituminous coals?

It is argued by some that the tendency of trade is to concentrate the coal shipping about large cities, by others that State and city pride will prevent the coals of Pennsylvania from being shipped at any point except Philadelphia.

Why should this be so? Wilmington is emphatically a tributary of Philadelphia, and the growth of Wilmington is the growth of Philadelphia.

By a comparison of distances from Pottsville, by way of the Reading railroad and Philadelphia (the present route of supply), and by way of the Wilmington and Reading railroad, it may be shown that our road must furnish anthracite coal to all consumers on the different roads it will intersect, both eastward and westward, as follows:

On the whole extent of the East Brandywine railroad from Waynesboro to Downington, and thence eastward on the Chester Valley railroad to a distance of twelve miles before being met by the supply coming westward from Norristown; on the Pennsylvania Central railroad from a point twenty-nine miles east of Downington to twenty-three miles west of Coatesville, or fifty-eight miles. By means of a short branch connecting with West Chester and the Media road we must furnish coal to West Chester, and as far east as to within six miles of Philadelphia, or twenty-three miles.

On the Baltimore Central railroad the range will be from its eastern end westward to within three miles of Port Deposit; in fact making Port Deposit almost as good a shipping point for the coal of Schuylkill county as for that of the Susquehanna region. On the Philadelphia, Wilmington and Baltimore railroad, coal will be carried eastward to Chester, and westward a distance of twenty-eight miles before it can be met by the supply coming from the Susquehanna.—*Wilmington (Del.) Republican.*

Finances of Massachusetts.

From the Report of the Auditor of the State of Massachusetts, it will be seen that the total receipts into the Treasury, for the year ending December 31, 1865, were $24,876,163 77, of which $1,534,985 22 was a balance from the previous year, and the disbursements for the same period were $23,916,790—leaving a balance of $959,373 67.

The receipts for 1866 are estimated at $1,400,000, and the disbursements at $4,400,000—leaving $3,000,000 to be provided for by taxation or otherwise. In this estimate no provisions has been made for the expenses of the Hoosac Tunnel, and the Troy and Greenfield Railroad; during the last year these expenses were met by a temporary loan of $800,000.

Of the total receipts, $7,268,661 96 accrued on account of ordinary revenue; and $16,072,516 59 on account of trust and other funds, including deposit and temporary loans. Of the total payments, there was disbursed on account of expenses payable from the ordinary revenue, $6,604,127 91, and on account of various funds, $17,312,662 09. It should be understood that of the total amount of revenue received, upward of $1,000,000 is to be refunded to the cities and towns on account of the corporation tax.

The total debt of the State on the 1st of January, 1866, was $23,047,873, an increase of $1,582,468 during the year.

The total military expenditure of the State was $6,244,933 68, of this $5,863,188 69 was used in the payment of bounties and other expenses. The amount chargeable to the United States is $3,545,023 48, of which $1,934,314 has been reimbursed, $621,435 is awaiting draft, and $989,273 remains unadjusted. This account, though large, is less than a sixteenth part of the expenditure of Massachusetts, including that incurred by her municipalities in the payment of bounties and and other war expenses, that of the latter amounting to full twenty-four millions, and that of the former to thirty millions, making the expenses actually paid on account of the war to have exceeded fifty-four millions.

The amount expended for charitable purposes in 1865, was $370,957.

All the banks originally organized under the general banking law of this State have now ceased to exist, *de facto*, having become National institutions under the laws of the United States. Their State circulation has been called in and destroyed with such rapidity that the amount outstanding, Jan. 1, 1866, was only $142,950, for which the Auditor's Department held first class securities amounting to $174,500.

The expenses for reformatory and correctional purposes amounted to $216,092.

Railways of the United Kingdom.

The Board of Trade returns present the following details relative to railways during the last sixteen years. The mileage calculations of the number of passengers and money receipts as here given by the Board of Trade are not strictly accurate, as the number of miles open at the close of the year are used as the divisor, while the traffic figures relate to the whole year:

	Length of Lines open at the end of each Yr.	Total Capital Paid up (Sh's, Loans, &c.) at the end of each Yr.	Number of Passengers conveyed (including season ticket holders.)		Total of Traffic Receipts.		Total of Working Expenses.	Net Receipts.
	Miles.	£	Total. No.	Per Mile. No.	Total. £	Per Mile. £	£	£
1849.....	6,031	229,747,778	63,841,539	10,585	11,806,498	1,957		
1850.....	6,621	240,270,745	72,854,422	11,033	13,204,668	1,994		
1851.....	6,890	248,240,896	85,391,095	12,309	14,997,459	2,176		
1852.....	7,336	264,165,672	89,135,729	12,150	15,710,554	2,141		
1853.....	7,686	273,324,514	102,286,660	13,318	18,035,870	2,346		
1854.....	8,054	286,068,794	111,206,707	13,807	20,215,724	2,510		
1855.....	8,280	297,584,709	118,596,185	14,323	21,507,599	2,597		
1856.....	8,707	307,595,086	129,847,592	14,855	23,165,491	2,660		
1857.....	9,094	315,157,258	139,008,888	15,395	24,174,610	2,659		
1858.....	9,452	325,375,507	139,198,699	14,587	23,966,749	2,516		
1859.....	10,002	334,362,928	149,807,148	14,980	25,743,502	2,573		
1860.....	10,433	348,130,127	163,483,572	15,669	27,766,622	2,661		
1861.....	10,869	362,327,338	173,778,218	15,988	28,565,355	2,628		
1862.....	11,551	385,218,438	180,485,727	15,625	29,128,558	2,522		
1863.....	12,322	404,215,802	204,699,466	16,612	31,156,397	2,528		
1864.....	12,789	425,483,438	229,348,664	17,993	34,015,564	2,660		

Cannot be given previous to 1854.

			9,206,205	11,009,519
			10,299,709	11,207,890
			10,837,456	12,328,035
			11,240,239	12,984,371
			11,668,225	12,288,524
		(Not ascertained.)		
		18,187,368	14,579,254	
		13,843,337	14,722,018	
		14,268,409	14,860,149	
		15,027,234	16,129,163	
		16,000,308	17,911,239	

NOTE.—The total Capital includes subscriptions by some of the railway companies to other undertakings, and was in excess of the sum paid up by £13,095,985 in 1863.

Southern Pennsylvania Railroad.

The Southern Pennsylvania Railroad, is now, we believe, located and ready for allotment of work to contractors. The road will be built east to the Cumberland Valley Railroad, which latter, we hope, it will absorb by merger, and thereby, whilst carrying the Southern Pennsylvania Railroad east to Harrisburg, will at the same time infuse new ideas, new vitality, new usefulness into the Cumberland Valley Railroad, which, for the interests of the Cumberland Valley, ought to be absorbed by consolidation with the Southern Pennsylvania Railroad, which would then have its eastern terminus on the Susquehanna river and its western terminus at Connellsville or the Ohio river. —*U. S. R. R. & Mining Reg.*

☞ A branch of the Baltimore and Ohio Railroad, from a place near the Point of Rocks to Washington county, Maryland, is about to be constructed. This will open the rich valley of the Cumberland to the Baltimore market, and give increased supplies of wheat and flour. There are now three hundred locomotives and four thousand cars on the Baltimore and Ohio road, and still the amount of freight offering is far in advance of the means of getting it forward. The company is making exertions to meet this enormous demand. The bridges over the Ohio at Parkersburg and Bellair are making rapid progress. The Parkersburg branch is daily improving, so that the oil of West Virginia will find an easy outlet eastward.

☞ The Philadelphia and Erie and the Pennsylvania Railroad Companies have applied for a special injunction to prevent the Catawissa railroad Company from crossing the road of the Philadelphia and Erie Company to connect with Oil Creek Railroad at one terminus thereof, and at the other terminus with any road chartered by the State of New York. The bill also charges that the purpose of the defendants is to construct a road by which the trade of the oil regions is to be deflected from Philadelphia to New York.

☞ The total indebtedness of the State of Delaware is $110,000, except 170,000 in bonds issued to the Delaware Railroad Company, as security for which there is a mortgage on the road, guaranteed by the Philadelphia, Wilmington and Baltimore Railroad Company. The total amount of tax paid by the Philadelphia, Wilmington and Baltimore Railroad for eleven months, ending with October was $19,782 60. The Governor recommends that the Legislature grant authority for converting the state banks into national banks.

☞ In the Maryland senate bills have been reported favorably authorizing the County Commissioners of Washington county to subscribe to the capital stock of the Western Maryland Railroad Company, and also authorizing the Mayor and City Council of Baltimore to subscribe to the capital stock of the Western Maryland Railroad Company to an amount not exceeding $200,000.

☞ The supplement to the Morris and Essex Railroad Company's charter, ratifying the lease of that company to the Atlantic and Great Western Railway Company, was taken up on its third reading, in the New Jesey State Senate, on Thursday, and after being amended so as to provide that no act heretofore performed by the Morris and Essex Company, of an unlawful character, by way of contracts, should be ratified by this act, passed unanimously.

☞ The Indianapolis *Journal* says that the Louisville, New Albany and Chicago Railroad Company offer at private sale the unfinished line of the branch road, commenced to be constructed by said company from the town of Gosport, in Owen county, toward that city. The right of way has been procured, and about twenty miles of the line between Gosport and Mooresville is in a great part graded and bridged.

☞ Mr. J. H. POTTER has been appointed Superintendant of the Sandusky, Dayton and Cincinnati Railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale..... Ca.	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	13½
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	----
Atlas ..... "	20,000	----	1	----
Aztec ..... "	20,000	----	1	3
Balt. and N. C..... N. C.	20,000	5	----	35c
Bare Hill ..... "	----	----	----	120c
Bay State..... L. S.	20,000	----	3½	10
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	----	75c
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	2	6
Cabot ..... L. S.	20,000	----	----	----
Caledonia..... "	20,000	----	----	6
Cambridge..... "	20,000	----	5	15c
Canada ..... Vt.	100,000	4	90c	80c
Carp Lake..... L. S.	20,000	----	----	1½
Cascade..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester..... "	200,000	1	----	12c
Cheticamp..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland..... Ca.	100,000	5	----	----
Cliff..... L.	20,000	----	----	----
Clifton..... "	20,000	----	----	----
Collin..... "	20,000	----	----	----
Columbian..... "	20,000	----	4½	10½
Consolidated..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	26½
Copper Harbor..... "	20,000	----	1	----
Copper Hill..... "	200,000	1	----	15½
Copperas Hill..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	50c
Deep River..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	----	75c
Dunham..... Ca.	200,000	2	----	25c
Durham..... "	200,000	5	----	25c
Eagle River..... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	12
Flint-Steel..... "	20,000	----	----	13
Forest City..... "	20,000	----	3	1
Forest Shepherd.. "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	37½
French Creek..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	50c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk..... Ca.	100,000	5	----	60c
Great Western..... L. S.	20,000	----	2	50c
Green Mountain..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	40c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	14½
Hanover ..... "	20,000	----	----	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	3½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	----	1½
Hudson ..... "	20,000	----	----	2
Hulbert..... "	20,000	----	----	4½
Humboldt..... "	20,000	----	2	4½
Hungarian ..... "	20,000	----	1	62½
Huron	20,000	----	16	30
Indiana	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute.....	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... Ca.	20,000	----	1	6
Lafayette..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster..... "	200,000	2	----	----
Madison..... L. S.	20,000	----	1	1½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	2½
Maryland ..... Md.	----	5	----	40c
Mass ..... L. S.	20,000	----	----	----
Massachusetts..... "	20,000	----	----	----
Mendota ..... "	20,000	----	4	----
Merrimac ..... "	20,000	----	4	----
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	2½	----
Michigan..... "	20,000	----	----	----
Middlesex..... "	20,000	----	----	----
Mineral Hill	----	----	----	40c
Minnesota..... L. S.	20,000	----	3½	17½
Missisquoi..... Ca.	150,000	2	----	1½
Montezuma ...N. Mex.	300,000	5	----	----
Morrison..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	19½
Native ..... "	20,000	----	3	50c
Naumkeag ..... "	20,000	----	1	2
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver)... "	20,000	----	----	----
New England ..... "	20,000	----	2	50c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton..... Ca.	100,000	5	----	1
North Western..... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	2½
Pewabic ..... "	20,000	----	3½	36½
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	12½
Pittsburg & Boston "	20,000	----	5½	68
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ...Ca.	200,000	----	----	----
Providence..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	56
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	50c
St. Clair..... L. S.	20,000	----	3	2
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	3½	1½
Salem..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley..... "	20,000	----	----	10c
Southampton..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side..... L. S.	20,000	----	3	----
Springfield..... Md.	----	5	----	80c
Stadecona ..... Ca.	100,000	5	----	----
Star..... L. S.	20,000	----	7½	1½
Stark..... Vt.	100,000	2	----	----
Strafford.....	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2½
Sussex ..... "	20,000	----	----	----
Sutton..... Ca.	100,000	5	----	85
Toltec..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.)... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington..... "	20,000	----	----	----
Waterloo..... Ca.	100,000	3	4*	15c
Wankegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	50,000	50	----	½
East River.....	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin..... Me.	3,000	100	----	----
Lake Superior..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant..... Pa.	10,000	50	----	----
Teal Lake..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	½	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake.....	----	----	----	----
Erie	----	----	----	21
Gay's River.....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone..... Pa.	----	----	----	1
Lancaster..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point.....	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National.....	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay.....N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	66
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C. ...Md.	----	----	----	105c
Baltimore ..... "	----	100	----	2
Bear Valley..... "	40,000	12½	----	14½
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	13½
Cape Briton..... N. S.	200,000	2½	----	----
Carbondale..... Pa.	----	----	----	3
Central..... "	----	----	----	44
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45½
Daniel Webster	5,000	100	----	----
East Mahanoy..... Pa.	----	----	----	----
Everhart ..... "	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	20½
Fulton..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	42
George's Creek..... Pa.	10,000	----	----	105
Grand Tunnel	4,000	100	----	50
Green Mountain..... Pa.	----	----	----	4
Hampton & Balt...Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	57½
Henry Clay.....	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	41
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	6½
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	7
Milford	2,500	50	----	----
Mill Creek..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganasett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn..... "	100,000	50	----	157
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot..... Pa.	4,000	50	----	----
Port Hood.....	4,000	100	----	49½
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston..... "	----	----	----	18
Princess Alex....N. S.	5,000	100	----	----
Ridgeway.....	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	10
Schuylkill Valley... "	20,000	10	----	16
Shawmut	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	26½
Stafford.....	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley...Pa.	22,760	50	----	50

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.)..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer..... A. T.	----	----	----	----
Arizona (Silver). "	----	----	----	----
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.)..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.)..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.)..... Ca.	200,000	2	----	50c
Central (G.)..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.)..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.)Col.	50,000	100	----	9½
Copalinshe (G.)..... "	200,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)....Nev.	100,000	5	----	----
Empire (S.)..... "	----	----	----	----
Empress (S.)..... "	----	----	----	----
Eureka (G.)..... Cal.	----	----	----	----
Excelsior (G.)..... Col.	30,000	10	----	12½
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)..... Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field.....	50,000	10	----	----
Gold Hill.....	50,000	10	----	----
Gold River.....	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.)..... Col.	300,000	10	----	1½
Halifax (G.)..... N. S.	200,000	2	----	60c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.)..... Ca.	100,000	5	----	----
Kent (G.)..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.)..... Col.	100,000	10	----	----
Mariposa (G.)..... Cal.	100,000	100	----	13
Massachusetts (G.)..Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ....N. S.	50,000	10	----	----
Montana (G.)..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ...Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	10c
Nova Scotia (S.)... "	100,000	2	----	1½
Oldham (G.)..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.)..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.)..... Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ...Col.	40,000	25	----	2
Quicksilver ..... Cal.	40,000	25	----	42
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)..... Col.	----	----	----	10
Sacramento (S.)..Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	----	----	----	----
Santa Rita..... Ariz. T.	----	----	----	----
Scottie (S.)..... Ariz. T.	----	----	----	----
Sherbrooke (G.)... N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ....Nev.	----	----	----	----
Sonora (S.)..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.)..... Ca.	100,000	5	----	----
Star (G.)..... Col.	100,000	25	----	----
Stewart (G.)..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.)..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	.....	41
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	25,482	129,615	15,895	8	.....	45
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	.....	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	.....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	.....	46
30 Nov. '64	2.80	—	23	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	.....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	.....	86
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	.....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	25	
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	.....	49
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	.....	45
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	.....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	178,980	150,000	—	25,800	37,017	—	—	.....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	.....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	.....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,600	5,000	—	—	(Middlesex)		—	.....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	.....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	.....	86½
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	.....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	.....	—
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	.....	.....	—	.....	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	.....	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	.....	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	.....	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	.....	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	.....	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	.....	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	.....	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	.....	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	.....	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	.....	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	.....	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	.....	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	.....	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	—	.....	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	.....	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	.....	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	.....	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	.....	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	.....	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,806	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	.....	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	.....	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	.....	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	.....	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	.....	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	—
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	.....	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	.....	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	51½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	.....	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	.....	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,538	5,901	7½	.....	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	.....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	.....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	.....	31
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	.....	35
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	84,041	6,320	—	.....	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	.....	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	.....	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	.....	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	.....	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	.....	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	.....	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	.....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	3,113	—	.....	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	71
31 Oct. '64	8.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,289	9,418	5	.....	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gra. F.)	175,610	159,312	15,500	—	79,670	21,297	6	.....	36
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	32
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	67½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	229,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc.	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	.....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	.....
Malden & Melrose bonds	51,762	—	.....	.....	.....
Real Estate	4,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1860	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	180,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
Utica City:					
1st Mortgage	65,500	7	.....	.....	.....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Dec. 31, 1865	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	103
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 ..... coupon	726,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	98
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97
" " " ..... coupon		5	" "	1871	96½
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	101½
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	103½
" " " ..... coupon		6	" "	1881	103½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,230,800	6	" "	1881	103½
" " " ..... coupon		6	" "	1881	103½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	102
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	103
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	103½
Bonds, Union Pacific R. R. Co. (E. D.)	640,000	6	Jan & July.	1896	----
Loan of March 3, 1864, (10-40s) ..... registered	172,770,100	5	Mar. & Sept.	1904	93
" " " " ..... coupon		5	" "	1904	93½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	102
" " " " ..... coupon		6	" "	1884	102
Treasury Notes of July 17, 1861 ..... coupon	240,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99
" 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	98½
Debt Certificates	60,667,000	6	At maturity.	----	----
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	180,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	426,231,390				
Fractional currency	26,000,000				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	118
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July.	'71-'82	90
" " " " ..... "	1,000,000	6	" "	1883	93½
Florida—State bonds ..... coupon	143,000	7	----------	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,078,750	6	" "	'68-'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	95
" —War bonds ..... "	2,000,000	6	" "	1879	96
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " ..... "	2,058,173	2½	" "	1886	80
—State Int. Imp. bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	84
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	95
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	81½
" — " " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	----	----
" — " " (war loan) ... "	670,000	6	----------	----	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'83-'77	95½
" — " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	95
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,589	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,580	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R. R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	200,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat. ac.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" — "	247 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107½
" — " " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	92½
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	77
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	78
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	77
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	93
" " —Notes	200,000	6	----------	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " " " " ..	700,000	7	" "	1870	----
" " — " " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	'64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	82½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	5	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	98
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,300	6	" "	1881	94½
" — " " (" ") ..... "	2,400,000	6	" "	1886	----
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	86
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	85
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	85
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----------	----	----
" —Relief Notes in circulation ...	97,360	----	----------	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	92
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates ...	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	54
" — " " (railroads) ... "	12,599,000	6	----------	Var.	88
" — " " (capitol) ..... "	608,000	5	----------	1890	57
" — " " (Hermitage) .. "	48,000	6	----------	1890	89½
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,866,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ..... "	1,100,000	6	" "	'78-'83	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,528	738,527	677,625	719,911	731,270	599,762	6,938,611
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	51,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	76,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,816	343,985	315,944	391,574	399,602	355,075	294,804	224,022	3,703,116
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,018	198 670	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
Chicago and Northwestern:													
1863	...	...	...	...	...	366,100	281,834	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	585,145	480,710	519,806	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,968,980
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	86,663	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,376	1,167,544
1863	145,916	146,839	166,780	121,278	103,407	99,569	90,882	95,134	130,561	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	...	...	...	...	...	...	...	...	...	...	...	...	...
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,982	458,560	547,174	506,610	430,963	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	886,136	902,906	963,359	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,106,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	15,295,915
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	206,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	...	...	...	...	...	...	...
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,843	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,272	510,100	423,578	640,179	799,236	661,291	657,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	590,061	531,906	661,548	706,740	621,849	624,968	...	...
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,038,166
1865	98,112	86,626	93,503	82,186	78,842	110,186	108,652	112,156	120,051	117,604	114,512	104,687	1,222,017
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	118,135	88,221	140,418	186,747	212,209	139,547	118,399	168,218	178,526	149,099	117,013	1,711,281
1865	96,153	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	226,840	...	...
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	287,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	365,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 071
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,163	376,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,869	4,504,549
New York Central:													
1859	330,349	370,544	509,211	478,563	409,628	447,818	504,217	591,920	743,500	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	662,076	696,175	927,036	952,980	872,985	7,996,783
1862	749,163	631,956	710,814	770,228	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,766	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,331	986,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,118	1,187,505	1,116,829	13,357,709
1865	957,869	613,281	955,659	1,246,734	1,255,521	1,132,701	1,162,024	1,496,753	1,524,424	...	...	...	...
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	243,862	241,695	264,622	283,646	238,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	266,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,536	191,266	252,154	263,917	270,051	289,987	266,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	288,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,128,635	754,551	1,032,149	...	...
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,770	182,566	188,831	165,795	154,032	203,853	245,938	236,344	231,253	191,138	2,335,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,880	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	390,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	684,260	696,738	886,511	758,107	601,238	650,311	612,128	718,016	759,405	807,382	713,472	570,826	8,488,394
St. Louis, Alton and Terre Haute:													
1862	74,25	68,881	68,748	71,854	112,384	93,766	67,721	85,350	96,969	118,887	129,16	125,610	1,117,597
1863	109,808	110,603	120,810	123,116	113,798	123,949	118,077	130,278	153,470	144,736	143,743	162,921	1,554,913
1864	100,372	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,076
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	207,093	162,594	2,237,975
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	135,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	122,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	286,154	2,000,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	247,023	2,926,24

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	893,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	94
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1868	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,560				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅔ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1865	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	95½
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	85
" " $2,500,000	867,000	6	"	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	90
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	109
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1863	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	" "	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	97
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	6	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	800,000	7	Jan. & July.	New York.	1873	121
Dividend Mortgage	1,010,000	7			1890	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	85
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	95½
Columbus and Xenia:						
Dividend	36,850		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1891	103
3d Mortgage	642,000					
Toledo depot bonds	152,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500		March & Sept.	" "	1891	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,002,000					
Endorsed by State of Tennessee	300,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	99½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1888	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	8	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	83
Extension Bonds	175,000	7	May & Nov.	" "	1900	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1883	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	550,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,292	7	Feb. & Aug.	New York.	1891	86
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
*Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	95½
2d General Mortgage	2,194,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		43½
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,506,070	8	Jan. & July.	New York.	'61-'67	
Sterling	378,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '62 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	500,000	10				
1st Mortgage	2,225,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	842,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	81,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	93
D'bts of former Co's outst'ding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	84
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,299,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	90
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	"	"	1883	99
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	94½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	92½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
2d Mortgage	980,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	72-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93½
2d Mortgage	3,077,000	7	"	" "	1861	39½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	83
Chattel Mortgage	360,000	10	" "		1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	94½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,300,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	†				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	6			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	85
" 1844, "	804,000	6	" "	"	1880	85
" 1848, "	101,000	6	" "	"	1880	85
1849, "	67,000	6	" "	"	1880	85
1857, (convertible)	564,000	6	" "	"	1886	116
1856, "	60,000	7	" "	"	1896	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72½
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1873	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	651,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	1,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	9
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	72
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'63-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	94
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30.3	—	.....	53.1	2	2	19	*Alabama and Mississippi*	451,505	30,991		335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*		.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	602	*Mobile and Ohio*	12 000,000	*		.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,260	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949	.....	.....	.....	.....	.....	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*		793,850	700,000	.....	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,429,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*		1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	.....
28 Feb '65	50.0	—	2.8	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*		738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	.....	49,663	197,387	85,946	8½	.....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810,982	66.0	211,836	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7½	95½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,634	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
... ... '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
... ... '62	59.9	—	5.0	.....	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ... '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
... ... '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,488	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,336,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	128.0	.....	832,343	464,541	—	.....
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,208,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,464	1,273,518	7½	107
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,218,282	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	109½
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	28½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,706	6	100½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,463,194	8	116½
1 Jun. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,380,955	464,000	—	2,658,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '64	196.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	600,767	—	30
								INDIANA.													
... ...	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,060,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '65	186 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	182.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,680	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
... ... '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	.....
1 Jun. '58	33.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	.....
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	80
30 Jun. '65	135.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,264,420	505,260	—	2,242,318	566,000	239,297	5,855,320	80.0	180,204	481,922	228,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,666,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,319	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,806,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	101½
31 Mar. '65	246.0	277.8	.....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	—	69½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,092	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,324	1,047,567	429,026	—	37
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	—
31 Dec. '62	152.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,723	1,101,971	—	3,191,923	490,423	649,212	12,580,308	263.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	208.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,996	—	—
30 Sep. '64	86.5	3.0	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	380,029	—	1,971,222	3,501,000	40,558	6,852,109	90. 1	280,189	399,291	31,329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.														
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,371,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,437	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,308	109.2	186,240	328,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,050	450,222	236,767	6	95
May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,768	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.														
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,889	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	113
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,128	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44
								MASSACHUSETTS.														
30 Nov. '64	.....	.....	.....	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,743	—	8,500,000	3,806,000	109,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	380,758	1,880,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	91
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,384,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	117½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	123
30 Nov. '64	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	130
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,681	47.1	82,108	161,203	78,265	6½	68
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,982	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	98.4	434,622	868,352	309,341	8	106½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	282,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	858,919	95,684	—	600,000	—	50,485	809,362	71.0	185,647	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	86	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	100½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	226,900	727	470,931	(Op	er. by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,900	—	3,932,547	77.3	151,327	342,297	134,368	—	39½
30 Nov. '64	166.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	137½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	388,286	137,605	7½	103
								NEW HAMPSHIRE.														
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,350,000	*	—	1,800,000	1,050,000	—	2,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	59½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,845	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	105½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	696,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	90½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,430,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.														
31 Dec. '64	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,386,255	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	...	...	.....	Camden and Amboy	8,502,296	*	4,804,181	6,472,400	10,264,483	—	.....	124.2	.....	5,799,980	1,140,788	35	117
31 Dec. '64	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,205,630	20	114½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,067,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	103½
31 Dec. '64	53.8	—	.....	—	...	...	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	53.8	610,427	1,563,607	777,626	10	145
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	.....	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	—	...	...	.....	Raritan and Delaware Bay	2,596,481	[illegible]	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	.....	—	55
31 Dec '64	18 2	—	.....	—	...	...	.....	Warren	2,008,300	*	—	1,402,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.														
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,158	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,080,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,880,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,000	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	43,045,284	807.0	6,916,324	13,439,643	4,594,725	8	81½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	102
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	70
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	664.9	5,804,048	13,975,524	2,694,714	6	89
30 Sep. '64	130.7	2.1	45.0	—	35	67	566	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	26	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	39½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	38.9	58,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Water't'n & Ogdensb'g.	2,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	100
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,290	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	228.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	228.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,500	2,234,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	225,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.														
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06[illegible]	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	8,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	595,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	115
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '64	101.	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575,965	*	4,125	4,266,988	4,026,561	—	8,776,352	208.5	1,256,812	2,512,315	438,897	8	81½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	107
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,092,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,525	142.0	—	—	1,089,187	—	—
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,806,315	250.8	456,409	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	158.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,984,496	596,400	251,867	3,343,956	1,341,093	14,202	5,172,138	206.9	358,409	719,924	145,900	—	19½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	38 207	189,488	—	—
31 Dec 64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,060	6 653,868	—	10,243,015	250.0	1,244,358	2,050,323	945,492	3½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	143.0	316,747	380,489	149,013	—	24
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,181,037	*		956,900	378,600		1,335,500	74.0	176,968	394,962	193,901	8	88
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	146
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	—
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	43,741	2½	27
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	—
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	—
31 Oct. '64	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	109,000	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	125	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	20½
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,718	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	61½
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	31½
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	(	"	"	")	7½	54½
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	37½
31 Dec. '64	300.8	56.1	319.0	—	290	178	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,634,840	—	43,520,358	356.9	5,846,778	14,759 057	4,065,112	10	54½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399	—	1,358,100	315,500	—	1,673,100	24.0	253,739	428,147	207,893	8	54
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,009	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	29½
30 Nov. '64	152.0	46.8	206.5	—	216	81	14869	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072 323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	50
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	175.447	224,006	477,658	10	120
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	3,657,300	692,000	—	9,349,300	197.0	839,238	3,205,560	1,365,200	10	56½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,126	12,657,000	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	94
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd to	Northn	Gen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,095	162,312	1,855,448	26.4	118,698	273,232	149,817	—	—
31 Oct. '64	29.6	—	3.6	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,817	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	117
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	268,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,760	324,161	—	1,429,008	1,145,000	345,546	.....	164.6	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	873,597	—	—
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734,118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	633,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	165,474	67,785	—	—
31 May '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,289	941,045	262,887	—	—
31 May '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	1
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,986	64,267	26,451	—	95
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.		53,852	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,049,636	374,996	—	1,366,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.6	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,965,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	73
								WISCONSIN.													
31 Dec. '64	195.0	175.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 55	—	—
31 Dec. '64	191.9	42.6	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000	—	8,452,351	234.4	938,183	1,711,281	606,330	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,964	2,663,376	49.0	.....	242,798	117,642	—	—
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,480	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	—	—
31 July, '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	14	15
31 Dec. '64	94.5	1.6	.....	—	18	20	537	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	103.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	100,421	107,640	20,006	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,238	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	134 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec 62	43.	—	—	—	11	22	120	Pan ma	8,000,000	*	,658	5,000,000	75,000	—	10,763,772	43.7	.....	1 937,438	1,323,924	12	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	65
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26
Catawissa (preferred)	1,150,000	7	---	34½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	44½
Chicago & Alton (preferred)	2,425,200	7	7	108
Chicago & Northwestern (pref.)	12,994,720	7	7	55½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	88
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	---	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	58½
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	-------	------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91½
Six per cent. Loan	2,482,274	6	A. & O.	1884	88
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	-------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	83
2d Mortgage	3,980,670	6	J. & J.	1882	76
Improvement	508,500	6	M. & N.	1876	70
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	51
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	25
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	53½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	31
Delaware and Hudson	100	10,000,000	10	137
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Michigan	----	-------	----	----
Lehigh Navigation	50	4,282,950	6	52½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	75
" (preferred)	100	1,175,000	10	112
North Branch	100	-------	----	----
Sault Ste Marie	100	-------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	---	21½
" (preferred)	50	2,722,607	---	28½
Susquehanna and Tide Water	50	2,048,260	---	10
Union	----	-------	----	----
Union (preferred)	50	2,750,000	---	5½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	48 — @ 51 —
Pig, American, No. 1	50 — @ 51 —
Bar, Refined, English	105— @110 —
Bar, Swedes, assorted sizes (in gold)	— @ 97 50
Bar, Swedes, assorted sizes	165 — @175 —
Bar, English & American, Refined	125 — @150 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @200 —
Ovals and Half-round	145 — @155 —
Band, English	— — @155 —
Horse Shoe	150 — @155 —
Rods, English	127 50 @190 —
Hoop, English	160 — @225 —
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	— 33 @ — 37½
Sheet, English, Single, Double and Treble	— 7½@ — 10½
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	57 — @ — —
Rails, American	85 — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 11½@ — 13
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 13½@ — 15
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 19 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 13
American Machinery	— 13 @ — 14
Milan (in bond)	— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 55
Sheathing, Yellow	— — @ — 46
Pig, Chile	— — @ — —
Bolts	— — @ — 55
Braziers'	— — @ — 55
American Ingot (cash)	— 37 @ — 38½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	9 40 @ 9 60
German Refined	9 40 @ 9 60
English	9 40 @ 9 60
Bar per lb.	— — @ — 12
Pipe and Sheet	— — @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— — @ — 27½
Straits	— 26½@ — 26½
English	— — @ — 26
Plates, Charcoal I. C per box	15 75 @ 16 —
Plates, I. C. Coke	13 50 @ 14 50
Terne, Coke	— — @ 11 —
Terne, Charcoal	14 50 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb.	— — @ 7 50
Clinch (cash)	— 9 @ 9 50
Copper	— — @ — 60
Ausable Horse, Norway Iron, Forged	— — @ — 41
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 32 @ — 32½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 42 @ — 43

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	Th. 25.	F. 26	Sat 27.	M. 29.	Tu. 30	W. 31
Atlantic M. S. S. Co.	108	115	----	----	----	----
At. & Gt. W. (O) 1st m't.	----	96	----	97	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	94	----
California 7s	----	----	----	----	118	118
Canton Co.	44½	44½	----	44	44	44
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	105	104	103½	103½	103	104½
" " pref.	105	----	----	106	105	107
" " 1M.	----	----	----	----	93½	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	90
Chicago, Burl. & Q.	112	112	----	109½	----	----
" " " 8 p.c.	----	----	----	109	----	----
Chic. & Northwest'n	29½	28½	28½	28	28½	28½
" " pref.	55	54½	55	54	54½	55½
" " 1st M.	84	----	85	84	----	84½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	96½	97½	98½	97½	99½	100½
" '1st M. '70	----	----	----	97	----	----
Clev., Col. and Cin.	115	----	115	----	----	----
Clev. and Pittsburg	77½	78½	79	78½	81½	82
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	78	----	----	----	----
Clev. and Toledo	----	105	106½	107	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	46	45½	44½	44½	----	45½
Del. & Hudson Canal	----	136x	134½	----	----	----
Del., Lack. & West.	----	148	149	145	----	----
" " 1M. 8p.c. '71-5.102	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	----	84x	83	84½	81	81½	81½
" pref.	----	----	----	----	----	----	81
" 1 M. 7 p.c. '67	----	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	102½	102	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	94½	94½	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	92½	----	----
Galena and Chicago	----	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	101	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----	----
Hudson River	100	100	102	101	102	102	----
" scrip	----	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	99½	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----	----
Illinois Central	117½	117	116½	116	116	116½	----
" Can. bd. sc.	----	----	----	----	----	----	----
" bonds	----	108	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----	----
Mariposa Mining Co.	13½	13	----	13	13	13½	----
Michigan Central	102½x	101½	101½	100	101½	101½	----
" S F. 8p.c. '82	----	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----	----
M. S. and N. I.	66½	67	67½	68½	69	69½	----
" " guar'd.	----	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----	97
" " 1st pref.	----	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----	----
" " 1st M.	----	----	98	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----	----
" L. G. bonds	----	----	48½	----	----	----	----
Missouri 6s	77	----	76	----	76	----	----
" iss. to H. & St. J. R.	----	----	----	----	----	----	----
" " Pacific	78	----	----	----	----	----	----
New York Central	90½x	89½	95½	92	91½	92½	----
Real Estate	----	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	93	93	----
" 6s, S. F. '87	----	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----	----
North Carolina 6s	----	----	82½	----	82½	82½	----
Ohio & Miss. cer.	25½	24½	25½	25	25	25½	----
" " pref.	----	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	170	170	----	185	185	----
Panama	----	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----	----
Phila. and Reading	98½x	99	99½	98½	98½	99½	----
Pitts. Ft. W. & Chicago	94x	92½	93½	94	94	94	----
" " 1M.	----	100	----	----	----	----	----
" " 2M.	----	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----	----
Quicksilver Mining Co.	38½	38	38	39½	40	40½	----
St. L., Alton & T. H.	----	----	----	----	----	----	----
" " pref.	60	----	58½	----	----	----	----
" " 1M.	91	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----	----
Tennessee 6s, 1890	88½	----	88½	88	89	89½	----
Tol., Wab. & Western	----	----	----	----	----	----	----
" Pref.	----	----	----	----	----	----	----
" " 1M. ex.	----	90	----	----	----	----	90
" " 2M.	----	----	72	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----	----
Virginia 6s	----	----	66	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	Th.25.	F.26	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup., 93	92⅞	93	92¼	93	93¼	
U. S. 5s, 10-40s, reg.— 93	----	----	----	----	----	
U. S. 6s, 1881, reg. —103⅞	----	----	103⅞	----	----	
U. S. 6s, 1881, cou. —103⅞	103⅞	103⅞	103⅞	103⅛	103⅛	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1861, " ty.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	123¼	----	123	
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.. 98⅛	----	98⅛	98⅛	98⅛	----	
U. S. 6s, 5-20s, c. 1862. 102⅝	102⅝	103	102⅞	102⅝	103⅛	
U. S. 6s, 5-20s, c. 1864.	101⅜	101⅜	----	101⅜	101⅜	
U. S. 6s, 5-20s, c. 1865..101⅛	101⅛	101⅛	101⅛	102	101⅜	
U. S. 6s, " reg.	101⅛	101⅛	102	102	----	
7.30 Notes, 1st series. 99	98⅞	98⅞	99	98⅞	99⅛	
" " 2d series.. 98⅞	98⅞	98⅞	98⅞	99⅛	98⅛	
" " 3d series.. 98⅛	98⅛	98⅛	98⅛	98⅛	99	
American Gold	130⅛	130⅛	130⅛	130⅛	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.
Cattawissa 27	26	21	23	21	23	
" preferred .. 39⅜	37⅛	34	35½	32½	34⅜	
Camden & Amboy 114	115	115	115	115x	116	
" " 6s,'67	----	----	----	----	----	
" " 6s,'70	----	----	----	----	----	89
" " 6s,'75	----	----	----	----	----	
" " 6s,'83	----	----	----	----	----	
" " 6s,'89 82⅛	83⅛	----	83⅛	83⅛	----	
" mort. 6s,'89	----	90	----	----	----	
Ches. & Del. Canal 6s '86	----	----	----	----	----	
Del. Div. Canal 31	31	31	----	----	31	
Elmira & W'msport	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " 7s	----	----	----	----	----	
Lehigh Navigation 53⅛	53⅛	53	52⅛	----		
" " 6s,'70	----	----	----	----	----	
" " 6s,'84	----	----	----	----	----	
Lehigh Valley R. R. 61⅛	61⅛	61⅛	61⅛	61⅛	61⅛	
" " 6s	----	----	----	----	----	
Little Schuylkill R. R.. 32⅛	----	----	----	----	31	
" " 7s 93	----	----	----	----	----	
Long Island	----	----	----	----	----	
" " 6s	----	----	----	----	----	
Minehill 54⅛	----	----	----	----	54⅛	
Morris Canal 75	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " 6s '76	----	----	----	----	----	
North Pennsylvania 33⅛	33⅛	33⅛	34⅛	34⅛	35	
" " 6s	----	----	----	----	----	
" " 10s	----	----	----	----	----	
Northern Central 44⅛	44⅛	44⅛	44⅛	----	----	
Pennsylvania R. R. 54⅛	54⅛	54⅛	55	54⅛	54⅛	
" 1st m.. 94⅛	----	94⅛	----	94⅛	94⅛	
" 2d m.	----	----	----	----	----	
Penn. State, 5s 86	86⅛	----	86	----	86	
" " 5s, coupon	----	86	85	----	----	
" " 6s, W. L.	----	----	----	----	101	
Philadelphia City, 6s .. 87⅛	----	87⅛	87	----	87	
" " new.. 91⅛	91⅛	91⅛	91	90⅛	91	
Philad. Germ. & Nor.	----	----	54	54	54	
Phila. & Reading 50	49⅛	49	49⅛	49⅛	49⅛	
" " 6s,'85	----	----	----	----	----	
" " 6s,'70	----	----	----	----	93	
Philadelphia & Erie 30	29⅛	27⅛	29⅛	----	29⅛	
" " 6s	----	----	----	----	86⅛	
Philad. & Sunbury, 7s	----	----	----	----	----	
Schuylkill Navigation 22	----	----	----	21⅛	----	
" " pref. 28	27⅛	28	27⅛	28⅛	----	
" " 6s '82 76	----	----	----	----	----	
" " 6s '76	----	----	----	----	----	
" 6s '72	----	----	80	83	----	
Susq. Canal	----	----	----	9	9	
" " 6s '78	----	----	----	----	47	
Union Canal, pref. 4⅛	3	3⅛	3½	5⅛	5⅛	
" " 6s '83 24½	----	----	25	----	----	
West Br. Canal 6s '78	----	----	----	----	----	
Wyoming Valley Canal	----	----	57	----	----	
" " bonds	----	----	----	----	----	
Hestonville, (Horse) 36⅛	36	36	34⅛	34⅛	33⅞	
Chestnut & Wal. "	----	----	----	----	----	
Green & Coates, "	----	----	30⅛	----	----	
2d and 3d streets, " 71	----	----	----	----	71	
Spruce & Pine, "	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	100⅛	100⅛	----	----	----	
" " 1886	----	----	----	----	----	
" " 1870	----	97	----	97	----	
" " 1890	100⅛	100⅛	----	----	----	100⅛
Balt. and Ohio	----	113	----	113	----	
" " b'ds,'62	----	----	----	----	----	
" " " '67	----	----	----	----	----	
" " " '75	----	----	----	----	----	97⅛
" " " '80	----	----	----	----	----	
" " " '85	98	----	----	----	----	
Northern Central	----	----	----	----	----	
" " b'ds, '85	----	86	85	----	86	
" " " 95	----	----	----	----	----	
City Passenger R. R.	----	----	18⅛	18⅛	18⅛	

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu. 30.	W.31
Boston and Lowell 91	----	93	91	----	----	
Boston and Maine 117⅛	----	----	----	----	----	
Boston and Providence ----	----	128½	----	----	128	
Boston and Worcest.	130	----	----	130	----	
Cheshire, pref.	44	----	44½	44½	----	
Concord 59½	----	----	----	59½	----	
Connecticut River	----	103	----	----	----	
Eastern, Mass.	----	99½	----	99½	99	
Eastern, N. H.	----	----	----	----	98½	
Fitchburg	----	----	----	105½	106½	
Manchester & Lawr'ce.	----	----	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H. 91½	91½	90½	----	----	----	
Old Colony and Fall R. 101	100½	100½	----	100½	100½	
Ph., Wil. & Baltimore . 57½	57½	57½	57½	----	56½	
Portl'd, Saco & Ports... 94½	----	----	----	95	95	
Vermont & Canada	----	95	----	----	----	
Vermont & Mass. 39½	39½	39½	----	----	39½	
Western 137	----	----	137½	----	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	----	----	----	----	
Metropolitan " 46½	----	48	49	49½	49	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls " 26½	----	----	26½	----	25½	
Franklin "	37	37	37	37	37½	
Huron "	----	----	39	----	----	
Isle Royale " 15	14½	----	----	14½	----	
National "	----	----	----	19½	19½	
Minnesota " 17½	----	17½	----	17½	----	
Pewabic "	35½	35½	35½	----	36½	
Pittsburg "	----	----	----	----	----	
Quincy " 55	55	----	54½	56	56	
Rockland	----	----	----	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of January:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	64⅜	"	66
Virginia State 5s	48	"	52
Do. 6 per cent.	40	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	76	"	78
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	79	"	81
Do., 2d mort., 1882	73	"	75
Erie shares, $100 (all paid)	57½	"	58
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	76	"	76½
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82-x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, February 3, 1866.

Stock Exchange and Money Market.

The most interesting topic in our financial circles the past week has been the panic in the British money market, and the characteristic attempt of the London *Times* to make American commerce responsible for it. It openly asserts that our importers have taken more goods from the English work shops than they have been able to pay for, and that our defalcation, for it is nothing more nor less than this, is at the bottom of this foreign difficulty. We have good reason to believe that this story is made out of whole cloth. The *Times* has in fact had its statements refuted by its own correspondents, and our own information derived from the best home authorities, is to the effect that the charge is groundless. During the war there was a very great shyness displayed by British merchants towards all American transactions, except where they were of a contraband character, and our own, were equally cautious, not to go largely into transactions, the result of which the wisest could not foresee. Our markets were become quite bare of foreign goods, and it is preposterous to say that in the last ten months we have over-traded to such an extent as to endanger our solvency, or impair that of the English dealers. On the contrary, our shipments of specie have been large and constant, and more recently, if these have fortunately diminished, we have remitted in their stead very large quantities of cotton in a legitimate way, and quite enough to make up any deficiency in our cash remittances. Besides, our exports have for some months past been largely on the increase. If we were so deeply in debt as the *Times* alleges, gold and exchange would have risen rather than fallen, a fact which speaks volumes. But what do the well informed of the British journalists themselves say on this subject. In addition to the denials of the London *News*, we find in the Iron Trade *Circular* of Birmingham, a periodical thoroughly posted in the financial and manufacturing interests of its own country and ours, some interesting statements bearing on this question, and in reply to the *Times*. It publishes a table showing the iron exports from Liverpool to the United States for the last twelve years, proving most conclusively there has been no over-trading on the part of the Iron trade. On the contrary it is now and recently has been below the average. It goes further; it says. "It is not just to impute the present difficulty, for such it is, in money, to a speculative overplus of consignments to the United States. Of what could they consist! Not of cotton goods certainly, for our manufacturers had no stock on hand, not of hardware, nor of iron, pig, or manufactured, for of the first the rise has been distinct, progressive and moderate; and as regards the latter, the figures we have given, contradict the statement that we have in any way exceeded or even reached the average supplies of the last 12 years. Since every supply sent out, as far as our knowledge goes has been distinctly justified by the demands of the American markets, recorded in their own Trade reports." After such an admission as this, we think the assertions of the *Times* may be dismissed without hesitation, as being entirely groundless.

It is well to notice that while in England American credit and securities are constantly assailed by these cavillers, on the continent they are growing in favor. The same Circular from which we have already quoted, says "it will be hardly credited that within the last two months only, Germany has bought ten millions of the National debt of the United States, and the investment is still proceeding. It is supposed that the bills lately drawn on Frankfort on account of these bonds amount to 70,000,000 florins, a total never before reached. The claims on the Frankfort Bank have been extensively heavy, amounting on an average to almost a million of florins daily."

As long as "the mania for American bonds continues, we shall experience a constantly increasing pressure." "Already mortgages on houses for which 4 per cent. was a full rate, are now not freely taken at 5 per cent." "This is a matter of serious importance to our Money Mar-

ket." It is Frankfort then, the *Times* shall assail and not the United States. The truth is, American securities are rising in the estimation of the financial world. All we have to do is to keep them in a sound condition, and they will take precedence of all others.

In connection with this requirement, we have to notice the recent report of the United States Revenue Commission, made to the Secretary of the Treasury by Messrs. Welles, Colwell & Hayes, the former best known for an excellent pamphlet on the burden and resources of the country. The report is considered an able one, examining all the present and future sources of revenue, the defects of the present system, the remedies, and the probable result of an improved one. It proposes the abrogation of many kinds of taxation which are extremely offensive, and produce but little revenue, and looking to simplicity in the choice of taxable products, and the application of sound principle to transactions which can best bear taxation, predicts a very large increase to the annual receipts of the Treasury, as much in the total as $435,000,000. The report gives a very unfavorable picture of the practical working of the Treasury Department, and recommends a wholesale change in its internal arrangements. We highly approve of the practice of referring the consideration of such questions as these to special commissions. Congressional committees are rarely competent to the task, or willing to give it their deliberate attention. In Great Britain the ablest reports of this character are obtained in a similar manner, and it is to be hoped the practice will obtain with our Government.

The weekly return of the New York associated banks to January 27, shows the following result: Increase of loans, $1,070,110; in circulation, $490,176; decrease in specie, $2,158,613; in deposits, $3,803,794; in legal tenders $2,480,746. The decrease here stated is attributed to the flow of temporary deposits into the Sub-Treasury with how much truth, however, we are unable to say, except in the instance of specie, it being known that the customs receipts for the last week amounted up to $3,226,000.

Government stocks are firm, and in fair demand. Railway securities and shares generally are chiefly under the control of "professional operators," the outsiders choosing to remain outside at present. A very large number of persons have turned their attention to the purchase and sale of stocks, and when we consider the enormous amount on the market, and the fortunes made even by the handling of them, we do not wonder at the liveliness of the street, nor the activity of the dealers. The present system of inflation, loans and currency affords golden opportunities to the quick-witted habitues of the street, and they are not in favor of any financial policy which would narrow and check their operations. We notice that some of the most prominent, occasionally venture into print to sustain the present system, but their opinions are too much the result of self-interest to be authoritative.

We notice from the Price Currents a general decline in prices, as in the case of flour, which in the last week has fallen off nearly a dollar per bbl. If our paper dollar can be made to appreciate, we can bear a more gradual return to old prices, for it is evident that 100 cents to the dollar will buy more even of a high priced article than 70 cents. This fact seems to escape the attention of many writers on the subject of the currency, though it is one of the greatest importance to consumers.

The gold market is rather drooping, though it had a spasmodic rise of about 1 per cent. at the beginning of the week. It is now pretty well understood that the next crop of cotton is to be a much better one than was anticipated. The freedmen have in many of the cotton States returned to the "shovel and the hoe," which they in the end will find their best friends, and lead to independence and respectability much sooner, than idle, dreaming and foolish talk. The question of suffrage may very well be postponed until food and clothing are certain; it is one which made no issue in the war, was not decided by it, and should not be interpolated and thrust in now as any incident of the conflict, or offering a conclusion to be drawn from it. Any new question raised at this time will have the effect to postpone the financial recovery of the reconstructed States, whose aid is now wanted for the support of the National credit, and should not be postponed for abstractions, however plausible.

We have to remark that the stock of our city banks continue to bear a high price in the market. We notice that some institutions stand at high figures; the 1st National at 210–15, others at 140–50, and a large number at 110 and upwards. It is evident that these institutions are prospering greatly under the present condition of affairs.

Foreign exchange is dull, and two per cent. below par for 60 day commercial bills, a pretty conclusive evidence that our importers are not pushed by their foreign creditors if they have any. The gold receipts for customs at this port for the last four years are thus stated: 1862, $52,254,116 32; 1863, $58,880,054 42; 1864, $66,937,127 11; 1865, $101,772,965 94. It is believed that this increase in the last year is owing considerably to withdrawals from warehouse of imports of a previous date.

One of the remarkable sources of our mineral wealth is the Lake Superior copper region. About five thousand four hundred tons of this valuable metal have been produced there during the past season. The difficulties in Chili have considerably enhanced the price of this article in Europe and this country.

It is perceived as we have already mentioned, that gold has slightly advanced in the market. It has got up to 140, and if things continue as they are, we may expect a still further rise. The most vigorous efforts are being made wherever they can be of effect to prevent an early return to specie payments, or in other words giving our currency an increased purchasing power and more value. Two months time has been passed by Congress without making the least progress toward this desirable object, the Secretary instead of being cheered on in his policy, is kept on the defensive by the advocates of inflation and high prices, and has to bear the unpopularity of doing nothing when it is not his fault that action does not take place at once. If gold is to go up again to anything like its old prices, the sufferings of the people at large will be intense. They must in a large majority of cases do without many of the necessaries of life, for prices will go up again. Every per cent. rise in gold is followed by 5 and 10 per cent. rise in currency prices. From this oppressive state of things we were beginning to escape, and the talk of resumption, a coming event, cast its friendly shadow before it. But if we are to be tied up by the influences of paper money, and delivered up to the mercies of speculators and money changers, we see before the people of this country a fate of which they do not even dream. We may see them at last in two classes only, the rich, made so without labor or industry, but by our financial embarrassments, and the poor, whose whole efforts will be necessary to obtain food. The enormous fortunes made in the last four years by contracts, stock gambling and other methods which a redundant currency generates, are already seen to influence very badly the tone of American society, if not to sap its morals. When we therefore advocate a return to a sound currency, we are perhaps without knowing it, advocating the best interests of the State and of individuals, we are in fact talking religion itself in its most practical form.

The exports from this port for the week ending January 30, exclusive of specie, were $3,449,470.

The business of the Sub-Treasury was something on the same scale, the balance on Wednesday having swelled to $7,620,030.

For the weekly changes in prices, we as usual refer our readers to our tables.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 5s, 84; do., 2½s, 78@80; Ohio 6s, 1881, 94½; N. Y. State 7s, Bounty Loan, 99⅜; Louisiana 6s, 81½; Illinois War Loan, 96: Brooklyn Park Loan, 84½; Hannibal and St. Joseph 1st L. G. Bonds, 92; Milwaukee and St. Paul 1st mort., 80; Sixth Avenue R. R., 136; Stonington, 117; N. J. Central, 114¾; Morris and Essex R. R., 103¼; Butler Coal, 13½; Wyoming Valley, 50; Wolf Creek Diamond, 96¾; Schuylkill Coal, 16; American Coal, 66; Lehigh and Susq. Coal, 5½; Copake Iron, ½; Mariposa pref., 17½; Citizens Gas, 118; Western Union Tel., 54; Union Navigation, 100; Rutland Marble, 14; Bank of Commerce, 105; Merchants Bank, 110½; Bank of New York, 110; Am. Ex. Bank, 113; Bank of Republic, 112; Metropolitan Bank, 121; Importers and Traders Bank, 100; 4th National Bank, 98; 9th National Bank, 109½; Phœnix Bank, 96; Central Bank, 108; Continental Bank, 96; Shoe and Leather Bank, 103.

Philadelphia.—Allegheny Co. coupon 5s, 72⅛; Westchester 7s, 76; 10th and 11th streets R. R., 52½; West Philadelphia R. R., 67½; 13th and 15th streets, 32; Fulton Coal, 7⅛; New Creek Coal, 1⅛; Mahanoy Coal, 6½; Buck Mt. Coal, 45; N. Y. and Middle Coal Fields, 7; Big Mt. Coal, 5½; St. Nicholas Coal, 8⅛; Swatara Falls, 2; Preston Coal, 18; Farm. and Mech. Bank, 122; Mechanics Bank, 28¾; Bank of North America, 202½; Philadelphia Bank, 140; Commercial Bank, 50⅛; Girard Bank, 52; Union Bank, 54½; Corn Planter Oil, 1⅛; Dalzell, 1⅞; Excelsior, ⅜; Junction, 1⅛; Maple Shade, 4½; McElrath, 2¼; McClintock, 1½; McKean, 8½; Mingo, 2⅛; McIlhenny, 1⅛; Ocean, 16; Phila. and C. R., ½; Spencer, 1¾; Sugar Creek, 4½ Wm. Penn., 1. The latest quotations are: City 6s,

86½@87; do., new, 91@91⅛; State 5s, 85¾@86; do., coupon, 89@89; do., 6s, W. L., 101@101½; Phila., Wil. and Balt., 56½; Reading, 50@50; do., 6s, 1870, 93@93⅛; do., bonds, 85@86; do., con., 100@107; Camden and Amboy, 116¾@117¾; Penn. R. R., 54⅜@55; do., 1st mort., 94½@95; do., 2d mort., 92@92; Little Schuylkill R. R., 31¼@32; Morris Canal, 79@84; do., pref., 114@114½; do., bonds, 90@95; Wyoming Valley Canal, 57@58; do., 6s, 80@85; Susquehanna Canal, 10½@10¾; do., 6s, 50@51; Sch. Nav., 21½@22¼; do., pref., 28@28½; do., 6s, 1882, 75@76½; Union Canal bonds, 25@25¼; Delaware Div. Canal, 31@31; do., bonds, 80@84; Elmira and Williamsport, 27@30; do., pref., 38@40; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 51¼@53; do., bonds, 1884, 90@91; North Pennsylvania, 38¼@38⅛; do., 6s, 83@83½; Philadelphia and Erie, 29⅛@29¼; do., 6s, 86@87⅛; Minehill, 54¼@54¾; Catawissa, 23⅞@24; do., pref., 34¾@35; Lehigh Valley, 60@61½; do., bonds, 89½@90; Fifth and Sixth streets, (horse,) 40@52; Second and Third, 71@72; West Philadelphia, 67@70; Spruce and Pine, 35@36; Green and Coates, 30@34; Chestnut and Walnut, 52½@52¾; Thirteenth and Fifteenth, 32@32¼; Girard College, 25¼@27; Tenth and Eleventh, 52¼@52¾; Norristown, 53¾@54½; Union, 21@27; Hestonville, 33¾@34¼.

Boston.—Rutland and Burlington 1st mort., 72; do., endorsed, 66; do., 2d mort., 23⅝; Western R. R. 6s, 1875, 94; Vermont and Massachusetts 6s, 91; Boston, Hartford and Erie 7s, 55; Vermont Central 1st mort., 80¾; Mad River and Lake Erie 6s, 68; Old Colony and Fall River 6s, 1867, 96¼; Ogdensburg and Lake Champlain R. R., 38; Cape Cod R. R., 68; Worcester and Nashua, 103; Boston, Concord and Montreal pref., 65; Granite Railway, 59¾; Taunton Branch 105½; Sandusky, Dayton and Cin., pref., 26; Maine State 6s, 95¼; Massachusetts 6s, 1871, gold, 107¾; Rhode Island 6s, 1882, 92; Vermont 6s, 98; Cambridge 6s, 1875, 95¾; Chicago 7s, 1888, Water Loan, 92; Bath 6s, 1891, 91¼; Boston 5s, 1868, gold, 110; do., 6s, gold, 118¼; do., 6s, 1874, currency, 99¾; Boston Water Power Co., 24⅛; Cary Imp. Co., 7½; Waverly Co., 4; Union S. S. Co., 93¾; Adams Express Co., 395; Mt. Pleasant Coal, 30; Mammoth Vein Coal, 7¾; Franklin Coal, 20; Roaring Brook Coal, 50; Locust Dale Coal, 18; Boston and Nova Scotia Gold, 1.85; Chelsea Gas, 95½; North Bridgewater Gas, 30½; Shawmut Bank, 105; Webster Bank, 103½; Columbian Bank, 106½; Freemans Bank, 112½; Old Boston Bank, 63; Merchants Bank, 110; Eagle Bank, 110¾; Atlas Bank, 105¼; Suffolk Bank, 117¾; 3d National Bank, 103¾; City Bank, 103¾; Revere Bank, 120; Albany and Boston Mining Co., 13½; Bay State, 10; Eagle River, 2; Hancock, 14⅛; Humbolt, 4⅝; Superior, 2⅛; South Side, 1¼.

Baltimore.—N. W. Va. 1st mort., 97; Marietta and Cincinnati bonds, 86; Bare Hill Mining Co., 1.20; Liberty, 0.50; Mineral Hill, 0.40; Maryland, 0.40; Canton Co., 43; Santa Clara, 10; Penn. Oil, 0.60; Baltimore Chrome, 0.80; National Express Co., 4; Union Bank, 73; Merchants Bank, 108; Bank of Baltimore, 106; Marine Bank, 31½; Bank of Commerce, 26⅛; Franklin Bank, 11¾; Mechanics Bank, 23; Citizens Bank, 13. The latest quotations are: Balt. and Ohio, 112@114; do., 6s, 1867, 96@97; do., 1875, 97@98; do., 1880, 97@98; do., 1885, 99@99; Northern Central, 45@45½; do., bonds, 1885, 85½@86; N. W. Va. 1st mort., 1873, 97@98; do., 2d mort., 95@98; do., 3d mort., 1885, 20@30; do., guar., 93@98; Marietta and Cincinnati 7s, 1891, 85½@86½; Central Ohio 1st mort., 80@85; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@79; do., guar., 97½@100; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97¼@97½; do., 1873, 96@98; do., 1875, 100¼@100⅛; do., 1886, 98@99; do., 1890, 100½@100½; do., coupon, 100@100⅜; do., 5s, 1838-'70, 82@83; City Passenger R. R., 17¼@18¼; Canton Co. 44½@44½; Gardner, 0.30@0.90; Gas Coal, 0.60@0.75; Maryland, 0.35@0.40; North State, 0.10@0.10; Springfield, 0.70@0.75; George's Creek, 101@102; Santa Clara, 9½@11; Balt. Chrome, 0.50@1.80; Bare Hill, 1.10@1.20; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.40@0.45; Baltimore Coal, 150@200.

Management of Switches.—Ball's Safety Patent.

It is well known that most of the serious accidents which occur to railway trains are owing to the neglect of the switches, and the forgetfulness of those in charge of them.

Mr. Milton Ball, of Canton, Ohio, has invented a very simple and economical plan by which these dangers may be avoided, and perfect attention on part of the switch tender secured. It consists of a small enclosure at the side of the track in which a vertical lever is placed and by which the track is changed.

The same motion of the lever which produces this change, by an ingenious arrangement closes the place or structure in which the switch tender is obliged to be, and at the same time shuts him in. He cannot get out without moving the switch back again to its ordinary place, a positive and practical demonstration of the alteration it is impossible not to perceive. In this way he is in fact compelled to do his duty, and entire safety to the train and passengers is obtained in a purely mechanical way.

The expense of the arrangement is very trifling, as it is applicable without the least difficulty to the ordinary switches in use.

Improvement of the Hudson River.

The navigation of the Hudson river has from time immemorial, even during the days of the first settlers at Albany been interrupted by the creation of bars below that city. Even the small sloops of 80 tons were some times unable to get up to the town. Every few years spasmodic efforts have been made by the State Legislature to improve the navigation, and considerable sums have been expended for this object. Within the last three years, the attempts under a commission have been more persistent and successful. Liberal appropriations have been made by the Legislature, and the funds have been prudently expended. The Commissioners have performed their duties in the most faithful and satisfactory manner, and the improvements made have been really very great. Their report for 1865 has just been published. The expenditures for the year are stated to be $116,072 24, of which $67,365 07 were for the dyke at Cuyler's bar. The Commissioners recommend the following means for the improvement of the river:—

"The experience of the past has demonstrated that an increased depth of navigable channel can be had to almost any desirable extent, by use of means as stated in the report of the Commissioners appointed under act chapter 122, Laws of 1863, as follows: 'To cut through the shoals by dredging, to narrow and straighten the channel by constructing parallel piers or dykes, increasing its velocity by confining the water, and to depend on its downward flow, thus accelerated, to scour out the channel and prevent the formation by deposit of new shoals. By this means the flood-tides are caused to flow upward with less impediment and friction, and consequently with increased velocity and volume. By these processes the navigation is aided not only by deepening the bed of the river, but also by the water rising faster and higher."

If the Clyde has been deepened so as to admit ocean vessels we do not see why the Hudson can not be equally improved.

New York and New Haven R. R.

It having been finally decided by the courts that the New Haven Railroad Company must pay the bonds fradulently issued by Schuyler, the Directors have voted to increase the capital stock of the road to $5,000,000, which will raise enough funds to meet the amount required. On the 27th ult. the subscription books were opened, and all who were stockholders then will be allowed to subscribe for the new stock by surrendering two and a half shares of their old stock for one of the new, and paying for the new stock seventy-five dollars per share. The capital stock of the company was formerly $3,000,000. The amount of fraudulent bonds was $2,100,000. A large part of these were bought up by compromising with the holders, the capital stock being increased to accomplish it. The present increase will now pay up all the liabilities caused by the fraudulent issue. The road is considered worth $10,000,000.

Texas Railroads.

The railroads in Texas complete and in operation, are from Galveston to Houston 40 miles, from Houston to Millican 80 miles, from Harrisburg to Alleyton 80 miles, from Houston to Columbia 45 miles, from Hempstead to Brenham 30 miles, from Houston to Beaumont 75 miles, and from Marshall to Shreveport 40 miles. Total distances, 390 miles. Besides these, a road from Indianola to Victoria, 40 miles, has been long contemplated and partly graded, and one from Brazos Santiago to Brownsville, 30 miles, is in progress. But the great railroad enterprise, which is beginning to eagage the attention of the people, is the Kansas City and Galveston Railroad.

☞ Articles of incorporation of a new railroad company called the "La Crescent, Rochester and Yankton Railroad Company," has been filed with the Minnesota Secretary of State. The object is to construct a railroad from the Mississippi River through the Southern tier of Minnesota counties to the Missouri River. The capital is $10,000,000.

☞ The earnings of the Philadelphia and Erie Railroad for the six months ending December 31, 1865 amounted to $1,333,471; corresponding period of 1864, $648,939—showing an excess of $684,532 for last six months of 1865 over corresponding period in 1864—an increase of nearly 106 per cent.

Anthracite Coal Trade of the United States.

The following table will show the number of tons of coal sent from the different coal regions in 1864, and 1865:

	1864. tons.	1865. tons.
Schuylkill Region:		
By Reading Railroad	2,763,374	*2,813,176
" Schuylkill Canal	1,000,500	1,022,740
From Pinegrove	24,534	†18,485
By Mahoning and Lehigh	132,808	218,378
Total	3,921,216	4,072,779
Less Lehigh, Shamokin and Lackawanna	272,153	336,977
	3,649,063	3,735,802
Lehigh Region:		
By Lahigh Valley Railroad	1,295,419	1,402,277
" Canal	758,087	888,784
McCaulley's Mt	1,787	546
By Little Schuylkill Railroad	8,690	.....
	2,063,983	2,291,607
Less Wyoming Coal	9,314	250,694
Total	2,054,669	2,040,013
Wyoming Region:		
Wyoming Canal, S	536,088	329,506
North Branch, W	94,054	28,957
Penn. Coal Co.	759,544	‡577,482
Scranton, North	338,729	264,293
" South	963,728	742,781
Del. and Hudson Co	852,136	759,570
Lack. and Bloom, S	407,243	501,236
By Lehigh	9,314	250,694
Total	3,960,836	3,254,519
Shamokin Region	333,478	457,162
Total anthracite	9,998,046	9,488,396
Semi-anthracite:		
Frank. Coal Co. S. W	61,952	75,495
" L. V.	68,021	61,405
Trevorton	56,501	27,095
Broad Top	386,645	315,996
Total	573,119	479,991
Bituminous:		
Cumberland Coal	665,605	903,495
Imported—foreign	510,708	685,052
Total	1,749,432	2,068,538
Add anthracite	9,998,046	9,488,396
Total tons	11,747,478	11,556,934

CENTRAL NEW JERSEY RAILROAD COAL TONNAGE.

The quantity of coal transported over the Central Railroad of New Jersey from 1861 to 1865, was as follows:

	Lehigh tons.	Lackawanna tons.	Total tons.
1861	254,367	568,869	823,935
1862	311,296	502,375	816,571
1863	435,729	613,254	1,049,683
1864	474,221	675,743	1,149,964
1865	579,619	494,687	1,004,306

Of the above quantity 87,217 tons Lehigh, and 10,895 tons Lackawanna, in all 98,111 tons, were used on the line; the balance reached Elizabethport.

* The whole coal tonnage of the Philadelphia and Reading Railroad, including the Lebanon Valley Branch, was in 1865, 3,090,814 tons. Only the coal carried from Schuylkill County is embraced in this table.

† The whole trade from Pinegrove was 157,840 tons. The balance is embraced in the railroad report.

‡ Of this quantity 47,025 tons were sent *via* Delaware and Hudson Coal Company's Canal, and 530,457 tons by rail to Newburg.

SCHUYLKILL REGION.

The quantity of coal sent to market from the Schuylkill region in 1865 was 3,735,802 tons.

MAHANOY COAL TONNAGE.

The number of tons of coal sent from the Mahanoy region in 1865 was 1,823,655
In 1864 1,501,518

Increase in 1865 322,137

Nearly half the coal mined in 1865 came from the Mahanoy and Locust Mountain Regions.

LATERAL RAILROADS.

The following is the tonnage of the different lateral railroads in Schuylkill County, in the years 1864 and 1865:

	1864.	1865.
Mine Hill and S. Haven	1,517,357	1,579,494
Mill Creek	436,163	326,367
Mahanoy and Broad Mt.	776,670	802,885
Schuylkill Valley	230,961	222,629
Mount Carbon	115,637	101,826
Little Schuylkill	537,396	585,535
Lorberry Creek	164,381	111,773
Swatara	46,835	46,067
	3,826,400	3,776,575
Union Canal	212,216	157,840

The coal that passed over the Union Canal Railroad is received from the Lorberry Creek and Swatara roads. The Mahanoy Coal also passed on the Mill Creek Railroad, making the tonnage of that road in 1864, 1,212,833 tons, and in 1865, 1,129,252 tons.

MORRIS CANAL COAL COMPANY.

The following is a statement of the amount of coal which entered the Morris Canal since 1861:

	Lehigh coal from Canal	Railroad	Total	Scranton Coal	Total
Years.	tons.	tons.	tons.	tons.	tons.
1861.	272,616	1,401	274,017	140,922	414,939
1862.	106,431	45,738	152,169	172,128	324,297
1863.	208,397	48,234	256,631	145,815	402,446
1864.	194,097	37,644	231,741	151,122	382,866
1865.	217,814	74,171	291,985	124,204	416,189

EAST PENN. RAILROAD COAL TONNAGE.

The coal trade of the East Pennsylvania Railroad from the Lehigh Region, was:

	tons.		tons.
In 1860	11,030	In 1863	9,526
" 1861	10,622	" 1864	9,341
" 1862	6,667	" 1865	8,845

NORTH PENN. RAILROAD COAL TONNAGE.

Quantity transported over their road from the Lehigh Region in the following years:

	tons.		tons.
In 1858	73,124	In 1862	103,947
" 1859	80,432	" 1863	113,680
" 1860	91,327	" 1864	123,475
" 1861	98,389	" 1865	129,695

PHILADELPHIA AND READING RAILROAD.

Amounts of coal received from various lateral railroads in Schuylkill coal Region:

Schuylkill Valley Railroad	95,294
Mill Creek Railroad	228,286
Mahanoy and Broad Mt. R. R.	702,926
Do., from Shamokin and Pottsville R.R.	9,895
Total at Port Carbon	1,036,401
Mt. Carbon R. R. at Mt. Carbon	38,911
Minehill and Schuylkill Haven R. R. at Schuylkill Haven	1,072,836
Schuylkill and Susquehanna R. R. at Auburn	143,078
Little Schuylkill R. R. at Port Clinton	521,950
	2,813,176
Bituminous and anthracite from Harrisburg and Dauphin	277,638
Total of all	3,090,813

SCHUYLKILL NAVIGATION COMPANY.

The number of tons of coal transported by this company in 1865, was 1,022,740 against 1,000,500 in 1864. The supply for the line in 1865 was 87,250 tons, and sent south of Philadelphia, 46,893 tons.

COAL TRADE OF THE LINE.

The trade of the line between Pottsville and Philadelphia and on the Lebanon Valley Railroad was as follows in the last five years:

Years.	Railroad.	Canal.	Total.
1861	278,647	156,673	435,320
1862	416,856	129,060	545,916
1863	548,755	122,834	671,589
1864	634,074	114,364	748,448
1865	659,379	87,250	746,629

Of the above tonnage 620,275 tons were delivered at the following points on the line where there are iron works.

	Railroad.	Canal.	Total.
Leesport	4,843	12,912	17,755
Reading	147,697	28,369	176,566
Birdsboro'	11,216	2,036	13,252
Pottstown	12,626	919	17,545
Phœnixville	67,567	252	69,819
Norristown	109,019	1,883	110,901
Conshohocken	8,157	1,824	10,081
Spring Mills	....	15,256	15,256
Swede's Falls	4,756	.....	4,756
Manayunk Falls, Nicetown & Germant'n.	113,616	5,713	119,329
Robeornia, (Leb. Val.)	15,345	.....	15,345
Lebanon (")	49,670	.....	49,670
Supply in 1865			620,275
Supply in 1864			655,798

Decrease at these points in 1865 35,523

—Caused by the stoppage of the iron works a considerable portion of the season.

QUANTITY SENT TO PHILADELPHIA.

The following is the quantity of coal sent to Philadelphia in the following years by railroad and canal:

	Railroad.	Canal.	Total.
1861	273,473	473,965	747,438
1862	316,631	290,583	607,214
1863	388,352	237,563	625,915
1864	373,070	307,430	680,500
1865	380,238	296,925	677,158

The quantity of Schuylkill Coal consumed on the line of the railroad and canal, exceeds the quantity delivered at Philadelphia for consumption.

The receipts of coal at Port Richmond were as follows since 1861:

	Tons.		Tons.
1860	1,886,447	1863	2,128,154
1861	909,112	1864	2,058,423
1862	1,825,400	1865	2,051,202

The loss and gain for 1864 and 1865, at the following points we sum up as follows:

	1864. Loss.	Gain.	1865. Loss.	Gain.
On the line	.....	76,859	1,819	.....
At Philadelphia	.....	54,587	3,842	.....
At Richmond	69,731	.....	4,221	.....
Eastern trade by canal	.....	53,560	.....	12,966
	69,731	185,006	9,882	12,966
		69,731		9,882
Gain in 1864 and 1865		115,275		3,584

LEHIGH VALLEY RAILROAD.

The number of tons of coal distributed on the line of the Lehigh Valley Railroad in 1865, was 1,402,277; in 1864, 1,295,419—increase in 1865, 106,858 tons.

LOCUST MOUNTAIN COAL AND IRON COMPANY.

The quantity of coal mined and sent to market by this company in 1865, was 366,997 tons.

DELAWARE AND HUDSON CANAL COMPANY.

The number of tons of coal mined and forwarded on the railroad of this company for the year ending December 15, 1865, was 812,094
Same period last year 886,841

Decrease in 1865 74,747

CONSUMPTION OF COAL ON THE LINE.

Of the total supply of anthracite in 1865, 9,488,396 tons, about 2,205,109 tons were consumed on the lines of the different avenues to tide water and the interior. There were consumed on the line of the Schuylkill 746,629 tons, and on the Lehigh 505,858 tons.

LEHIGH COAL TRADE.

The quantity of coal sent to market from the Lehigh Region by the different operators in 1865, was: by railroad 1,046,626 tons; by canal 723,669 tons—total, 1,770,295 tons; and from the Schuylkill, Wilkesbarre, etc., 520,766—making a total of 2,291,061 tons.

LEHIGH NAVIGATION COMPANY.

The following is the distribution of coal carried by the Lehigh Navigation Company in 1865:

	Tons.
Consumed on line of Lehigh Canal	82,235
Entered Morris Canal at Easton	217,813
Entered Delaware and Raritan Canal	399,067
Consumed on line of Delaware Division	28,930
Arrived at Bristol	160,739
Total shipments in 1865	888,784

SHAMOKIN COAL TRADE.

The number of tons of coal sent from the Shamokin Region, by the different operators in 1865, was 457,162; in 1864, 333,478 tons—increase in 1865 of 123,684 tons.

Of the 457,162 tons of coal from the Shamokin Region in 1865, 283,875 tons passed over the Minehill and Schuylkill Haven Railroad, against 210,360 in 1864—making an increase in 1865 of 73,515 tons; the balance was sent *via* Sunbury to market.

LITTLE SCHUYLKILL RAILROAD.

The quantity of coal transported over this road during the year ending November 30, 1865, by the different operators, was 585,534 tons.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY.

The coal business of this company in 1864 and 1865, was as follows:

	1864. Tons.	1865. Tons.
Amount sold at mines	2,984	923
" shipped North	342,382	271,519
" " South	957,747	734,445
	1,303,113	1,006,887

The total shipments since the opening of the road have been 9,620,700 tons.

BLOSSBURG COAL TRADE.

The following is the quantity of coal transported over the Blossburg and Corning Railroad since 1860:

	Tons.		Tons.
1860	96,918	1863	235,848
1861	112,712	1864	384,977
1862	179,334	1865	394,632

BARCLAY COAL TRADE.

The quantity of coal sent to market in 1865 from the Barclay Region was 68,463 tons.

SCHUYLKILL AND SUSQUEHANNA RAILROAD COAL TRADE.

The following is the quantity of coal transported over the Schuylkill and Susquehanna Railroad in 1865, and the following years:

1865.	East.	West.	Total.
From Pine Grove	143,502	18,458	161,987
" Dunphin, West	.....	.....	20,625
" Auburn, West	.....	.....	4,169
			186,781
In 1864	191,391	24,534	240,057
In 1863	189,254	48,449	237,703
In 1862	146,095	53,842	199,937
In 1861	101,523	91,820	193,343
In 1860	94,975	14,718	109,693

The road is now owned and worked by the Reading Railroad Company.

COAL TRADE OF ELIZABETHPORT.

The quantity of coal received at Elizabethport, New Jersey, by the different companies and shippers in 1865, was 906,195 tons. Of which 422,402 tons were from the Lehigh, Schuylkill and Wilkesbarre Regions, independent of that sent from Scranton by the Delaware, Lackawanna and Western Railroad Company.

CUMBERLAND COAL TRADE.

The quantity sent to market in 1865 from the Cumberland Region was as follows:

By railroad	560,293
By canal	343,202
Total	903,495
In 1864	665,605
Increase in 1865	237,890

The above is for the year ending September 30, 1865, and corresponds with the other reports. The full supply sent to market for the full year of 1865, by the Baltimore and Ohio Railroad is as follows:

Quantity sent through to Baltimore	502,689
Delivered on line of road	51,539
Transported for use of company	175,277
Delivered at Baltimore for use of three steamships	16,000
Total quantity transported in 1865	745,505

This is the heaviest quantity of coal ever transported over the road in a single year, and it would have been larger if the trade had not been retarded in the early part of the year by Government transportation of troops, &c. They expect to increase the coal shipments considerably in 1866.

BELVIDERE DELAWARE COAL TONNAGE.

The number of tons of coal transported over this road in 1864 and 1865, is as follows:

	Through.	Way.	Total.
1864	161,278	13,095	174,323
1865	202,781	11,585	214,345

CATAWISSA RAILROAD COMPANY.

The coal tonnage of this road has been as follows:

	Lacka. tons.	Lehigh. tons.	McCaully Mt. tons.	Bitu. tons.	Total. tons.
1861	6,553	6,220	1,997	1,029	15,799
1862	46,689	85,539	3,282	1,536	137,046
1863	101,934	43,887	7,477	308	153,606
1864			No Report.		
1865	22,286	3,367	546	6,004	32,203
Total	177,462	139,013	13,302	8,877	340,654

IMPORTATIONS AND EXPORTATIONS OF COAL.

The quantity of coal imported into the country and exported during the years 1864 and 1865, was as follows:

Imported.	1864. Tons.	1864. Value.	1865. Tons.	1865. Value.
Paying duty	246,117	$764,311	219,116	$568,106
Under Reciprocity Treaty	264,591	885,677	466,036	1,210,004
	510,708	$1,649,988	685,052	$1,788,110

Exported.	1864. Tons.	1864. Value.	1865. Tons.	1865. Value.
Domestic	173,021	$1,207,802	*133,438	$1,348,371
Foreign	2,018	31,456	.....	.....
	175,039	$1,239,258	132,438	$1,348,371

* No returns were received from New Orleans, or San Francisco for the 1st and 2d quarters of 1865.

Interest and Dividends.

The Milwaukee and Prairie du Chien Railroad Company has declared a dividend of 4 per cent. on the first preferred stock, and 3½ per cent. on the second preferred, for the six months ending January 22, 1866, both payable Feb. 1; after which date the mortgage bonds can be converted into 1st preferred stock.

The Northern Central Railway Company have declared a quarterly dividend of 2 per cent, clear of National and State taxes, payable 20th Feb.

The Pennsylvania Railroad Company have declared a semi-annual dividend of 5 per cent. clear of all taxes. It is understood that after declaring this dividend the company have left in the treasury a reserved fund of $3,000,000.

The Wyoming Valley Railroad and Coal Company will pay a dividend of 5 per cent. Feb. 17.

The Long Island Railroad Company will pay a quarterly dividend of 2 per cent., February 26, at the National Bank of North America.

☞ The earnings of the Middleboro' and Taunton railroad for the past year were: from passengers, $11,408 07; freight, $9,496 73; mail, $600; total, $21,504 80. Expenses, $21,453 41. Profit, $51 39. The following list of Directors was chosen: J. B. Tobey, E. Tucker, P. Tillinghast, W. A. Crocker, C. Robinson, Albert Field. President, J. B. Tobey; Superintendent, A. E. Swasey.

☞ Major Gen. Burnside having been elected President of the Reno, Oil Creek and Pithole Railroad, Major J. L. Wilson of Indiana, and one of the Directors of the Reno Oil and Land Company, has assumed the position of Superintendent. About eight miles of track are laid upon this road and the work is progressing at the rate of half a mile per day.

☞ The Senate of Maryland has unanimously passed the bill authorizing the Mayor and City Council of Baltimore to subscribe to two hundred thousand dollars of the capital stock of the Western Maryland Railroad Company. This bill had previously passed the House, and is therefore a law.

☞ The Directors of the Oil Creek Railroad at a recent meeting, elected S. W. Steward, Esq., of Corry, President, and H. F. Sweetser, Superintendent.

☞ The Tideoute *Chronicle* reports three hundred hands at work, grading the new road from Irvine to Oleopolis.

☞ The Baltimore and Ohio Railroad Company have assumed the management and control of the Winchester and Potomac Railroad.

☞ Only four miles of the Norfolk and Petersburg Railroad remain to be repaired, when the connection by rail between Norfolk and Memphis, Tenn., will be unbroken, save at Lynchburg. This break in the great chain of railroads will be filled by the 1st of February.

☞ The bridge over Difficult Creek, Va., on the Loudoun and Hampshire Railroad, has been completed. This completes the repairing of the road for a distance of about twenty-two miles.

☞ The bridge over Neuse River, on the North Carolina Railroad, has been repaired, and the cars are now running through to Goldsboro.

European and North American Railroad.

Notwithstanding the disinclination of the public to invest in the stock of new railroads, the *International* Railway Company, as our Provincial neighbors call this line, which is to connect the maritime Provinces with New England, seems to be in a fair way of success. We have before us an official note from the Premier of New Brunswick certifying to the fact that the entire line from Truro, in Nova Scotia, to Moncton, in New Brunswick, is under contract to the International Contract Company of London, which secures the completion of the road between Halifax and St. John in four years.

From St. John to the boundary of Maine, a distance of 86 miles, the work is under contract to the European and North American Railroad Co., of Maine, who have sub-let the New Brunswick portion to Messrs. Pierce & Blaisdell of this city, under whom the construction is now being carried forward, commencing at the Suspension Bridge. Should anything interfere to delay the work on this side the boundary, the New Brunswick line will go forward, connecting with the Woodstock Railroad, and making all the upper St. John country tributary to the city of St. John.

The distance from St. John city to the line of the St. Andrews and Woodstock Railroad is 80 miles; from thence to Houlton, Maine, 47 miles, from thence to Little Falls, on the St. John, about 100 miles, the point which the American line is designed to reach, by the same route from Houlton.

The people of Bangor are alive to the importance of this road to them and their city. They have subscribed handsomely to the stock of the American company (or a large portion of them have,) and in their zeal for the road have asked the city to extend further aid by a loan of credit.

The Railway Company rely on aid from Massachusetts by a sale of land bonds, and some of the leading men of this State urge the necessity of State interposition for a portion of these bonds. The State 5 per cent. bonds are worth par in the market, or nearly so, and it would aid the company if she should exchange her bonds, 5 per cents, for the 6 per cent. land bonds of the company. A petition with the name of ex-Governor Andrew at the head of it is largely signed, favoring this plan.

Aid is confidently expected too from Congress. The claims of Maine and Massachusetts on the United States assigned to the company will no doubt receive attention from this Congress—and it is a favorable circumstance that the Chairman of each Committee on Foreign Affairs in the Senate and House, are from this State—for to these committees the question of paying these debts will naturally be referred.

We are glad to notice in circulation a petition to Congress for the payment of these claims, and in support of the memorial of the railway companies, signed at the head by His Excellency Gov. Bullock. The bill reported by Hon. John H. Rice on the 3d of March, 1865, was unanimously concurred in by an able committee, of which Hon. Mr. Alley of this State and Hon. J. W. Patterson of N.S. Hampshire were members. The purpose of a bill, including the claims of Massachusetts and Maine, jointly, on the principles of Mr. Rice's bill, will give the railway companies material aid sufficient to ensure the entire line from Bangor to St. John.—*Boston Journal, Jan. 22.*

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1866, were.... $56,509 00
Corresponding week of previous year.. 72,705 00

Decrease.... $16,196 00

The traffic of the Great Western Railway for the week ending Jan. 26, 1866, was as follows:

Passengers $22,391 57
Freight and live stock.... 31,117 77
Mails and sundries.... 2,056 31

Total $55,565 65
Corresponding week of 1865 .... 45,244 90

Increase.... $10,320 74

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Jan., 1866, were.... $54,289 00
Corresponding week of 1865 .... 78,501 00

Decrease $24,212 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in January, 1866, were.... $55,976 00
Corresponding week of previous year.. 84,018 00

Decrease.... $28,042 00

The earnings of the Chicago and Alton Railroad for the 3d week in Jan., 1866.... $48,970 00
Corresponding week of previous year.. 69,500 00

Decrease.... $20,630 00

The earnings of the Chicago and Northwestern Railway for the third week in January, 1866, were.... $115,710 22
Corresponding week of previous year. 136,367 48

Decrease $20,657 26

The earnings of the Grand Trunk Railway for the week ending Jan. 20, 1866, were:

Passengers $27,685 00
Express, freight, mails and sundries.. 4,750 00
Freight and live stock.... 69,807 00

Total $102,242 00
Corresponding week, 1865 .... 103,179 00

Decrease.... $937 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 14, were:

	1866.	1865.
Passengers	$2,484 27	$2,248 60
Freight	6,673 03	8,360 39
Express	130 22	130 22
Mail	296 58	296 58
Total	$9,584 10	$11,035 79

Receipts from January 1 to 14:

1865 .... $21,629 89
1866 .... 19,600 40

Decrease $2,029 49

The earnings of the Western Union Railroad for the week ending Jan. 21, 1866:

	1866.	1865.
From freight	$6,854 41	$8,281 15
" passengers	2,230 50	2,286 87
" express	130 22	228 00
" mail	296 58	296 58
Total	$9,511 71	$11,092 60

Receipts from Jan. 1, to Jan. 21:

1866 .... $29,112 11
1865 .... 32,722 49

Decrease $3,610 38

☞ A meeting was held in Frederick, Md., on the 15th inst., for the purpose of maturing measures for building a railroad from the District of Columbia to the Pennsylvania line, by way of Frederick. A committee was appointed to memorialize the Legislature for the passage of an act of incorporation.

☞ The New Jersey Legislature has passed a law extending the Raritan and Delaware Bay railroad, from its present junction with the Camden and Atlantic road, across the country to a point on Delaware bay, opposite Wilmington, Delaware.

James River and Kanawha Canal.

We are informed that an agent deputed by the French company to negotiate with the James River and Kanawha Canal Company for the completion of their work may be soon expected in Richmond. Everything in this State and in West Virginia promises well for harmonious and united action in a work which is manifestly of common interest to both.—*Lynchburg Republican.*

Central Pacific Railroad
STATE AID BONDS.

INTEREST AT THE RATE OF

Seven per Cent. per Annum in Gold,

PAYABLE SEMI-ANNUALLY,

Guaranteed and Paid by the State of California.

The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of $50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m50 **FISK & HATCH, Bankers.**

Kuebler & Seelhorst,
MATHEMATICAL AND OPTICAL
INSTRUMENT MAKERS,
No. 27 South 8th Street, cor. of Jayne, Philadelphia, Penn.

MERCANTILE MUTUAL
INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....$1,366,699

ORGANIZED APRIL, 1844.

Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.

Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President.
CHAS. NEWCOMB, Vice-Presideet.
C. J. DESPARD, Secretary.

TRANSFER OFFICE OF THE
CHICAGO AND NORTH WESTERN R. R. Co.,
No. 8 WALL-ST., NEW YORK, Jan. 29, 1866.

COUPONS DUE FEB. 1, 1866, FROM THE BONDS of the "Chicago and Northwestern Railway Company" and the "Galena and Chicago Union Railroad Company," will be paid on and after that date, on presentation at this office.

JAMES R. YOUNG, Secretary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 10, 1866.

Northern Pacific Railroad.

Two very important meetings have recently been held in Boston, in reference to the central and far western portions of the United States, and to the plans which are under consideration for securing the speedy construction of railroads which shall unite together the Atlantic and Pacific slopes. At one of these meetings addresses were made by Capt. Mullan, late of the United States army, who has spent many years in the mountainous country of the Northwest, and who built the military wagon road between Fort Benton on the Missouri River and Fort Walla-Walla on the upper waters of the Columbia; also by the Hon. Mr. Holbrook, delegate in Congress from Idaho, and the Hon. Mr. Driggs, Member of Congress from Michigan. These gentlemen confined their remarks to the route of the Northern Pacific Railroad, which will traverse Minnesota, Dacotah, Montana, Idaho, Washington and Oregon. Their testimony was remarkably conclusive and emphatic in reference to the entire feasibility of the proposed line, and to the inducements which are to be found in the rapid settlement, now going forward, of that part of the Union, and in the wonderful wealth, both mineral and agricultural, which is there manifesting itself, for its construction without loss of time. The great river system to which it will penetrate will not only prove of the utmost value in facilitating the transportation of supplies while the road is building, but by means of it, the completion of one section of the line, from the head waters of the Missouri to those of the Columbia, a distance of only two hundred and fifty miles, will, without further delay, secure steam communication by rail and vessel from ocean to ocean. Either this will be first attempted, or the distance of three hundred miles over the prairies, from Crow Wing, in Minnesota, to some point on the Missouri River will be spanned; and this, with the line soon to be opened from St. Paul to Crow Wing on the east, and the steam navigation on the Upper Missouri, Mullan's wagon road and the Columbia River on the west, will, by a moderate investment of capital, and within two or three years, furnish a direct, quick and reliable route across the continent. The completion of about seven hundred miles will connect the wagon road through the Rocky Mountains with all the railroads of the Northern and Eastern States. Independently, therefore, of the immense local traffic which the Northern Pacific Railroad will enjoy as fast as its line is extended, it will, by means already existing, be able to open up a through traffic between the Atlantic and the Pacific long before it shall be finished in its entire length.

The second meeting was addressed by Lieut. Governor Bross, of Chicago, in reference to both the Central and Northern Pacific Railroads. Although Mr. Bross spoke more particularly of the former, he insisted that the immediate construction of the Northern was of equal importance, and that so far from either being likely to injure the other, they will be of essential advantage to each other mutually. In speaking of the Northern, he confirmed what has been so often said, that it is admirably supplied with wood and water, and that coal beds, with deposits of iron and the precious minerals, lie along its path. He gave it as his opinion that the Northern is the only projected route across the continent capable of sustaining population through the entire distance. He said also that in the construction of either the Northern or the Central, no greater obstacles will be encountered than were overcome in building the Western Railroad of Massachusetts.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Jan. 1, 1866.	Feb. 1, 1866.
Debt bearing interest in coin	$1,167,148,291 80	$1,167,149,741 80
Debt bearing currency interest	1,179,475,235 50	1,197,295,881 00
Matured debt not presented	1,166,880 32	1,099,330 32
Debt bearing no interest.	459,519,950 37	458,846,547 52
	$2,807,310,357 99	$2,824,391,500 70
Coin in Treasury	$45,735,550 69	$51,443,161 84
Currency	44,993,271 11	56,050,186 23
	$90,728,821 80	$107,493,848 07
Debt less cash in the Treasury	$2,716,581,536 19	$2,716,898,152 63

The aggregate debt shows an increase of $317,081,142 71. The balance in the Treasury also shows an increase of $17,764,526 27. Deducting the amount on hand from the aggregate debt both on the 1st of January and the 1st of February, the increase of debt would be $316,616 44. An accurate description of the Government Debt is given on page 136 of this week's issue, under head of "Federal Securities."

American Central Railway.

The *Stark County News*, published at Toulon, Ills., contains the following in relation to the prospects of this road:

The completion of the road is now secure as any future event in the hands of men can be, for the money has been raised—nearly or quite double the amount that the most sanguine anticipated, and the company have obligated themselves to build the road on the present line.

We could give many interesting details with regard to the situation of affairs, but shall only add that Judge Thompson was successful in Europe beyond his most sanguine expectations, and has, by his indomitable energy, foresight and

perseverance, removed the last obstacle to a speedy completion of the road. The company to whom he sold the bonds, took an immense amount of stock in the road besides; consequently they will need to be represented in the Board of Directors, for which purpose an election of Directors will be held in March, after which work will commence in earnest. The iron is to come from Belgium, and be shipped to Lacon and New Boston, by way of New Orleans.

North Pennsylvania Railroad.

The earnings of this road for the year ending October 31, 1865, were:

From freight		$527,207 00
" passengers		337,137 78
" mails		3,215 00
" rents		3,268 00
" sundry receipts		4,236 72
Total		$875,064 50
Expenses, viz:		
Maintenance of way	$115,871 67	
Motive power	150,497 40	
Maintenance of cars	42,826 35	
Conducting transportat'n.	129,460 79	
General expenses	24,054 83	
		462,711 04
Net earnings		$412,353 46

The interest and taxes chargeable to the year, were:

Six per cent. coupons	$150,000 00	
Ten " "	36,000 00	
Interest on scrip	14,747 10	
Ground rents and interest on mortgages	9,171 72	
National and State tax	18,967 51	
	$228,886 33	
Less interest earned	886 55	
		227,999 78
Excess of earnings over expenses, interest and taxes		$184,353 68

The annual statement immediately preceding this covered a period of only 11 months—during which time the earnings were $689,605 33; the expenses, $357,703 11; and the net earnings $331,902 22. Compared with the above, an increase in earnings is shown of $185,459 17; in expenses of $105,007 93; and in net earnings of $80,501 24. A comparison with the twelve months of 1863-'64 would show an increase in earnings of $134,142 68.

The permanent accounts have been increased during the past year as follows:

For locomotives and cars	$147,629 32
" construction	34,405 73
" real estate	581 10
Total	$182,616 15

During the last four years there has been expended—

For construction	$126,947 65
" equipment	269,517 59
Total	$396,465 24

In the same time, the surplus earnings over expenses, interest, taxes, etc., amounted to $397,051 26, being but $586 02 more than the amount paid for equipment and construction. The track is in good order, and has been well kept up. Since the first opening of the road, about three-fourths of the cross-ties have been renewed upon the main line, and about half of those on the Doylestown Branch. About 20 per cent. of the rails have been renewed, mostly with re-rolled iron, in lengths of 30 feet.

The cost of transportation over the city tracks by horse and mule power, has amounted in the past year to $46,321.

The length of the Main line from Willow street to Bethleham, is 65 miles; and of the Doylestown Branch, 10 miles—making 65 miles. The gross earnings of the year are therefore equal to $18,462 53 per mile.

The company have 22 locomotives. The number of miles run has been: with passenger trains, 197,233; with freight trains, 121,628—total, 318,861. Cost of repairs, $24,766 37. Cost of fuel, $59,657 76. Cost of stores, $4,674 10. Average cost per mile for passengers, 18.9 cents; for freight 39.9 cents. Number of passengers carried, 637,781; do., carried one mile, 11,813,302—equal to 218,765 through passengers. Tons of freight carried one mile, 11,223,167.

The following statement will show the earnings, expenses and net earnings for eight years:

Year ending	Gross earnings.	Current expenses.	Net earnings.
Nov. 30, 1858	$296,893 99	$134,823 55	$162,070 44
" 1859.	347,301 96	158,903 94	188,398 02
" 1860.	389,622 23	176,668 31	212,953 92
" 1861.	364,225 46	162,101 63	202,123 83
" 1862.	397,186 26	178,226 20	218,960 06
" 1863.	524,637 69	249,079 73	275,557 96
Oct. 31, 1864			
11 months	689,605 33	357,703 11	331,902 22
Oct. 31, 1865	875,064 50	462,711 04	412,353 46

The amount expended for construction purposes during the year was $34,405 73, of which $17,624 54 was for Berks street depot; $2,048 32 for new engine house; $5,037 87 for new water stations; $3,261 88 for new sidings; and the remainder for various small items.

Four coal-burning locomotives; seven passenger cars and one express car have been added to the equipment the past year at a cost of $168,259 32. One engine has been sold for $9,750. Another exploded which cost when new $10,880. Equipment account has thereby received a credit of $20,630. The report says:

The new passenger Station-House, at the corner of American and Berks streets, has been pushed towards completion as fast as circumstances permitted. The principal building, containing the offices and waiting-rooms, has been finished, and the tracks laid in upon the lot, and it is contemplated to transfer the passenger business to that point early in the coming summer. A substantial brick engine house is now in the course of erection, at a cost of about $17,000, on the ground bought for that purpose at the south-east corner of Third and Berks streets.

The Lehigh Coal and Navigation Company is now constructing a railroad bridge across the Lehigh River at Bethlehem, for the purpose of connecting its new road and that of the Lehigh and Lackawanna Railroad Company with the North Pennsylvania Railroad. The Lehigh Coal and Navigation Company are building a railroad from Easton to White Haven, and the Lehigh and Lackawanna Railroad Company are building a road from Bethlehem to the Slate quarries, near Bath, and propose extending it through the Wind Gap to Stroudsburg, or some other point on the Delaware, Lackawanna and Western Railroad; both of these roads, when completed, will act as feeders to the road of company.

The Chestnut Hill and Cheltenham Railroad Company are about to construct a road from Chestnut Hill to connect with the North Pennsylvania Railroad at a point near Edge Hill Cut. The surveys and location have just been made, and a large portion of the money subscribed necessary to build the road. When completed, it will furnish an additional outlet for Lehigh coal, and relieve this company of the expense and delay incident to hauling cars, by mule power, over the City tracks to Ninth and Willow street.

Condensed Balance Sheet.

Capital stock		$3,150,150 00
Six per cent. bonds		2,500,000 00
Ten "		360,000 00
Scrip six per cent. bonds		209,785 00
" ten " "		36,000 00
Ground rents and mortgages		154,195 49
Six per cent. coupons unpaid		4,072 50
Ten " " "		875 00
Interest on scrip		610 60
Accounts unpaid		58,002 82
Profit and loss		54,877 82
		$6,529,199 23
Right of way	$218,896 49	
Construction	4,875,519 75	
Equipment	665,004 47	
Depots, shops and water stations	116,477 52	
Telegraph	4,967 89	
Real estate	461,302 69	
Trustees' general mortgages	2,600 00	
Scrip North Pennsylvania R. R. Co.	11,467 86	
Delaware Mutual Insurance Co	270 00	
United States 7-30 bonds	200 00	
Loans	73,131 50	
Unpaid account	35,928 31	
Stores on hand	57,664 18	
Cash on hand	11,769 12	
		$6,529,199 23

President.—Franklin A. Comly.

Directors.—John Jordan, Jr., John Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, I. Pemberton Hutchinson, William C. Kent and Charles W. Wharton.

Treasurer.—William Wister.

Secretary.—Edward Armstrong.

Engineer and Sup't.—Solomon W. Roberts.

White Mountains Railroad.

Several railroad projects are now under consideration in New Hampshire; among them is: the building of a line from Manchester to Keene, and one from Suncook to Pittsfield; also the extensions of the Contoocook River Railroad from Hillsboro' to the southwestern part of the State, the Concord and Claremont from Bradford to the Connecticut River, and the White Mountains road to Lancaster, and in time, to the Grand Trunk line. The extension of the White Mountains road is regarded as a matter of great importance. There is considerable encouragement given that this extension may possibly be pushed forward to Lancaster the present season. Three routes are proposed, with Littleton as a starting point. The first is *via* Dalton, distance 20 miles; the second, *via* Jefferson, distance 22 miles; and the third, *via* Bethlehem Hollow, distance 27 miles. Still another route is mentioned, where the idea is entertained of leaving the White Mountains road at North Lisbon, five miles below Littleton, thence up the valley of the Gale River, which is the south branch of the Androscoggin, to a point distant three miles from the Proule House, and six from the Fabyan Stand; thence through the towns of Carroll and Whitefield to the "Jefferson Meadows," and from there forward to Lancaster, the whole distance being about thirty miles.

☞ At a town meeting in Essex, Mass., on the 5th inst., it was voted to pledge the credit of the town in a sum not exceeding $100,000 (subject to the approval of the Legislature) for the purpose of building a railroad to connect Essex with some railroad now in operation.

Marine Disasters for the year 1865.

The number of disasters during the past five years—complied from a record kept by Captain I. H. Upton, Secretary of the American Shipmasters' Association—have been as follows:

	Steamers.	Ships.	Barques.	Brigs.	Schooners.	Total
1861	49	232	182	168	322	953
1862	44	233	219	189	325	1,010
1863	71	340	217	206	474	1,308
1864	46	280	119	165	290	900
1865	75	197	260	357	351	1,490
Total	285	1,282	997	1,085	2,002	5,651

The loss during 1865 is $20,000,000, distributed in great part between New York, Boston, Philadelphia and other American Underwriters, whilst a portion will fall on owners and foreign Underwriters.

The following is an estimated value of the losses each month for five years:

	1861.	1862.	1863.	1864.	1865.
January	$2,930,600	$1,825,600	$1,430,200	$1,650,000	$960,000
February	2,403,700	1,529,200	1,175,000	2,350,000	673,000
March	2,618,500	2,340,800	1,340,000	1,460,000	1,947,000
April	1,617,550	1,416,300	1,950,000	1,830,000	944,000
May	2,825,600	1,735,700	2,100,000	960,000	740,000
June	923,500	960,000	2,280,000	650,000	560,000
July	932,500	647,000	1,800,000	1,850,000	620,000
August	576,600	428,000	1,250,000	1,370,000	1,950,000
September	956,450	616,000	1,560,000	753,000	940,000
October	700,850	1,412,000	1,075,000	1,280,000	2,375,000
November	1,314,500	1,716,000	950,000	1,660,000	4,620,000
December	1,100,000	1,964,000	1,750,000	1,956,000	2,960,000
Total	$18,930,650	$16,590,600	$18,610,200	$17,766,000	$19,289,000

The total for each month of the five years is as follows:

January	$8,796,400	July	$5,849,500
February	8,130,900	August	5,574,900
March	9,736,300	September	4,822,450
April	7,757,850	October	6,842,850
May	8,361,300	November	10,260,500
June	5,823,500	December	9,730,000

Grand total for the five years $91,186,450

Imports at New York.

The *Journal of Commerce* gives the following table of a few of the leading articles of general merchandise at New York, showing the comparative imports during each of the last four years:

	1862.	1863.	1864.	1865.
Books	$376,607	$371,430	$327,716	$488,977
Buttons	162,452	176,443	415,863	1,018,321
Cheese	60,155	47,957	59,207	113,485
Chinaware	210,968	263,218	348,737	353,583
Cigars	1,012,162	608,403	788,237	955,091
Coal	901,311	808,456	693,268	860,542
Coffee	8,517,284	7,796,635	14,543,955	12,834,059
Cotton	6,121,403	13,153,314	11,157,449	5,825,084
Earthenware	887,322	1,067,477	1,205,473	1,130,236
Furs	1,435,518	1,912,166	2,053,780	2,794,445
Glass plate	176,412	863,459	425,524	531,110
India rubber	992,348	1,407,536	1,196,781	1,183,421
Indigo	2,083,180	713,730	706,806	947,069
Leather and dried skins	1,278,688	1,087,266	1,157,663	2,738,810
Undressed do	5,184,345	5,966,395	5,829,337	5,470,011
Brandy	477,213	261,234	574,878	166,949
Copper	670,478	574,286	689,048	279,627
Iron, bars	1,301,010	2,457,572	3,427,850	1,134,393
Iron, pig	203,375	397,916	803,788	385,672
Iron, railroad	500,419	1,484,973	3,687,970	1,558,337
Iron, sheet	329,461	270,576	383,975	160,078
Lead	3,075,313	1,520,519	2,682,319	1,282,939
Spelter	136,195	204,710	336,540	226,984
Steel	1,602,391	2,063,842	2,012,197	1,624,755
Tin and tin plates	4,174,651	3,975,605	3,461,424	4,913,628
Zinc	228,832	228,210	370,675	163,616
Molasses	1,562,904	1,928,598	3,496,790	3,299,425
Rags	285,926	1,288,431	648,854	846,146
Salt	550,161	373,725	448,199	282,761
Saltpetre	336,439	392,349	122,091	109,083
Sugar	14,727,598	14,584,579	15,938,756	22,036,875
Tea	8,676,245	6,796,102	8,172,072	7,089,714
Watches	861,710	920,522	1,450,166	1,996,478
Wines	860,710	1,198,283	2,272,330	1,151,684
Wool and waste	6,860,609	9,085,557	10,015,217	5,237,512

Boston and Providence Railroad.

The earnings and expenses of this road for the three years ending November 30th, 1863, 1864 and 1865, were as follows:

Earnings:	1863.	1864.	1865.
From passengers	$437,333 63	$570,306 14	$624,136 86
" freight	374,596 33	503,823 51	547,755 61
" rents	8,920 79	8 844 27	12,256 55
" expresses	12,078 28	13,172 20	13,672 20
" mails	9,575 00	9,575 00	9,575 00
" interest received	5,622 87	5,719 55	7,107 86
" dividends on stock	5,600 00	5,900 00	6,600 00
	$853,726 90	$1,117,340 67	$1,221,104 08
Expenses, viz:			
Coal, wood and water	$57,156 76	$93,332 82	$101,824 13
Repairs of railroad	35,000 00	44,562 07	61,486 64
New sleepers	8,000 00	12,518 43	12,000 00
New iron	16,000 00	30,331 40	32,000 00
Repairs of locomotives	26,000 00	35,580 78	68,493 55
" passenger cars	15,000 00	23,631 09	43,186 10
" freight cars	17,000 00	33,664 06	47,434 33
" stations, etc.	51,799 15	112,914 52	82,609 22
" bridges	9,000 00	10,000 00	10,000 00
" fences	3,500 00	5,000 00	5,000 00
Snow account	1,000 00	1,000 00	1,000 00
Gratuities and damages	5,000 00	5,000 00	5,000 00
Passenger expense	52,363 21	65,787 90	72,006 28
Freight expense	88,107 92	117,271 56	125,070 25
Miscellaneous expense	11.173 19	19.169 44	26,267 09
Switch and gatemen	13,471 76	16,975 62	18,122 27
Taxes and insurance	12,967 59	16,738 24	25,581 02
Waste for cleaning cars, etc	2,558 62	2,740 75	2,957 11
Oil for engines, cars, etc	4,842 10	6,734 56	8,793 59
Labor carrying mails	888 25	888 00	1,183 75
Total operating expenses	$430,828 55	$653,841 24	$749,965 33
U. S. Government and State tax	19,605 53	69,590 60	102,595 81
Interest paid on bonds	5,563 20	4,268 47	2,209 60
	$455 997 28	$727,700 31	$854,770 74
Net earnings	$397,729 62	$389,740 36	$366,353 34
Dividends	252,800 00	284,400 00	331,000 00
Surplus	$144,929 62	$105,240 36	$35,333 34
Miles run by engines	428,301	457,640	450,096
Cost of fuel per mile	13.40 cents.	20.70 cents.	22.62 cents.

The earnings, operating expenses, etc., for the past five years have been as follows:

	Gross earnings.	Operating expenses.	Earnings less expenses.	Interest and taxes.	Net income.
1861	$588,871 49	$316,442 43	$272,429 06	$8,113 20	$264,315 86
1862	702,221 78	346,859 55	355,362 23	7,677 60	347,684 63
1863	853,726 90	430,828 55	422,898 35	25,168 73	397,729 62
1864	1,117,340 67	653,841 24	463,499 43	73,859 07	389,640 36
1865	1,221,104 08	749,965 33	471,138 75	104,806 41	366,333 34

In 1863 the U. S. Government tax amounted to $19,605 63; in 1864, including State tax, to $69,590 60; and in 1865, also including State tax, to $102,595 81. The bond interest has decreased from $8,113 20 in 1861, to $2,209 60 in 1865.

BALANCE SHEET, NOVEMBER 30.

	1863.	1864.	1865.
Capital stock	$3,160,000 00	$3,160,000 00	$3,160,000 00
Bonds payable	87,720 00	27,720 00	21,500 00
Dividends unclaimed	5,459 00	2,915 00	3,160 00
" Jan. 1	126,400 00	158,000 00	168,000 00
Cash bal. due from the corp'n.	27,830 96	43,210 01	60,535 60
Funds for renewals, etc	112,768 39	113,597 86	112,324 41
Inc.—bal. as the surp. earn'gs	320,199 13	420,439 49	493,407 33
	$3,840,477 48	$3,925,882 36	$4,218,927 34
Construction	$2,952,600 00	$2,952,600 00	$3,152,600 00
Equipment	207,400 00	207,400 00	207,400 00
Notes receivable	167,417 11	143,955 03	163,955 03
Cash	6,269 55	3,285 95	9,124 13
Cash bal. due the corporation.	73,282 47	62,137 65	63,911 32
Boston and Providence R.R.	30,000 00	30,000 00	30,000 00
Stoughton Branch R. R.	40,000 00	40,000 00	40,000 00
Land that may be sold	54,686 15	47,017 15	48,543 15
Materials on hand	60,808 91	112,623 29	175,530 42
Real estate	.....	100,000 00	104,000 00
Cost of land and filling in	228,863 29	228,863 29	228,863 29
U. S. certificates indebtedness	19,000 00	.....	.....
	$3,840,377 48	$3,925,882 36	$4,218,927 34

The funded debt of the corporation has been reduced as fast as it fell due; the whole amount now is $21,500. The company has no floating debt. The rate of dividend paid in 1863 was 8 per cent.; in 1864, 9 per cent.; and in 1865 10 per cent.

The increase of expenses has arisen in part from the increased price of labor, fuel, and all materials used for railroad purposes, but principally from the increase of taxes, both State and National, and from the cost of new engines and cars, charged to expenses. The additions to the rolling stock for the past two years have amounted to $160,334 00, or about 5 per cent. on the capital, which has all been charged to current expenses, as has the large outlay for the enlargement and repairs of stations, amounting, in the two years, to the sum of $195,523 74.

During the year a second track has been laid from Mansfield to Pawtucket, thus completing the double track through the length of the road from Boston to Providence. For this purpose two thousand new shares of stock were created under the authority of the Legislature. The cost of the new track was $210,197 98. The premium upon the new shares amounted to $47,832 00. The new track stands charged at $200,000 00. The balance of its cost is charged to the income account, and the remainder of the premium, $36,-634 02, carried to the credit of income account and left for future disposition.

The company have 28 locomotives; 39 passenger, 11 baggage, 218 house, 37 platform, 48 coal and 50 gravel cars.

The number of passengers carried during the year 1865, was 2,032,342.

President.—CHARLES H. WARREN.
Superintendent.—DANIEL NASON.

Trade and Commerce of Montreal.

From the Report of the Board of Trade of Montreal for the year 1865, we have prepared the following statement:

The total value of exports from Montreal, including Rouses' Point and St. Albans, the products of Canada, in 1865, were	$5,361,184
From Coaticook	2,928,727
" St. John	3,286,827
	$11,576,738
Not the products of Canada	2,302,330
Total	$13,879,068
Against in 1864	11,993,575
Increase in 1865	$1,885,493

The total value of agricultural products of Canada exported from Montreal in 1865, was $1,-965,560, against $2,581,143 in 1864. The value of exports of Canada wheat, was $25,250, against $500,183 in 1864. The value of exports of oats was $238,780, against $118,599 in 1864. The value of exports of manufactured tobacco, was $13,680, against $86,661 in 1864.

From the following statement of the increased circulation of the banks, the years of prosperity and adversity in Canada may be estimated:

1856	$3,200,000	1861	$3,500,000
1857	900,000	1862	1,200,000
1858	1,800,000	1863	2,500,000
1859	2,700,000	1864	1,100,000
1860	5,000,000	1865	6,100,000

The following statement will show the value of articles imported and remaining in warehouse at the port of Montreal for the years ending December 30th, 1864 and 1865:

	1864.	1865.	Remaining in wareh'se Jan. 1, '66. Value.
Specific	$39,796	$46,515	$5,555
" & ad val.	3,727,153	4,344,267	953,710
30 p. ct. "	135,626	108,408	16,389
25 p. ct. "	80,953	40,136	189
20 p. ct. "	13,490,132	9,719,203	411,475
15 p. ct. "	647	270	.....
10 p. ct. "	1,595,857	1,076,369	34,085
Coin & bullion	1,448,013	913,541	.....
Other free g'ds	5,133,561	3,599,738	.....
Total	$25,651,738	$19,843,448	$1,421,408
Duty	$396,299,227	$337,868,654	.....

Statement showing the value of exports of the growth, produce and manufacture of Canada for the year ending 31st December, 1865, also showing to what country the same were exported:

	Total Value.	Great Britain.	North American.	United States.	France.	Other Count's
Produce of the mines	$3,288	$600	$291	$2,392	.....	.....
Produce of the fisheries	13,406	.....	1,458	11,917	.....	31
Produce of the forest	913,530	664,111	5,015	235,732	$5,347	8,325
Animals & their products	2,172,498	971,651	85,802	1,122,280	.....	2,365
Agriculture	1,965,560	1,080,316	468,547	405,527	.....	11,170
Manufactures	283,758	144,679	64,905	60,978	1,614	11,580
Other articles	9,140	124	935	8,090	.....	.....
Total value of exports	$5,361,184	$2,851,501	$626,953	$1,847,296	$6,961	$28,473

NOTE.—United States includes only what went by Rouses' Point and St. Albans.

The value of the exports not the growth, produce, nor manufacture of Canada, was $2,223,-585, of which $1.058,468 went to Great Britain; $6,107 to the North American Colonies, and $1,-164,010 to the United States.

The following is a statement of the annual receipts for customs for seven years:

1865	$3,378,686 54	1861	$2,391,819 84
1864	3,963,992 47	1860	2,452,248 91
1863	2,988,620 92	1859	2,335,190 10
1862	2,400,026 38		

The following table shows the total value of dutiable goods, and amount of duty paid at the port of Montreal during the past eight years:

	Value of imports.	Value of Dutiable goods.	Duty collected.
1858	$1,158,072	$9,698,191	$1,673,503
1859	15,690,340	12,025,690	2,335,190
1860	15,479,453	12,305,910	2,452,249
1861	16,814,161	12,459,496	2,391,820
1862	20,529,893	12,492,741	2,490,025
1863	18,841,485	12,803,793	2,988,621
1864	25,751,788	19,010,164	3,290,464
1865	19,843,448	15,330,169	3,378,686

ARRIVALS OF VESSELS FROM FOREIGN PORTS.

	No.	Tonnage.
1862	567	254,949
1863	480	197,577
1864	278	141,897
1865	268	132,012

In this are included the arrivals from lower ports, viz:

	No.	Tonnage.
1862	102	15,538
1863	92	14,027
1864	67	9,230
1865	116	13,916

RIVER CRAFT.

	No.	Tonnage.
1862	4,358	523 991
1863	4,697	534,740
1864	4,509	420,694
1865	4,771	626,550

STEAMSHIP TONNAGE OF THE PORT.

	No.	Tonnage.
1862	53	62,912
1863	54	56,460
1864	51	59,071
1865	63	78,015

The imports at St. John were of the value of $217,081; of which $203,468 were free goods. The exports were $3,286,827; articles not produce of Canada, $78,745—total, $3,365,572. The imports at Coaticook were: Goods, $281,097; bullion, $111,134—total, $392,231. The exports at same were $2,928,727.

REVIEW OF THE MARKETS.

Flour.—A larger business has been opened in flour with the lower ports, and some firms have established branch houses. The total receipts were 755,256 bbls. in 1865, against 824,774 in 1864, and 1,088,193 bbls. in 1863.

Wheat.—The business in wheat has been chiefly in Milwaukee and Chicago Spring, and for the most part confined to the millers, the range of prices through the season being altogether too high for shipments. The high prices paid in Canada West by millers greatly lessened the receipts in this market. The total receipts have been 2,664,702 in 1865, against 4,125,152 bushels in 1864, and 5,136,212 bushels in 1863.

Indian Corn.—The receipts and transaction in corn were light in the early part of the season. In the Fall large shipments arrived, and an extensive trade sprung up with a demand for shipment to England. The receipts were 860,154 bushels—160,430 bushels in 1864, and 788,969 bushels in 1863.

Oats.—In the early part of the year a large demand for oats from United States buyers existed in all sections of Canada, which came through speculators and army contractors. Later in the season a demand for England existed, and several cargoes were taken for shipment to Liverpool and London. This new trade in oats has so far resulted profitably to the shippers, and contracts for shipment next May have been made. The crop was quite large, and has paid the farmers handsomely.

Barley.—Much of the trade in this article during the year has been in the hands of buyers for shipment to the States, and the result to them has not been profitable. The price here has been very regular, and has averaged from 68c. to 73c. per 50 lbs.

Peas.—The demand from the States not extending to this article, Montreal has received the usual average quantity of peas in the past year. The demand for export to England was good, especially in the early part of the season.

☞ The officers of the Columbia and Post Deposit Railroad Company are: C. S. Kauffman, President; George F. Breneman, Secretary, and A. J. Kauffman, Treasurer.

Cincinnati Passenger Railroads.

Returns made by Street Railroad Companies of Cincinnati to the Assessor of the First District, for the year 1865, of the gross receipts, on which two and a half per cent. tax is paid:

	Cin. st. R. R. 7th and Freeman st. line.	City pass. R.R. John st. line.	Passenger R. R. Third and 4th st. line.	Pendleton & Fifth st. line.
January..	$7,132	$7,621	$4,004	$4,818
February.	7,171	7,437	3,675	5,388
March...	9,069	9,303	4,817	7,124
April....	9,473	9,635	5,096	7,610
May	9,841	10,622	1,170	7,812
June	10,514	11,278	5,360	8,506
July	10,764	11,820	5,411	9,908
August..	10,281	11,958	5,915	9,963
Sept	10,965	12,115	6,686	9,600
October .	10,603	11,426	5,666	9,072
Nov.....	9,899	10,342	5,200	7,836
December	9,953	10,486	4,955	7,592
Total.	$115,596	$124,043	$61,355	$95,229

The Manufacture and Tax upon Gas in Cincinnati.

The number of feet of gas manufactured by the Cincinnati Gas-light and Coke Company in 1865:

	Cubic feet.		Cubic feet.
January	29,391,073	July.....	13,327,169
February ...	18,436,479	August	9,916,802
March.....	23,650,230	September .	17,441,425
April	14,052,044	October....	16,023,400
May.....	17,243,190	November..	27,833,530
June	9,785,254	December ..	23,680,953

Total number of feet 220,781,749

Amount of tax paid by the Cincinnati Gas-light and Coke Company on gas manufactured in 1865 (25 cents per 1,000 feet paid to April 1, and 30 cents per 1,000 paid after April 1):

January	$7,347 76	July	3,998 15
February....	4,609 12	August.....	2,974 80
March	5,912 56	September..	5,232 43
April.....	3,864 05	October	4,807 08
May	5,172 95	November ..	8,350 06
June	2,935 58	December ..	7,104 28
Total			$62,308 82

Minnesota Railroads.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The following table, based upon information obtained from sources that are deemed reliable, presents the condition of eight of our railroads now in process of construction:

	Miles completed and in operation.	Miles graded in addit'n to the portion now in use.	Est'd no. of miles to be completed by July, '67.
Winona & St. Peter.	66	..	100
Minnesota Central..	56	40	112
1st div. St. Paul and Pacific main line.	..	10	40
1st div. St. Paul and Pacific Upper Mississippi Branch ..	50	24	74
St. Paul and Pacific Winona Branch..	..	10	30
Minnesota Valley ..	22	20	48
Southern Minnesota.	16	5	40
Lake Superior and Mississippi	..	23	30
Total	210	132	474

Our railroad interests have received a new impetus during the past year, and if no financial revulsion shall interfere with the companies that have them in charge, we may safely calculate upon a speedy development of our great system of intercommunication, which at no distant day will very materially add to the wealth and population of the State.

The Lake Superior and Mississippi and Minnesota Valley Railroads will form intermediate and important links in the great central thoroughfare between the Atlantic and Pacific oceans.

The Chicago and Northwestern Company have given assurances that their road shall be completed to Winona at an early day, thus by means of the St. Paul and Pacific and Winona and St. Peter lines, forming a continuous railroad communication from almost every populous district of the State to Chicago and other Eastern markets. The city of St. Louis will be reached by the Minnesota Central Railway and its connections; while the Iowa line will be equally well cared for, by the completion of the Southern Minnesota road.

The Northern Pacific route, extending from Lake Superior to Puget's Sound, has received a magnificent donation of lands from the General Government, and the Western end of the road is already being located. It is also proposed to place a corps of engineers upon the line, within our own State, as early next spring as practicable, and to vigorously prosecute the work to completion.

I am informed that the people of Oregon and Washington are subscribing liberally to the stock of this company, and Minnesota should not lag behind her sister States in aiding in the construction of this great national highway.

I cordially recommend any additional legislation, consistent with your duties as representatives of the people, which may assist in the early completion of our railroads, all of which are material to the progress and development of the State.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1865:

RECEIPTS.

From passengers		$1,451,773 35
From freight		262,437 91
From U. S. mail, rents, express, freight and other sources		161,770 04
		$1,875,981 30

EXPENSES.

Maintaining road, bridges and buildings	$227,109 55	
Repairs of locomotives, cars and machinery ..	212,960 59	
Fuel—cost and labor in preparing	199,815 27	
Operating the road and transporting passengers and freight	416,696 36	
Office expenses, salaries and contingencies ...	16,076 01	
		1,072,657 88
		$803,323 52
Interest on bonds		$51,086 09
Transit duty on passengers & freight.		53,629 85
State tax on capital stock		23,019 59
Government tax		68,305 41
Sinking fund		20,000 00
Dividends in cash, Aug. and Feb.....		469,887 50
Profit and loss to surplus earnings...		117,395 08
		$803,323 52

The number of passengers transported over the road during the year was as follows:

Over the whole road	963,109
Between Jersey City and Newark	1,619,482
" " Elizabeth	187,873
" " Rahway	139,373½
" " Uniontown...	14,991½
" " N. Brunswick.	124,582
" all intermediate places	635,581½
Total not including commuters and free passengers	3,684,992½

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	36,633½
Between Jersey City and Newark.....	39,487½
" " Elizabeth	8,314
" " Rahway.....	9,617½
" " N. Brunswick..	22,597
" all intermediate places	113,630½
Total	230,280

The number of miles run by passenger, freight and other trains was 654,192.

GENERAL STATEMENT.

Capital stock	$5,000,000 00
Funded debt	805,000 00
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below	379,401 37
Dividend, 1st January, payable 1st February, 1866	249,997 50
	$6,434,398 87
Cost of road and equipments:	
For graduation and masonry, bridges superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages	$3,903,171 03
Locomotives, tenders & snow plows.	400,250 00
Cars—passenger, freight & baggage	337,914 00
Property, viz:	
Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey associates for $485,000)	1,574,548 37
Cash in bank, cash items and balances due.....	218,515 47
	$6,434,398 87

President.—ALFRED L. DENNIS.
Secretary—F. W. RANKIN.
Treasurer.—H. J. SOUTHMAYD.
Gen'l Superintendent.—F. WOLCOTT JACKSON.

Whitehall and Plattsburg Railroad Co.

A meeting of the citizens of Clinton, Essex, Washington and Warren Counties was held at Plattsburg on the 30th ult., to promote the construction of a railroad south from Plattsburg, through Essex Co., to Whitehall, and to be so constructed as to harmonize as far as practicable, the business interests of Essex and Clinton Counties. A committee was appointed to draft articles of association for the organization of the company; which, after being prepared, were received and adopted. The following gentlemen were elected directors: Chas. Bliven, New York, Edward Beck, Poughkeepsie, John A. Griswold, Troy, C. F. Norton, M. K. Platt, Plattsburg, Mathew Hale, Elizabethtown, John G. Wetherbee, Port Henry, John Hammond, Crown Point, H. G. Burleigh, Ticonderoga, John H. Reed, Boston, Timothy Hoyle, Champlain, James Rogers, Ausable Forks, Michael J. Myers, Whitehall.

At a subsequent meeting of the Directors Michael J. Myers was elected President, John Hammond, Vice President, and Andrew Williams, of Plattsburg, Secretary and Treasurer.

The capital stock of the proposed road will be $1,250,000, which is considered amply sufficient.

☞ The contract for the railroad from Stockton to Copperopolis, Cal., has been let, and the road will be completed in three years. The latter is the centre of the great copper region and not far from the Big Tree Grove.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	$5	----	10c
Acton Vale ..... Ca.	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	1¼
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3
Balt. and N. C. ..... N. C.	20,000	5	----	35c
Bare Hill ..... "	----	----	----	120c
Bay State ..... L. S.	20,000	----	3½	9½
Beaver ..... "	20,000	----	1	...
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5*	50c
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	15c
Canada ..... Vt.	100,000	4	90c	75c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	----
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	26½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	15½
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	50c
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	12
Flint-Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	37
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	50c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	50c
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	40c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	14
Hanover ..... "	20,000	----	½	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	3½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	4½
Humboldt ..... "	20,000	----	2	4½
Hungarian ..... "	20,000	----	1	62½
Hudson	20,000	----	16	37
Indiana	20,000	----	----	6
Iuverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	1½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	40c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	----
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	40c
Minnesota ..... L. S.	20,000	----	3½	17
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	19½
Native ..... "	20,000	----	3	50c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	50c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ua.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	1½
Pewabic ..... "	20,000	----	3½	36
Phila. & Boston... "	20,000	----	15	3
Phœnix ..... "	20,000	----	----	10
Pittsburg & Boston "	20,000	----	5½	53
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	54
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3½
Roscoe ..... Ca	200,000	1	----	----
Rudisell ..... "	----	----	----	50s
St. Clair ..... L. S.	20,000	----	3	2
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	5	----	80c
Stadeconna ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	1½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	----
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	5½	----
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	60
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C. ..Md.	----	----	----	105c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	9
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	14
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	41
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	43½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	20½
Fulton ..... "	30,000	5	----	7½
Gilbertson	5,000	100	----	42
George's Creek ..... Pa.	10,000	----	----	105
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt.. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	57½
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	41
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	6½
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	7
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganesett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	162
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	49½
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	18
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	10
Schuylkill Valley... "	20,000	10	----	17½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	26½
Stafford	----	----	----	----
Suffolk	4,000	100	----	98
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley... Pa.	22,760	50	----	50

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.).. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiero (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	9½
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	11
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11½
Massachusetts (G.) .. Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montuna (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.).. "	100,000	2	----	1½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	2
Quicksilver ..... Cal.	100,000	100	----	40½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.)... Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	—	41
30 Nov. '64	4.62	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	—	45
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	—	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	—	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	—	86
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	—	47
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	—	45
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	—	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	—	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	—	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	—	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	—	—
30 Nov. '64	6.09	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	—	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	—	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,800	13,800	—	—	(Leased)		6	—	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	—	—
30 Nov. '64	11.60	—	59	8	—	Worcester	96,657	75,800	—	53,668	25,453	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76.000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,847	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	581,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	— —	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90 000	50,000	25,000	16,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k,N.&E.Riv. (N.Y.)	1,330,302	791,350	550.000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	48,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V.Brunt st.& ErieBas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	51½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166.776	51,494	20	—	31
31 Oct. '64	11.00	—	—	16	2	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	35
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	—	60	12	0 Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	62	60	10	3 Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb.,Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6.096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,384	8,113	—	—	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	71½
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	—	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil.&Gir.F.)	175,610	159,312	15,500	—	79,679	21,297	6	—	35
31 Oct. '64	7.65	1.51	201	36	3	10th & 11th st. (Citizens)	176,049	192,750	—	—	162,367	51,179	20	20	52½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	32
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	67½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.62	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd.					
1st Mortgage	76,000	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City& Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	.....	.....	—
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	.....	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br.,Moris'a&Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	—
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	78,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	—
Middlesex:					
1st Mortgage	31,000	—	.....	.....	—
Malden & Melrose bonds	51,764	—	.....	.....	—
Real Estate	4,000	—	.....	.....	—
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	—
Pittsburg, Allegheny and Manchester:					
1st Mortgage	55,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	—
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	—
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1863	—
Utica City:					
1st Mortgage	65,500	7	.....	.....	—
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Jan. 31, 1866	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	124½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ..... coupon	665,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	98
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97
" " " ..... coupon		5	" "	1871	96½
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	101½
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,232,250	6	" "	1881	104
" " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	104
" " " (5-20s) ..... coupon		6	" "	1882	103
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	102½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	103½
Bonds, Union Pacific R. R. Co. (E. D.)	992,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,769,100	5	Mar. & Sept.	1904	98
" " " " ..... coupon		5	" "	1904	94
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	102½
" " " " ..... coupon		6	" "	1884	102½
Treasury Notes of July 17, 1861 ..... coupon	233,500	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates	60,637,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	180,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	428,902,223				
Fractional currency	26,583,244				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	116
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds	610,094	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan & July	'71-'82	92
" — " " " ..... "	1,000,000	6	" "	1882	93½
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	93
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	84
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan, & July	1868	----
— " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " — " " ..... "		5	" "	'81-'91	----
" " — " " ..... "		5	" "	'93-'96	----
" " — " " (bank) ..... "	600,000	5	" "	1891	----
" " — " " ..... "	67,500	6	" "	'91-'96	95
" " — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----	d'm'd.	81½
" — " " (R. R. etc.) ... "	3,902,000	6	----	'67-'99	----
" " " " (banks) ..... "	5,398,533	6	----	----	----
" " " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	95½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	96
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1885	----
" — " (st'l'g conv.) .. "	200,376	5		1885	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,589	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100½
— " " (") ..... "	35,000	6		1886	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88 '90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
— " " (N. & W. R.R.) "	400,000	6	" "	1870	----
— " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94 000	5	Jan. & July.	1874	----
— scrip	200 000	6	" "	'64-'66	----
—	947 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893.	92½
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	77½
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	79
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	77
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	790,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	93
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" — " " (") .. "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	348,107	5	" "	pleas.	----
" " — " " " ...	900,000	5	" "	1875	----
" " — " " " ...	442,961	5	May & Nov.	1883	100
" " — " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " ...	1,300,000	6	" "	'68-'78	100
" " — " " " ...	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd.	----
" " — " " " ...	11,050	5½	----	d'm'd.	----
" " — " " " ...	14,280	6	----	d'm'd.	----
" " — " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " "	320,000	5½	Jan. & July.	1865	----
" " — " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	'64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	83
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	5	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	93
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,309	6	" "	1881	95
" — " " (" ") ..... "	2,400,000	6	" "	1886	----
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	86
" — " "	3,886,070	5	Feb. & Aug	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	85
" —State bonds ..... coupon	4,880,000	5	Feb. & Aug.	1877	85
" " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	93
South Carolina—State bonds (stg) ..... coupon	484,444	5	----	1868	----
" " —Inscribed certificates ...	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	81
" — " (interl. impr.) "	2,063,606	5	----	Var.	54
" — " (railroads) ... "	12,799,000	6	----	Var.	68
" — " (capitol) ..... "	608,000	5	----	1890	57
" — " (Hermitage) .. "	48,000	6	----	1890	85½
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	72
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) ..... "	200,000	6	Jan. & July.	1867	----
— " " (domestic) ... "	100,000	6	" "	1877	----
— " " (") ... "	1,100,000	6	" "	78-'83	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	367,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,631	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	355,075	294,804	224,022	3,703,116
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,598	946,707	921,886	749,191	546,609	7,958,980
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	906,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	15,295,915
Hudson River:													
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,760	193,442	212,118	239,911	270,083	408,571	2,922,976
1863	458,963	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	310,049	------	------	------	------	------	------	------
Illinois Central:													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,106	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	546,051	522,556	592,276	491,297	454,604	590,061	581,996	661,548	709,740	621,849	624,968	------	------
1866	582,828	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,665	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,038,166
1865	98,112	86,626	98,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,587	1,222,017
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,916	108,721	76,163	109,661	164,389	122,272	61,835	1,163,754
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	226,840	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,778	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	189,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	345,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,892	402,219	407,107	448,924	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
1866	314,598	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	460,681	490,694	447,670	328,869	4,504,549
1866	282,438	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	88,533	95,905	106,269	203,018	237,562	251,906	241,370	360,841	395,579	346,717	171,125	2,535,091
1866	132,000	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,506	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,182,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1859	148,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,736,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,651	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,282	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,345	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,128	718,016	759,405	807,382	713,472	570,826	8,428,394
St. Louis, Alton and Terre Haute:													
1862	74,25	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,16	125,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	207,093	162,694	2,237,975
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,870	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,853	137,086	92,574	1,172,100
1862	82,235	47,142	66,006	83,582	106,845	113,573	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,066	132,111	134,272	162,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	266,154	2,080,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	247,023	2,926,243
Western Union:													
1865	43,716	37,265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	693,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853.	2,891,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850.	676,000	6	Jan. & July.	"	1880	98
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	95
Bay de Noquet and Marquette:						
Income	160,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ¼ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1884	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	84
" " $1,700,000	1,700,000	6	"	"	1883	85
" " $2,500,000	867,000	6	"	"	1889	84
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	90½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	109
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1863	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	97
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,800,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	82
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1876	85
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	220,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	169,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1883	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,360		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	182,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,960					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7			1891	
Free Land. 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1892	97½
2d Mortgage (S. F.) Coupon	1,088,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1891	
Lexington and Frankfort.						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	86
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6				
1st Mortgage	1,000,000	7			1880	
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio:						
State (Tenn.) Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	93
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		48½
2d Land Grant	691,000			" "		
Income bonds	513,200					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '62 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc (endors.)	231,000					
***New Albany and Salem:**						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92½
D'bts of former Co's outst'ding.	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	98
5th Mortgage	1,002,500	7	June & Dec.	"	1888	94
Buffalo Branch	186,400	7	Jan. & July.		1891	92½
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	107½
N. York, Providence and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	78-'79	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93
2d Mortgage	3,077,000	7	"	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	83½
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	
Steamboat Bonds	200,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	79
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1893	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	92½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,800	6	April & Oct.	"	1870	92
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	85½
" 1844, "	804,000	6	" "	"	1880	85½
" 1848, "	101,000	6	" "	"	1880	85½
1849, "	67,000	6	" "	"	1880	85½
1857, (convertible)	864,000	6	" "	"	1886	89½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	92½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73½
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	90
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1885	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,291,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	94
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	160,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	181,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9	.....	605,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95.000	731	.....	23.3	53,325	89.470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	577,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	293,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.000	29,149	.....	62.0	145,65'	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,857	loss.	—	117
30 Nov. '64	84.8	5.8	9 3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	3	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810 982	66 0	211,836	270.672	54 209	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,786	1,847,291	622,596	9	114
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,468,983	149,711	—	2,338,600	607,900	10,962	3,238,531	66.4	344,463	631,728	244,471	7	95
								DELAWARE.													
31 Oct, '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct, '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
-- --	'62 154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,585	—	....
-- --	'62 59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- --	'62 100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- --	'62 92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755.000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,368,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,166,000	*	1,003,650	4,166,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,568	281.0	1,104,197	2.770,464	1,273,518	7	115
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,557 020	2,518,233	—	8.376,510	5,924,969	—	16,464,265	400.0	1,963,105	5.728.910	2,752,273	20	109
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and North western	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	27
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	99
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '64	454.8	252.5	....	—	126	78	3,827	*Illinois Central*	29,675,410	*	—	20,808,100	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,465,194	8	115
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210.960	—	....
31 Dec. '64	195.0	14	12.2	—	42	28	956	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	500,767	—	30
								INDIANA.													
— —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	.....	1,142,834	1,240,000	.....	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,589,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771.765	307,832	—	—
1 Dec, '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,158	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117.941	6	100
-- --	'58 288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	35
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,556	1,007,979	521,254	18	159
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	.....	*Burlington and Missouri Rive*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929.782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,125	68,961	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	468,821	21,366	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct, '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,980,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	}			} Lexington and Frankfort	605.298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—	4	13	219	} Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	90.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505.260	—	3,242,318	566,000	339.297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,666,000	1,160,717	.....	206.0	.....	1,282,624	555 454	—	....
31 Aug '60	53.7	—	....	135.3	..	..	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,319	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,577	329.3	1,562,793	4,121,213	1,715,063	—	....
31 Mar. '65	240.0	277.8	....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,167,124	4,289,466	1,881,113	—	101
								MINNESOTA.													61
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	.....	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	395,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct, '59	71.4	—	27.8	7	4	—	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	60.4	—	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	....
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	37
31 Dec. '62	152 0	—	3.6	—	....	....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	271,310	—	....
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116.927	—	70,513	5,467,234	.....	3,883,402	114.0	100,562	197,744	1,896	—	....
30 Sep. '64	85.5	3.6	8 2	—	18	18	219	*St. Louis and Iron Mountain*	5,437,063	460,029	—	1,971,372	2,501,000	43,552	5,252,409	90.1	230,189	309,291	51,329	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	42,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,371,284	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,305	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	95½
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	597,839	36,811,374	286.8	2,938,010	6,569,945	4,544,097	3	112½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,244,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,869	1,085,287	11	44
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,758	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	118½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	386,332	10	127½
30 Nov. '64	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	131
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6⅔	68
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	200,000	—	2,079,944	52.4	223,318	472,321	165,932	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,906,179	329,765	264,102	3,165,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,855	93.4	854,622	868,352	309,341	8	106½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,445	809,362	71.0	185,847	291,618	63,019	8	111½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,222	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,890	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	101
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	332,470	51,543	—	243,305	226,900	727	470,931	(Oper. by B. & L. Co.)		17,500		1½	110
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	—
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.5	151,327	342,297	134,363	—	39½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,520	—	14,986 939	218.0	1,430,223	2,996,554	1,178,712	10	137½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	363,285	137,605	7½	103
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,426	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	60½
31 Mar. '64	29.8	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord R. R.	—	90,699	7	106½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	—	—	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166 500	15,518	3,250,418	82.0	.....	210,265	210,265	7	91½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	700,000	—	—	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,275	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,729,980	1,140,788	35	119½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,248	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5⅔
31 Dec. '64	64.0	26	61.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	114
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	103½
31 Dec. '64	33.8	—	.....	—	—	—	.....	New Jersey	3,799,809	492,000	1,649,022	4,397,800	635,000	145,000	5,960,452	33.8	610.427	1,563,607	777,626	10	135
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	148,936	29,200	—	—
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	.....	—	—	—	—	Warren	2, 08,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38 5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173.722	2,794,607	82.0	65,472	175,729	88.064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	36	55	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,880,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	78½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	3	100
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,289	335,287	14	70
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	87½
30 Sep. '64	130.7	2.1	45.0	—	55	57	565	New York and Harlem	9,510,739	1,196,299	1,022,685	6,565,950	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	23½
30 Sep. '64	35.9	—	2.2	—	6	15	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	98
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	920,324	61.3	114,725	267,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,257	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.6	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	251,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107.000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,438	191.2	1,032,368	2 499,348	1,235,162	15	114
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424 299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 576 966	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	8	80
31 May '65	109.*	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	66,737	4,090,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	106
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144.000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	8	413	Dayton and Michigan	5,496,811	485,303	—	2,366.705	3,782,450	—	6,214,625	142.0	.....	1,069,187	451,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.9	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	*	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	—	—	—	—
30 Jun. '65	153.5	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	596 400	251,867	3,343,956	1,341,093	14,202	5,172,138	206.9	358,409	719,924	145,900	—	19½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	126.0	209,011	38 2 07	189,488	—	—
31 Dec. '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,486	149,013		33½
31 Oct. '64	62.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	118.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	140
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,000		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	27
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,220	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,978	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	165,502	55,456		
31 Oct '64	36 0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,012,242	*		1,325,992	1,283,427	268,281	2,977,700	58.0	305,743	335,280	143,472		20½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,452,154	20	60½
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	32
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	("	"	"	")	7½	84½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,745		6,255,855	69.8	320,638	741,977	346,401		37
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,689,576	3,385 315	5,604,810	19,860,060	16,684,840		48,520,356	356 9	5,846,778	14,759 057	4,065,113	10	55½
31 Oct. '64	17.0	3.0	22.3		18	45	101	Phila., Germant'n & Norristt'n	1,139,079	232,399		1,358,100	315,500		1,673,100	24.0	253,739	428,147	207,893	8	54
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,76 623			5,013 054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R. Co.)					29½
30 Nov '64	152 0	46 8	206.5		216	81	14089	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,271 879		27,716,253	569 5	3,328,229	9,299,841	4,308,150	15	39
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	175,447	824,006	477,668	10	120
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,667,300	692,000		9,349,300	197 0	839,228	3,205,560	1,365,200	10	85½
31 Oct. '65	59.5		71 4	89.5	12	11	84	Pittsburg and Connellsville	3,361 64	198,820		1,772,773	1,500,000	64,208	3,784,101	72.0	272,688	894,362	130 361		9
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181 126	12,657,000		23,942,670	468.3	3,940,778	7,120,406	3,019,067	10	92½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,176,778	112,824		500,000	791,597	Lease'd to Northn Cen.		87,070	226,318	107,490	10	46
31 Oct '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,036	1 009,095	162,312	1,855,443	26.4	118,638	275,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	117
								SOUTH CAROLINA.													
31 Dec. '58	54.9		....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6		....		13	9	176	Charlotte and South Carolina	1,719.045	*		1,201,000	884,000			109.6		283,263	151,526	6	
1 Jan. '59	143.2	21.3	....					Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		341,190	125,871		
28 Feb. '59	102.0		....					North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0	....		62	59	790	South Carolina					2,643,333					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6		....					Central Southern (Tenn.)	1,021,439	58,133		595,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,337,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1860	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,869,949	2,659,000	260,112	7,627,797	291.0		1,655,096	875,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137.400	*		798,285	554,949	$19,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,269		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.2		39	17	319	Nashville and Chattanooga	8,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76.016	76,016		595,922	860,000	204,544		45.8	57,950	127,963	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS. (*all sided by State*).													
-- -- '58	32 0		....	158.0				Buffalo Bayou, Braz. & Col'do								32.0					
-- -- '58	56.0		....	134.0				Galves., Houst. & Henderson								56.0					
-- -- '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275 000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,848	196,568		
-- -- '59	25.0		....	110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880 277	*		1,679,600	634,500		3,033,466	165.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		28	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,083		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941.045	262,887		
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	oper. by Vt. Central				6	1
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,995	64,267	26,451		96
30 Jun. '63	59 0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			oper. by R.&b.Troy		& Bost.		53,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,084	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5		....		8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	18.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,066		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1	....		19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3	....		14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3.726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,525	*		835,760	204,508	26,855		43.5	1,058,054	163,753	79,586	5	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0		....		10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,063	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,852,929	195.0	280 968	634,081	359,130	5	
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967		73
								WISCONSIN.													
31 Dec. '64	195.0	175.0	....		54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000		9,650,000	370.0	1,125,571	2,113,118	508 55		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000		8,452,361	234.4	938,183	1,711,681	506,330		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,086,328	5,092,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0		....		31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,652		
31 Dec. '62	49.0		....		16	17	214	Montreal and Champlain	2,482,549	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242,798	117,842		
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	[illegible]10,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,858		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,866	1,649,510	14	15
31 Dec. '64	94.5	1.6	....		18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	160,421	107,640	20,005		
1 July, '61	60.0		....		....	....	....	New Brunswick and Canada	1,402,748	102,388		1,260,000	13,100	136,000	1,799,232	60 0	....	132 555	56,670		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....		20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	158,416	139,107	87,181		
								NEW GRANADA.													
31 Dec 63	47.				11	22	120	Panama	9,000,000	*	6,558	6,000,000	75,000		10 763,728	48.7		1,837,438	1,328,921	17	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26
Catawissa (preferred)	1,150,000	7	---	34½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	45
Chicago & Alton (preferred)	2,425,200	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	54½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,976,866	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	---	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	55
Toledo & Wabash (preferred)	984,700	7	7	57½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91½
Six per cent. Loan	2,432,274	6	A. & O.	1884	83½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	485,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	------	------	99
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	83
2d Mortgage	3,980,670	6	J. & J.	1882	76
Improvement	568,500	6	M. & N.	1876	70
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	56
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	27½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	85½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p.c.	
Chesapeake and Delaware	100	1,343,563	---	53½
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	35
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	4,282,950	6	52½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	75
" (preferred)	100	1,175,000	10	114½
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	---	23½
" " (preferred)	50	2,722,607	---	29½
Susquehanna and Tide Water	50	2,048,260	---	13
Union	---	---	---	----
Union (preferred)	50	2,750,000	---	6
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch No. 1	(cash)	per ton 48	@ 51 —
Pig, American, No. 1		50	@ 51 —
Bar, Refined, English		105	@110 —
Bar, Swedes, assorted sizes	(in gold)		@ 97 50
		Store Prices.	
Bar, Swedes, assorted sizes		165	@175 —
Bar, English & American, Refined		125	@150 —
Bar, English & American, common		115	@120 —
Scroll, English		155	@200 —
Ovals and Half round		145	@155 —
Band, English		—	@155 —
Horse Shoe		150	@155 —
Rods, English		127 50	@150 —
Hoop, English		160	@225 —
Nail Rod		per lb. —	10 @ — 11
Sheet, Russia		per lb. —	33 @ — 37½
Sheet, English, Single, Double and Treble		—	7½@ — 10½
Sheet, Am., Single Double and Treble		—	— @ — —
Rails, English	(gold)	per ton —	57 — @ — —
Rails, American			85 — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb. —	18 @ — 23
English Spring	(1st & 2d qlty.)		11½@ — 13
English Blister	(1st & 2d qlty.)		13 @ — 20
English Machinery			13½@ — 15
German			15 @ — 17
American, Blister			12 @ — 14
American, Cast, Hammered			19 @ — 22
American, Cast, Rolled			13 @ — 15
American Spring			11 @ — 13
American Machinery			13 @ — 14
Milan (in bond)			— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb. —	@ — 55
Sheathing, Yellow			— @ — 40
Pig, Chile			— @ — —
Bolts			— @ — 55
Braziers'			— @ — 55
American Ingot	(cash)		37 @ — 38½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena		per 100 lb. —	@ — —
Spanish			9 40 @ 9 60
German Refined			9 40 @ 9 60
English			9 40 @ 9 60
Bar		per lb. —	@ — 12
Pipe and Sheet			— @ — 16

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2¾ cents per lb.

Banca		per lb. —	@ — 27½
Straits			26½@ — 26¾
English			— @ — 26
Plates, Charcoal I. C		per box 15	75 @ 16 —
Plates, I. C. Coke			12 50 @ 14 50
Terne, Coke			— @ 11 —
Terne, Charcoal			14 50 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash)	per 100 lb. —	@ 7 50
Clinch	(cash)		9 @ 9 50
Copper			— @ — 60
Ausable Horse, Norway Iron, Forged			— @ — 41
Zinc Nails	(6 mos.)		— @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 32	@ — 32½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73	@ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	—	@ — —
Naptha, Refined (60@63 gravity)	— 42	@ — 43

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th 1.	F 2.	Sat 3.	M. 5.	Tu. 6.	W. 7
Atlantic M. S. S. Co	----	----	105	----	----	
At. & Gt. W. (O) 1st m't.	----	----	----	97	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	118	----	116	
Canton Co.	----	44	43½	43½	----	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	107	111	117	----	113½	115½
" " pref.	108	115	116½	113	----	114½
" " 1 M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	93	----	----	----	
Chicago, Burl. & Q.	----	----	----	----	----	
" " " 8 p.c.	----	----	----	----	----	
Ohio. & Northwest'n	28½	28½	28½	27½	27½	26½
" " pref.	55½	54½	54½	54½	53½	53½
" " 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	82	----	----	
Chicago & Rock Isl.	100½	100½	100½	99½	99½	
" " 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	115	----	114	----	----	
Clev. and Pittsburg	81½x	82½	82½	81½	80½	80½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	----	106	105	106	----	
" " S. F. 7 p.c.	95½	----	96	----	----	
Cumberland Coal, pref	45½	45	44½	44½	----	44½
Del. & Hudson Canal	136x	134½	135	----	----	134
Del., Lack. & West	----	145	145	----	142	140
" " 1M. 8 p.c. '71-5	----	----	----	----	----	
" " 2M. 8 p.c. '81	----	----	----	----	----	
Erie	81½x	79	78½	77½	77	77½
" pref.	----	80	----	80	81	----
" 1 M. 7 p.c. '67	----	----	----	----	99½	----
" 2 M. 7 p.c. '79	----	102	----	----	----	----
" 3 M. 7 p.c. '83	----	98	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	94	----	----
" 5 M. 7 p.c. '88	----	92½	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	97½	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	101	99½	100	100	100	100½
" scrip	----	----	----	----	----	
" 1M. 7 p.c. '69	----	----	100	----	----	100
" 2M. S. F.	----	----	100½	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	116½	116	116½	114½	115½	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	13	12½	11	11½	11	11
Michigan Central	101½x	101½	102	101	101	101
" S F. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	69½	69½	69¾	68	67½	67½
" " guar'd.	----	----	----	----	----	
" " 1M. S. F.	----	94	93	----	----	
" " 2 M.	----	----	----	90	----	
Mil. and P. du Chien	98	----	90½	----	----	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	48½
Missouri 6s	78½	76½	79	79	78½	
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	79	----	78	----	----	79
New York Central	89½x	88	88½	87½	87	87
Real Estate	----	----	----	----	----	
" 7s, S. F. '76	----	----	----	----	----	
" 7s, conv. '76	----	----	----	----	----	
" 6s, S. F. '83	93	----	----	----	----	
" 6s, S. F. '87	92	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	100	96	----	
" 1M. 7 p.c. '73	----	----	----	----	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	93½	----	----	----	----	
North Carolina 6s	----	----	83	----	82½	
Ohio & Miss. cer.	25½	25½	25	----	24½	24½
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	----	----	186	----	----	185
Panama	----	----	----	----	240	
Penn'a Coal Co.	----	----	----	----	162	
Phila. and Reading	100x	99½	99½	98½	98	98½
Pitts. Ft. W. & Chicago	94x	92½	93	93	97½	91½
" " 1M.	----	----	----	----	----	
" " 2M.	----	----	92½	----	----	
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co.	42	40	40	40½	40	40½
St. L., Alton & T. H.	30	30	----	----	----	
" " pref.	58	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Tennessee 6s, 1890	89½	89½	----	89½	89½	
Tol., Wab. & Western	----	----	----	----	----	
" " Pref.	----	----	----	----	----	
" " 1M. ex.	----	----	----	----	----	
" " 2M.	----	----	----	----	74	
" " Int. b'ds	----	----	----	----	----	
Virginia 6s	----	60	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th.1.	F.2	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	93½	93⅝	94	94½	----	94½
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	104	----	----	----	----
U. S. 6s, 1881, cou.	103⅜	----	103⅞	104	103⅞	104
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	101½	----	----	----
U. S. 6s, 1867, reg.	----	----	124	124½	----	----
U. S. 6s, 1868, reg.	120	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	120	----	----	----
U. S. 6s, 1 year certif.	98⅛	98⅛	98⅛	98⅛	----	98⅛
U. S. 6s, 5-20s, c. 1864.	103	103⅛	103⅛	103⅛	103⅛	103⅛
U. S. 6s, 5-20s, c. 1864.	102	102	102	102⅛	102⅛	102⅜
U. S. 6s, 5-20s, c. 1865.	102	----	102⅛	102⅜	102⅛	102⅜
U. S. 6s, " reg.	----	----	102⅛	----	----	102⅜
7.30 Notes, 1st series.	99⅛	99⅜	99⅛	99⅛	99⅛	99⅛
" " 2d series.	99	99⅛	99⅛	99⅛	99⅛	99⅛
" " 3d series.	99	99	99	99⅛	99	99⅛
American Gold	----	----	140½	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Cattawissa	24	24⅜	24	24	24	----
" preferred	34½	35½	36	35½	35	35½
Camden & Amboy	117x	----	118	121	119½	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	84	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	34
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	52⅜	----	52	52	52½	52½
" " 6s,'70	----	----	----	----	----	----
" " 6s,'84	----	----	----	----	----	----
Lehigh Valley R. R.	61½	60½	61	61	61	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	31½	----	32	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	85	----	----	----	----
Minehill	54½	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	114½	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	37	37	37½	37	----	38
" " 6s	83	83½	83½	----	----	83½
" " 10s	----	----	----	----	----	----
Northern Central	44	----	44	----	----	----
Pennsylvania R. R.	55	54⅞	55	55½	56	----
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	92	----	91	92
Penn. State, 5s	89	86	86	86	86	86
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	98½	99	99	----	99
Philadelphia City, 6s	86½	----	86½	----	86⅜	87
" " new.	91	91	91½	91½	91⅜	92½
Philad., Germ. & Nor.	----	----	54	----	54	----
Phila. & Reading	50	50½	49½	49½	49⅛	49
" " 6s,'86	----	----	86⅜	86½	89⅜	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	29½	30	30	----	29⅛	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s.	90½	----	----	----	92	----
Schuylkill Navigation	----	22½	----	----	----	23½
" " pref.	----	28½	----	29½	30	30
" " 6s '82	----	----	----	----	----	75½
" " 6s '76	----	----	----	----	----	----
" 6s '72	----	82	----	----	83	----
Susq. Canal	10½	12½	15	15½	14½	----
" " 6s '78	50	53	55	53	56	----
Union Canal, pref.	3	5	5	5½	6	----
" " 6s '83	----	----	25	25½	26	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	35	36	37⅜	36½	36½	35⅞
Chestnut & Wal. "	----	----	----	----	----	51½
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	71½	----
Spruce & Pine, "	36	35	35	----	35	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	W.31.	Th.1.	F.2	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	----	----	100½	----	----	----
" " 1886	----	----	99	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100½	100	100⅜	----	101	101
Balt. and Ohio	112½	----	----	----	----	112½
" " b'ds,'62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	----	----	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	97½	----	----	----	----	98
Northern Central	----	----	----	----	----	----
" " b'ds,'85	----	----	----	----	----	----
" " '95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th. 1	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Lowell	----	----	----	----	----	95
Boston and Maine	----	----	----	----	118½	----
Boston and Providence	127½	----	----	----	----	----
Boston and Worcest.	----	----	----	130½	131	----
Cheshire, pref.	45½	----	----	----	45	45
Concord	----	----	60½	----	----	----
Connecticut River	----	----	103½	103	----	103
Eastern, Mass.	99½	----	99½	----	99½	99½
Eastern, N. H.	----	----	----	----	99½	98½
Fitchburg	----	----	106½	106½	----	----
Manchester & Lawr'ce	----	----	----	106½	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	91½	----	91½	----	----	----
Old Colony and Fall R.	100½	----	100½	100½	100½	101
Ph., Wil. & Baltimore	56½	56½	56½	56½	56	56⅝
Portl'd, Saco & Ports.	----	----	95½	----	----	95⅜
Vermont & Canada	96	----	----	----	----	----
Vermont & Mass.	----	----	39½	----	----	----
Western	----	----	----	----	----	137½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	47½	47	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	27	----	26⅞	27	27	26⅜
Franklin "	38	----	37⅛	37⅜	----	37
Huron "	----	----	----	----	----	37
Isle Royale "	----	----	----	14½	----	----
National "	19⅜	----	----	----	----	----
Minnesota "	----	----	----	17	----	----
Pewabic "	36⅜	36	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	56½	56½	55	----	53½	54
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 19th of January:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	65½	"	66½
Virginia State 6s	48	"	52
Do. 6 per cent.	40	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., 2d mort., 1881	75	"	77
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	73	"	75
Erie shares, $100 (all paid)	57½	"	57¾
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—	"	—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	66	"	70
Do. do. $100 shares, all paid	76	"	76½
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	83	"	85
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	74	"	76

American Railroad Journal.

Saturday, February 10, 1866.

Stock Exchange and Money Market.

It is contended in some influential quarters that the financial prosperity of the people, as distant from that of their nationality, is yet to be endangered by the continuance of the National banking system as established during the administration of Mr. Chase; that the right they have to issue bills guaranteed by the Government, and their currency legalized in the payment of taxes, are a loss to the public; and that, in fact, it would be better to have no notes in circulation but legal tenders, to the exclusion of all other kinds.

This policy would make the Government a banker, and invest it with functions not at all in harmony with the objects of Government. It would make all borrowers and credits subject to its control, and place the whole enterprise of the people at the mercy of the Treasury Department. Besides, how could legal tenders be put in circulation except by the two methods of payment to office holders, and to contractors for supplies? We see no other method by which circulation could be effected. On the other hand, well regulated banks seek the usual outlets of business for their issues, and follow the law of demand and supply. Their accumulated capital, held in properly and conveniently located reservoirs, is let out in streams where they are wanted, and in volumes adequate to the pressure of business necessities. Their numbers also secure competition and fairness; and they are always within the reach of the law and the control of public opinion. In our judgment, therefore, a well arranged banking system is better for the country than any which can be substituted for it by departmental authority. The financial operations of the Government should be strictly confined to the collection and disbursement of revenues; this is its only legitimate financial employment. Capital, industry and enterprise should be left free to employ themselves unchecked by the policy of the department, and subject to the laws only which regulate commerce, and with the corresponding responsibilities which attach to it. We therefore conclude, that the best thing the Government can do, and what it ought to do, is to withdraw from the business of issuing money, take up its bills as rapidly as possible, and leave this field of operations for that particular class of persons who are best fitted to carry it on. These last, being held to redeem their promises strictly, may be safely left to the management of their own affairs; and will supply all the reasonable demands of trade and circulation. The very number of our National banks, their location and their distribution, are some of their greatest advantages; while a central agency, as at Washington, a Governmental creator and issuer of currency, would be a ponderous machine crushing out of place thousands of commercial centres, and the best marts of the interior.

Meanwhile the country itself is getting into a strong position. We are exporting largely of cotton every week, worth, according to the estimates of sound merchants, $3,500,000 in gold. Our National revenue since 1st June, has been running up to the enormous figures of $500,000,000 per annum; and by a judicious change in excise and duties, it may be swelled to $600,000,000. The expenses and disbursements of the Government may be set down for interest at $150,000,000; current expenses, $100,000,000—with an available balance of $350,000,000, applicable to the debt, and which is certainly margin enough for every possible contingency before us. This estimate is considered a perfectly safe one in commercial circles, and we do not dispute it.

We question whether there is a stronger Government at this moment in its finances than ours; and we have not yet shown our full strength, for nearly one-half the old Union is as yet untaxed and unproductive of revenue for National purposes. And we owe this condition of things to the folly of politics and partizanship. The one great necessity of the country is financial disembarrassment, and a return to a sound currency. To bring this about in the best and earliest way is the declared policy of the Treasury; but that it will if possible be thwarted, there is little doubt;

and much depends on the firmness of the Secretary, a quality in public men of the greatest importance at all times, but especially just now.

We shall therefore continue to trust the Secretary as a man who will not quail before clamor, nor fear interested opposition, when he has a great duty to perform and a great principle to vindicate. Not until a dollar is worth 100 cents shall we have substantial and permanent prosperity.

The report of the Associated Banks for the week ending February 3d, shows an increase in loans of $2,102,546; increase in circulation, $528,351; a decrease in specie of $2,169,276; in deposits of $4,000,759; and in legal tenders of $1,522,896. The market however is easy, the rates being very prevalent at 5 and 6 per cent., a striking contrast to those ruling on the British Exchange.

Gold dropped again in the beginning of the week in the face of a considerable demand for customs which are expected to prove large during the present week. There is but little demand for export, as there is cotton enough to remit for all immediate demands; and the probability is, that the supply will be very large at the close of the season.

Our accounts from the planters generally are growing better every day.

Government securities are in good request, there being a healthy demand for them, without excitement. These cannot be *cornered* and made the basis of any street combination, the amounts being too large for the operators to manage. In this respect they are happily beyond the reach of speculation.

Railway shares are still depressed, but as we continue to think, without cause. The principal roads are continually effecting a reduction in expenses, while the earnings keep up to a good figure. It is said that the Western roads are reducing freights with a probability of increased business, and all look forward to large transactions in the spring. We perceive that this conviction is beginning to prevail in the street, a recovery in prices being noticeable early in the week.

Public attention is turned to the action of Congress in regard to the wants of the Treasury, and the propositions before it emanating from that department. One of these, which looks to the possibility of a future foreign loan, has been much discussed. The popular feeling, it must be confessed, is rather against this measure; but there is something to be said in its favor. The State of Massachusetts has found it a good policy to issue 5 per cent. sterling bonds payable abroad, and its 5s are quoted higher than New York 6s. If we are ever to resume specie payments, it may become necessary to obtain large amounts of specie at some one time, just as it was a few years ago when Mr. King, by a personal visit and negotiation abroad, succeeded in getting a supply that enabled our banks to resume. In the present case, the amount wanted may be so large as to make a loan of the kind projected absolutely indispensable. The financiers of Massachusetts seem to agree on the propriety of the measure, after a full experience of the plan for themselves.

It is also believed that the changes recommended by the revenue commission will be considered carefully by Congress, and adopted in many particulars. How far the present Congress will be governed by pure and patriotic feelings remains to be seen, with some apprehension of disappointment. If ever there was a time when every feeling of party should be laid aside, it is now. All our trouble, all our sacrifices, all our blood and treasure will have been wasted, if we are not ready and willing to restore and rebuild our National temple. It is to have the same inhabitants as of old; and it would be pleasant, nay it is indispensable that they shall dwell together in unity. That this is the sentiment of a large majority of the people of the United States we have not the least doubt; and that at the next Congressional election it will most manifestly appear we also do not doubt. The people of this country will not submit to have its prosperity jeoparded by any political arrangements whatever.

Every man who wishes to earn his bread desires to see our institutions as free from all future disturbance as possible; and it is our material interests which underlie our political ones, and for which we make constitutions, and governments, and laws. If these are being continually endangered and disturbed, neither life nor property is safe.

We have had excitement, anxiety and trouble enough for the last four years to answer for a thousand years, and we want no more of them.

All disturbing questions should be laid aside, and our whole energies be directed to the question and the business of recuperation and of peace.

The most important news of the week is that of the determination of the French Government to withdraw its troops from Mexico, and as is stated in order to conciliate American opinions.

Thus happily is removed from us one of the greatest embarrassments in our path. For it cannot be denied that the nation was in a manner pledged to what is called the Monroe doctrine, and in this country as in all others there is a class of persons who are always in favor of disturbance, and have everything to gain by it. Another war would have suited these persons exactly; but the people at large would have been immense sufferers. An increased national debt, perhaps beyond our power to pay, increased taxation, more paper money, and the loss of all our foreign commerce would have been pretty certain events for us to have encountered. But the change in French policy lifts the veil which hung over our future and leaves us free to act, and clear to see, so that if we make any mistakes we shall bring down our misfortunes on ourselves by our own folly. We trust that our public men will appreciate the advantages of our present position, and act accordingly. American securities are advancing abroad and must now maintain that advantage, since peace is once more a settled fact.

The exports from this port for the week ending the 6th, exclusive of specie were $5,917,607, against $4,808,182 the same week last year.

The balance in the Sub-Treasury, after rising to nearly one hundred millions, has been depleted by remittances to Washington, and stood on Tuesday at $86,395,837.

We notice the arrivals of small amounts of specie the past week at this port, viz: from Vera Cruz and Havana $12,000; St. Domingo, 1 package (amount not stated); Bermuda, $3,000; and Belize, $350.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1869, 96: N. Y. State Bounty Loan, 99¾; do., 6s, 1873, 92½; Connecticut 6s, 92; Tennessee 6s, 1868, 88; Ohio 6s, 1881, 95; N. Y. City 6s, 1876, 90; Milwaukee and St. Paul 1st mort., 80; New Jersey R. R. and Transportation Co., 135; Rome and Watertown, 98; Norwich and Worcester, 95; Central R. R.. of New Jersey, 114; Pacific Mail scrip., 170; Mariposa pref., 15; Central Coal Co., 41; Butler Coal, 14; Schuylkill Coal, 17¼; Wolf Creek Diamond Coal, 96¾; Maryland Anthracite Coal, 15½; American Coal, 60; Wyoming Valley, 50; Western Union Tel., 55; Union Navigation, 100; Merchants Bank, 110; Merchants Ex. Bank, 105; Bank of Commerce, 105; Am. Ex. Bank, 114; Bank of Republic, 109; Shoe and Leather Bank, 103; Central Bank, 109; 4th National Bank, 97; 1st National Bank, 212; Importers and Traders Bank, 100; 9th National Bank, 108½; North River Bank, 120; Bank of North America, 110.

Philadelphia.—Reading 6s, 1843–'80, 86½; Huntingdon and Broad Top Mt., 19; Union Passenger R. R., 23; 10th and 11th streets R. R., 52½; Girard College R. R., 26; Green Mt. Coal, 4; Swatara Falls Coal, 2; Clinton Coal, 1⅛; St. Nicholas Coal, 8½; Mahanoy Coal, 6⅜; Fulton Coal, 7½; Big Mt. 5¾; Shamokin, 8½ N. Y. and Middle Coal Fields, 7; Buck Mt. Coal 46; Preston Coal, 17½; New Creek Coal, 1⅛; Manufacturers Bank, 31; Bank of North America, 207; 7th National Bank, 93; Corn Planter Oil, 1; Dalzell, 1¾; Excelsior, ⅜; Eldorado, ½; Feeder Dam, ⅝; Junction, 1; McElrath, 1½; Mingo, 2¼; Maple Shade, 4⅜; Ocean, 15¼; Spencer, 2; Sugar Creek, 1⅜; Wm. Penn., ½. The latest quotations are: City 6s, 86½@87¼; do., new, 92½@92⅜; State 5s, 86@86; do., coupon, 86@87½; do., 6s, W. L., 98½@99; Phila., Wil. and Balt., 55⅞; Reading, 49¾@49⅜; do., 6s, 1870, 92@93⅛; do., bonds, 85@86; do., con., 100@107; Camden and Amboy, 119½@119½; Penn. R. R., 55¼@55½; do., 1st mort., 96@97; do., 2d mort., 91@93; Little Schuylkill R. R., 31¾@32; Morris Canal, 72@80; do., pref., 111@116; do., bonds, 90@95; Wyoming Valley Canal, 57½@60; do., 6s, 80@85; Susquehanna Canal, 13@13¼; do., 6s, 55@58; Sch. Nav., 22¾@23; do., pref., 29½@29⅝; do., 6s, 1882, 75½@76½; Union Canal bonds, 28@28¼; Delaware Div. Canal 35@35¼; do., bonds, 80@84; Elmira and Williamsport, 26@30; do., pref., 35⅛@39½; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 52⅜@52½; do., bonds, 1870, 86@87½; North Pennsylvania, 37¼@38; do., 6s, 83½@85; Philadelphia and Erie, 29¼@29½; do., 6s, 87@88; Minehill, 54½@54¾; Catawissa, 23¾@24; do., pref., 34¾@34⅞; Lehigh Valley, 60¾@61⅞; do., bonds, 89½@90; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 72@72; West Philadelphia, 65@68; Spruce and Pine, 35@36; Green and Coates, 32½@35; Chestnut and Walnut, 45@51½; Thirteenth and Fifteenth, 32@32; Girard College, 25½@27; Tenth and Eleventh, 50@52½; Norristown, 54@54⅛; Union, 22@26; Hestonville, 34¾@35.

Boston.—Northern (Ogdensburg) 1st mort., 93; do., 2d mort., 37½; Vermont Central 1st mort.,

80; do., 2d mort., 23; Rutland and Burlington 1st mort., 73½; do., 2d mort., 23½; N. Y. and Boston Air Line 6s, 30⅜; Mad River and Lake Erie 6s, 67¾; South Shore R. R., 6s, 1831, 89¾; Boston, Hartford and Erie 7s, 52@53¼; Vermont and Massachusetts 6s, 90; Ogdensburg and Lake Champlain R. R., 23½; Conn. and Pass. Riv. pref., 80; Boston, Concord and Montreal pref., 60; Sandusky, Dayton and Cin., pref., 26; Connecticut 6s, 1882, 93; Rhode Island 6s, 1882, 93; Massachusetts 5s, 1894, gold, 93¾; do., 1871@1873, gold, 107; Maine State 6s, 1882, 95½; St. Louis 6s, 1879@1881, 85½@85¾; Boston 5s, 95; do., 1868, gold, 117; Chicago 7s, 1884, 92½; Cambridge 6s, 1893, 93; do., 1875, 95; Bangor 6s, 89; Boston Water Power Co., 23¼; Union S. S. Co., 93¾; Cary Imp. Co., 8; New England Coal, 53; Lackawanna Coal, 10; Mt. Pleasant Coal, 28½; Mammoth Vein Coal, 6¾; Bear Valley, etc., Coal, 14; Colorado Gold, 4⅝; Excelsior Gold, pref., 11; Chelsea Gas, 94½; Bank of North America, 100½; Eagle Bank, 110¾; Merchants Bank, 110½; Exchange Bank, 128; New England Bank, 114¼; 2d National Bank, 141¼; Eliot Bank, 112⅜; Continental Bank, 104¾; Tremont Bank, 113¼; Atlas Bank, 107¾; Bunker Hill Bank, 110¼; Howard Bank, 100¼; State Bank, 106½; Webster Bank, 106½; Albany and Boston Mining Co., 14; Boston, 50c.; Bay State, 9½; Canada, 75c.; Concord, 3¼; Great Western, 50c.; Hancock, 14⅛; Humbolt, 4¾; Petherick, 1⅞; Phœnix, 10; Superior, 2⅝.

Baltimore.—N. W. Va. 3d mort. guar., 91; do., unendorsed, 17; Marietta and Cincinnati bonds, 85⅝; Bare Hill Mining Co., 1.10; Mineral Hill, 0.40; Springfield, 0.70; Liberty, 0.85; Atlantic Coal, 1.05; Maryland Anthracite, 13½; Penn. Oil, 0.61; National Express Co., 8½; 3d National Bank, 10½; Bank of Commerce, 27; Howard Bank, 12; Franklin Bank, 12; Peoples Bank, 20; Western Bank, 25½. The latest quotations are: Balt. and Ohio, 112½@113; do., 6s, 1867, 97¼@97½; do., 1875, 97@98; do., 1880, 97@98; do., 1885, 98@99; Northern Central, 43@44¾; do., bonds, 1885, 84@85; N. W. Va. 1st mort., 1873, 97@97½; do., 2d mort., 93@98; do., 3d mort., 93@98; Marietta and Cincinnati 7s, 1891, 82@82¼; Central Ohio 1st mort., 80@84½; Western Md. bonds, 77@79; do., guar., 97¼@100; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97@97½; do., 1873, 96@98; do., 1875, 100½@100½; do., 1886, 98@99¼; do., 1890, 100¾@100¾; do., coupon, 100@100⅜; do., Park, 101½@101½; do., 5s, 1838–'70, 83@83; City Passenger R. R., 17¾@18½; Canton Co. 43½@44; Gardner, 0.80@0.90; Gas Coal, 0.60@0.60; Maryland, 0.35@0.40; North State, 0.10@0.40; Springfield, 0.55@0.70; George's Creek, 106@120; Santa Clara, 9@10; Balt. Chrome, 0.50@0.55; Bare Hill, 1.05@1.10; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.65@0.75; Baltimore Coal, 150@200.

Pacific and Central American Coast Trade.

We call the attention of our readers to the advertisement in another column of WELLS, FARGO & Co., the sole freight agents of the Pacific Mail Steamship Company, who are receiving and forwarding with dispatch, and at greatly reduced rates, all kinds of goods destined for the Pacific and Central American Coasts. Office 84 Broadway.

The City of Montreal.

We give in another part of this week's issue a very interesting analysis of the report of the Montreal Board of Trade for the year 1865. The character and proceedings of this Board entitle it to high consideration. Its members are first class merchants, move admirably in concert, are quick to perceive and prompt to carry out measures of a favorable commercial tendency; and their reports, and official papers generally, are of a very superior order.

We therefore always give room for the results of the Trade and Commerce of Montreal made up with care, as they furnish valuable data by which many important questions may be weighed and considered, just at this moment. Montreal occupies a peculiar position. It is about to lose its advantages whatever they have been, under the Reciprocity treaty, which will expire in March next. Whether this is a real or only a temporary evil remains to be seen.

Montreal has wonderfully prospered within a few years past. In 1851 its population was 57,715. In 1861 it had become 101,982, and is now estimated at 120,000. Its position gives it an outlet to the Ocean, an artificial connection with all the lakes for steamers of a large size, and it to a certain extent commands the trade of Lake Champlain and the Canal of that name, with the Northern trade dependent upon them. It has magnificent stone wharves such as no other city in America possesses; and an improved channel for incoming sea vessels, of about the same depth as that on our own bar at Sandy Hook. Under the influence and example of eminently wise and persevering merchants and public men such as John Young, and others like him, Montreal now stands where she does.

It is admitted that the business of Canada for the last year has been unusually prosperous and profitable, the crops have been more than abundant, and have been turned into money at remunerating prices. Canada has been thronged with American buyers who have followed up the holders of property to their own doors, shops and granaries. Thus it is stated in the report alluded to, that two-thirds of the whole products of Canada have been sold and exported to the United States during the past year. This is an admission which shows at a glance what the future of Canada may be or may not be. The natural market of the province is undoubtedly the United States. If the loss of the Treaty is to be attended with a loss of this great and convenient market, no possible compensation can be had by any attempts in any other direction. The agencies dispatched to Brazil, to the West Indies or any where else, may draw what hopes they please of a future remunerating foreign commerce for Canada, to replace that lost in the United States, but it will be entirely a baseless fabric. The immense amount of American business i also appears fro m this report, gave large employment to the Banks of Canada which had an active circulation on the 31st December last of $13,388,598 which in 1864 was but $8,947,721. The Banks of Montreal furnished alone half this amount.

The report states one curious fact in relation to this trade, which is quite apropos of the discussion of the influence and tendency of paper currency. This is, that goods in Canada were relatively and actually so cheap, that the Americans could turn their currency into gold, expend it in Canada in purchasing goods, and then resell them at a profit in the United States. This is an explanation as well, of the large increase of our foreign imports. Gold has been the cheapest commodity in our market for the last year. The ridiculous prices asked in paper for the commonest necessaries of life have been several hundred per cent. above their real and normal value by the gold standard. And there is a large class of operators who wish to keep up this state of things not only in Canada but the United States.

The report gives us a very good idea of the ocean commerce of Montreal, but it shows just as clearly that the transit of Lake vessels to the sea by the St. Lawrence is as yet of no account. But nine went to sea the past year, though as many as twenty did so, the year previous. The navigation of the St. Lawrence has been held up for years as a bug bear, to compel the State of New York to enlarge the Erie Canal; but the fact is, it is in no way a rival to our great work, and never can be. The Canadians understand this perfectly, and propose other outlets. Should the canals of Canada ever be enlarged to the greatest extent proposed the St. Lawrence would never endanger the value of the Erie Canal, as may be easily demonstrated.

It is thought that the future of Montreal will depend on its being made a free port; that this done it will command all the business of the Lake ports for foreign merchandize, which can be afforded much below the cost ruling in New York, where the charges are increased by the variety of interests attaching to every import, with corresponding commissions. All these may be saved and avoided by the Western merchants by a single transaction at Montreal. The duty will be the same to the consumer whether the goods are landed at Chicago, direct, or at New York to be transferred to Chicago, but the manipulations will be very different. Montreal as a free port is very likely then to compete with New York for the Western traffic, and it is quite possible that in this character she may suddenly rise to a grandeur of which as yet we have no clear conception.

C. Powell, Green & Co.

We invite attention to the advertisement of this firm in another column. This new house has been established in the banking business at No. 38 Broad street, N. Y., and will give their prompt attention to the purchase and sale of stocks, bonds, Government securities, etc.

Hatch & Phelps.

The advertisement of this new banking house is given in another column. These gentlemen have established themselves as Bankers, Brokers and General Purchasing Agents at No. 9 Wall street. Mr. Hatch has been for twenty years cashier of the Mechanics Bank, Augusta, Ga., and Mr. Phelps has been for six years agent and cashier of the Southern Express Co. Their references are to the very best houses in this and other cities, as well as to the leading banks, express companies, etc.

Kent County (Md.) Railroad.

The location of this road has been permanently fixed upon by the Legislature of Delaware. It will run from Smyrna to Chestertown, and from there to the bay.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway for the week ending Feb. 2, 1866, was as follows:

Passengers	$23,420 43
Freight and live stock	35,033 44
Mails and sundries	1,828 49
Total	$60,282 36
Corresponding week of 1865	51,673 42
Increase	$8,608 93

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Jan., 1866, were $106,862 00
Corresponding week of 1865 111,112 00

Decrease $4,249 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in January, 1866, were $69,704 00
Corresponding week of previous year 57,948 00

Increase $11,756 00

The month shows a loss of $55,980.

The earnings of the Chicago and Northwestern Railway for the fourth week in January, 1866, were $160,589 49
Corresponding week of previous year. 150,647 27

Increase $9.942 22

The earnings of the Grand Trunk Railway for the week ending Jan. 27, 1866, were:

Passengers	$26,081 00
Express, freight, mails and sundries	4,750 00
Freight and live stock	84,584 00
Total	$115,415 00
Corresponding week, 1865	98,557 00
Increase	$16,858 00

The earnings of the Western Union Railroad, for the week ending Jan. 31, 1866:

	1866.	1865.
From freight	$12,145 83	$7.480 41
" passengers	3,200 90	2,988 25
" express	346 22	228 00
" mail	296 58	296 58
Total	$15,989 53	$10,993 24

Receipts from Jan. 1, to Jan. 31:

1866	$45,101 64
1865	43,715 73
Increase	$1,385 91

The Mauritius Railways.

Two sections of the system of railways in course of construction in the Mauritius have now been completed and opened for traffic—viz., the Northern and Midland. With the exception of some trifling additions required to complete the terminal works in Port Louis, the whole undertaking is now complete. The traffic upon the line is reported to be highly satisfactory, and considerably in advance of the expectations which had been formed. The Northern line is 36½ miles, the Midland 34 miles long. The estimated cost of the whole system was £1,300,000. Of this sum £600,000 has been raised by loan, on debentures of 7 per cent., in this country. A sum of £300,000 of accumulated surplus of the colony was also applied to the cost of the railways. A further sum of £400,000 was authorized to be raised by loans on debentures. Of this sum the Crown Agents for the colonies are offering £100,000. The security offered is most undoubted. It is, in fact, a twofold one—the railway itself, and the general revenue of the colony. There is probably not one of the British colonies which at the present time is in a more prosperous condition than the Maurities. The quantity of sugar produced in the island is enormous, and the value of its trade exceeds £5,000,000 per annum, or much larger than the trade of some of the States of Europe. The engineer to the line is Mr. Hawkshaw, and the contractors are Messrs. Brassy and Wythes. The works have been constructed in a thoroughly sound and substantial manner.—*Railway News.*

Journal of Railroad Law.

RIGHTS OF FOOT PASSENGERS.—WHAT IS PRUDENCE IN CROSSING STREETS.

In a very late case decided by the Superior Court of this city, (Ann Baxter *vs.* The Second Avenue Railroad Company,) the questions of negligence, and of the amount of care and prudence required of a person in crossing a public street, are very ably discussed. The opinion is by

MONELL, J.—In an action to recover damages for an injury to the person, occasioned by the negligent act of another, the plaintiff must be free from any fault which may have contributed to the injury. I had occasion, in writing the opinion in Williams *vs.* O'Keefe, (9 Bosw., 536,) to state the result of all the cases on this subject. In one case only do I find any attempt to define the nature or quality of negligence, (Wilds *vs.* Hudson River Railroad Co., 24 N. Y. R., 430,) and in that case, a distinction, which some of the cases have made, between gross negligence and common care or prudence, is rejected as inapplicable to actions for personal injuries. It is undoubtedly correct to say there are no degrees in negligence, for whether it be great or small, if it can be seen that in any measure, without it, the injury would not have happened, there can be no recovery. We are nowhere given the criteria or essence of negligence, nor can any be given. There are so many different elements which of necessity must enter into it, and vary it, that no general principle can be established.

It is prudent for a man possessed of all his senses and faculties to do many things it would be highly imprudent for a person deaf, or blind, or lame to perform. An adult may go in safety, where an infant of tender years would be exposed to great peril.

In all cases, therefore, whether a want of care is imputable to a person, must always depend upon facts which in each case essentially determine the question. Courts never decide what is, or is not abstract negligence. They sometimes put a construction upon the evidence intended to establish it, and say that the verdict of a jury is not or would not be supported by it, but they do nothing more.

In getting at some rule, general as far as may be, of what would be negligence or want of proper care, neither of the extremes can be adopted. One man with a high degree of caution will avoid the possibility of danger. Another more reckless or confident will rush into any kind of peril. Hence it is that the medium of the two extremes will come nearer to, and conform closer with common sense and justice. What would persons ordinarily do under the circumstances? How would most persons act? Not the most prudent, nor the least careful, but what amount of care would the majority of persons exercise?

In the case before us, the exception to the charge was, in limiting the plaintiffs negligence to "a want of common ordinary care or prudence."

What amount of care or prudence is required of a person crossing a public street? If more than ordinary care, then what standard shall we adopt? We cannot require the highest degree of caution, nor can we admit the lowest. Therefore the common or ordinary degree embraces the middle and only safe standard.

In Munger *vs.* Tonawanda Railroad Company (4 N. Y. R., 349,) it is said (page 358,) "the result might have been avoided by the exercise of ordinary care on the part of the defendants." Again "a person injured by an obstruction placed unlawfully on a highway, has been denied a right of action for damages where it appeared that he had failed to use ordinary care." The cases cited in the opinion in Wilds *vs.* Hudson Railroad River Co., *Supra*, all use the same or equivalent words. In Tose *vs.* Town of Glastenbury, (29 Conn., R., 208,) the rule is said to be that the party injured must have acted with ordinary prudence, and in Gahagan *vs.* B. & L. R. R. Co., (1 Allen, Mass., 187,) it is affirmed that the party must be in the exercise of due care.

In Johnson *vs.* Hudson Railroad River Co., (20 N. Y. R., 65,) the Court say, (p. 76,) the party "must have conducted with ordinary care and prudence."

The charge of the Judge to the jury was therefore, strictly in conformity with authority, and it seems to me also in conformity with common sense. Had he attempted to form any standard of negligence he must have failed, or run into the error of requiring a greater or less degree of care and prudence than is observed by mankind in general.

There was no error, therefore in the charge. The refusal to charge as requested, and the motion for a non-suit, involve the consideration of other propositions.

The motion for a non-suit was on the ground that the verdict was owing to the plaintiffs imprudence and negligence.

A party seeking redress for personal injuries must satisfy the jury that there was no fault imputable to him; and unless the evidence of negligence is of such a nature as to require the reversal of a verdict if found against it, it would be improper to take the question from the jury. (Johnson *vs.* Hudson River Railroad Co.; Williams *vs.* O'Keefe, *ubi Sup.;* Wilds *vs.* Hudson River Railroad Company, 29 N. Y. R., 315.)

The plaintiff was a woman of fifty-four years of age, healthy, and in possession of all her limbs and senses; she had with her a grocer's basket which was not heavy. It was midday and a clear day. There was a little snow and a great deal of ice on the ground. She had passed down on the east side of the avenue from Thirty-fourth street to the lower side of Thirty-first street, where she attempted to cross on the cross way. As she began to cross she looked and saw a four horse car coming up the hill, (the grade being ascending;) she felt perfectly sure she could cross with safety. The car was then above the upper side of Thirty-first street, about half way the block between Thirty-first and Thirty-second streets; she looked long enough to make up her mind it was safe to cross, and concluded the horses were so far off she could safely do so; in crossing, her heel caught in the westerly rail of the easterly track; it took her whole strength to extricate her foot; in pulling her foot out the iron sprang up, and pitched her over upon the westerly track, and

it being slippery she fell; before she could recover herself the horses and car were upon her.

The only negligence that can be charged to the plaintiff is, in attempting to cross the avenue while the defendants' horse car was ascending a grade, nearly two hundred feet away. The catching the foot in the rail, and subsequent falling were accidents.

There was ample time to cross; the car was distant, and she had the free use of her limbs. In considering the matter, time was the important thing. She could not anticipate what befel her before the car was upon her, and she felt sure there was time sufficient for her to reach the opposite side in safety.

And such I think would have been the reasoning and conclusion of any person.

Had she not fallen on the track she would undoubtedly have escaped the peril that was upon her.

Upon all the facts, I am clear that the plaintiff was justified in attempting to cross the street, and that the motion for a non-suit was properly overruled. (Brown *vs.* the N. Y. C. R. R., 32, N. Y. R., 597.)

The request to charge is involved in the question I have been discussing. The Judge was desired to charge the jury, "that if there was danger of the plaintiff's slipping or falling, while crossing in front of the car, she ought not to have attempted to cross till after the car had passed."

There is always more or less danger of slipping on ice, but the sure-footed seldom fall. I do not however, think, that for any reason suggested in the request to charge the plaintiff was bound to await the passage of the defendant's car. It was snow ice, which at most is never smooth, and under the facts of the case no jury would be justified in a verdict against the plaintiff on any such ground.

The proposition of the appellants' counsel in its scope and meaning, comes to this; that a foot passenger has no right upon a public street, as against a railroad corporation. And I regret to say that such seems to be practically the belief of drivers of most public conveyances, and of many private vehicles.

There is often a reckless disregard of human limbs and life; and pedestrians are compelled at the peril of broken bones or death itself, to keep out of the way. The right to travel upon a street or highway is common to all. They do not belong exclusively to the drivers of vehicles. Foot passengers have the right to walk upon them; and except for the greater difficulty of guiding and arresting the progress of vehicles, it is, as a matter of law, as much the duty of the vehicles to keep out of the way of the foot passengers, as it is for the latter to escape being run over by the former.

The use of the streets of cities and villages and of highways for railroads is allowed, only because it is considered not to be a substantial interference with their free and unobstructed use as highways for passage. So long therefore as there is no interference with the public right of passage, railroads are lawful structures. But if operated upon the theory of exclusive right to their track, they become usurpers and wrong-doers.

I make these observations that the practice of drivers, not of railroad cars only, but of omnibuses, carts, express wagons, &c., of disregarding the rights of foot passengers may, if possible be checked.

In our over crowded city it is of vital importance that the greatest caution and care should be observed by the drivers of all kinds of vehicles. It is to the drivers we must look for a remedy for this great and growing danger. The railroad companies and the omnibus proprietors cannot control their servants, and are not therefore morally responsible for their acts.

The request to charge was properly overruled. If there was time for the plaintiff to pass I do not think she was bound to wait, even though there may have been danger of slipping or falling, until the car passed.

Not having discovered any error in the trial, I am in favor of affirming the judgment and order.

Receipt and Consumption of Coffee.

The following from the *N. Y. Shipping and Commercial List*, shows the total receipts of coffee at all the ports, from Foreign countries, with the annual consumption in the United States, for the last ten years:

	Receipts.	Consumption.
1865 ..... lb	133,574,397	128,146,356
1864	145,304,957	109,086,703
1863	75,269,417	79,719,641
1862	98,558,680	88,989,911
1861	182,244,627	187,045,786
1860	185,779,689	177,111,922
1859	248,527,306	222.610,300
1858	227,656,186	251,255,099
1857	217,871,839	172,565,934
1856	230,913,150	218,225,490

For an article of such general use, an interest may be felt in regard to the sources from which the supplies are furnished, and we herewith insert the import table of New York, which comes within a million six hundred thousand pounds of the entire amount:

From Brazil	93,510,912
St. Domingo	4,480,710
Java and Sumatra	178,056
Singapore	9,070
Manilla	154,613
Ceylon	1,039,360
Maracaibo	3,435,636
Laguayra and Port Cabello	1,811,370
Jamaica	1,332,210
Cuba	1,143,105
Porto Rico	249,515
Bolivar City	74,140
Costa Rica and New Grenada	291,760
Rotterdam	770,530
Other ports in Europe	4,242,300
Other foreign ports	255,630
Total direct	112,978,917

Milwaukee & Northern Illinois R. R.

This company was organized at Milwaukee on the 27th ult., by the election of the following gentlemen as a Board of Trustees: Edward Roddis, Lester Sexton, John Plankinton, Giudo Pfister, John Nazro, J. H. Van Dyke, Philo Belden, E. D. Holton and R. W. Pierce. The arrangements for the construction of this road are such, as to warrant the assurance that it will be completed during the present year. At Savanna it will form a connection with an important railway through Southern Iowa. It is understood that the Racine and Mississippi railroad will form such a connection with this road, as will make it a great trunk line to Southern Iowa and Central Illinois. The length of line to be built is about thirty miles.

Lawrence Railroad.

This road is the connecting link between the New Castle and Beaver Valley Road at Mahoningtown, and the Cleveland and Mahoning road, two miles East of Youngstown. The whole length of the road is 16 miles. On its completion, of which six miles of track only remains to be laid, a continuous railroad will be had from Pittsburg to Cleveland *via* the Mahoning Valley and Youngstown. The distance by this route between the two cities is 133 miles, which the Chief Engineer G. W. Darley, Esq., says is the shortest route that can be obtained, and of the easiest grade.

Shipments of Iron Ore from Lake Superior.

The shipments of iron ore from the several Lake Superior companies during the year 1865 were 178,708 gross tons, against 248,000 gross tons in 1864, being a decrease of 69,292 tons. The receipts over the Bay de Nocquet and Marquette railway for 1865 were 170,912 gross tons. The products of the New York and Iron Cliff mines were nearly all shipped by way of Escanaba, Green Bay. The furnace product of pig iron was as follows:

Furnaces:	Gross tons.
Morgan, for year ending Dec. 1st	3,724
Northern " "	3,045
Bancroft " "	1,045
Collinsville " "	1,471
Greenwood, May 1st to December 1st	1,530
Total	11,674
Total product, 1864	12,951

Montreal and Vermont Junction Railway.

A meeting of the Directors of this railway was held at Stanbridge on the 25th ult., when the Hon. P. H. Moore was elected President of the Board, the Hon. G. Gregory Smith, Vice President, and J. C. Baker, Esq., Secretary and Treasurer. The Hons. J. G. Smith, Joseph Clark and A. B. Foster were also elected Managing Directors.

The Patuxent Railroad.

The Maryland Legislature has passed a bill to incorporate a company to construct a railroad from Washington to Point Lookout. This enterprise seems to attract considerable attention in Prince George's, St. Mary's, Charles and Calvert Counties. The St. Mary's *Gazette* is in favor of the county subscribing at once for $50,000 of the stock of the company.

☞ The depot of the Alleghany Valley Railroad at Laurenceville, near Pittsburg, including the round house, carpenter shop, engine shop and blacksmith shop, with eleven locomotives, was totally destroyed by fire on the 5th inst.. There is no insurance, and the loss is very heavy.

☞ The Montreal Board of Trade have resolved that no adequate means exist enabling Canada to compete with the Erie Canal, and that the Welland Canal must be enlarged, the Great Lawrence locks lengthened and deepened, and a new canal built between Lake Champlain and the St. Lawrence.

☞ The Philadelphia and Reading Railroad Company have leased the Branch Union Canal from the Big Dam to Pinegrove, and the canal Company's road from Pinegrove to the Swatara Junction. This insures the construction of a railroad from Lebanon to Pinegrove, and the improvement and enlargement of the Union Canal for a tonnage of 125 tons.

New Jersey War Debt.

The entire debt of New Jersey on war account, on the 30th of November, 1865, was as follows, viz:

State bonds issued during the last fiscal year	$271,800
Previously issued	2,599,600
Amount of bonds issued from commencem't of the war to Nov. 30, 1865	$2,871,400
Add loan from State fund for war purposes, loans from Banks, &c.	370,319
Amount of bonds issued and debts unpaid up to Nov. 30, 1865	3,241,719
From above deduct bonds due Jan. 1, 1865, and redeemed by Commissioners of sinking fund	99,600
Liabilities of war fund Nov. 30, 1865	$3,142,119
Toward paying the above debt, there was in sinking fund on Nov. 30, 1865, not needed to pay interest	324,000
War debt, Nov. 30, 1865	$2,818,119

Debt of Michigan.

The indebtedness of this State, according to the recent report of the State Treasurer made to the Legislature, is as follows:

	Int.	Due.	Amount.
Renewal loan bonds	6	1878	$216,000 00
Two million loan bonds	7	1868	250,000 00
" "	6	1873	500,000 00
" "	6	1876	500,000 00
" "	6	1883	750,000 00
St. Marie Canal Bonds	6	1873	100,000 00
War Loan Bonds	7	1886	1,122,000 00
War Bounty Loan Bonds.	7	1890	345,000 00
Total funded debt			$3,783,000 00
Adjusted bonds, past due			$4,000 00
Full paid $5,000,000 loan bonds, past due			12,000 00
War loan bonds ($100 and $50) called in			400 00
Unrecognized $5,000,000 loan bonds, $140,000 adjustable for			80,999 80
Total funded and unfundable debt			$3,880,399 80
TRUST FUND DEBT.			
Primary school fund			$1,444,239 50
University fund			264,871 47
Normal school fund			39,204 23
Railroad deposits			2,157 32
Total liabilities			$5,330,872 32

Consumption of Molasses.

The consumption of Domestic and Foreign Molasses, in the United States, for the last ten years were as follows:

	Gallons.			Gallons.
1865	35,185,038	of which	Foreign	34,335,038
1864	32,410,325	"	"	28,582,325
1863	37,569,088	"	"	26,569,088
1862	62,668,400	"	"	25,650,400
1861	40,191,556	"	"	20,383,556
1860	47,318,877	"	"	28,724,205
1059	54,260,970	"	"	28,293,210
1858	45,169,164	"	"	24,795,374
1857	28,508,784	"	"	23,266,404
1856	39,608,878	"	"	23,014,878

☞ The bill to incorporate the Chesapeake Bay and Potomac Tidewater Canal Company, has passed both houses of the Maryland Legislature, and is now a law. The purpose of this bill is to extend water communication from Cumberland, by way of Washington to a point on the Severn River, twelve miles above Annapolis, thus making the latter place a great depot for the shipment of Maryland coal.

Russian Railways.

The Russian *Invalids* gives the following statistics of Railways in Russia: The lines constructed by the Great Railway company have an aggregate length of 1,617 wersts (about 1,080 English miles), and cost 169,183,420 silver roubles, thus averaging 104,628 roubles per werst. The Riga and Dunaburg Railway (204 wersts long) cost 13,561,231 roubles, or 66,476 roubles per werst. The Moscow and Ryasan Railway (185 wersts in length) cost 15,000,000 roubles, or 81,081 roubles per werst. And finally the railway connecting the Wolga with the river Don (73 wersts in length) cost 4,591,748 roubles, or 62,240 roubles per werst.

☞ The completion of the bridge of the Adirondack Railroad Company across the Sacondaga was celebrated at Luzerne, on the 2d inst. This bridge, Howe's Patent Truss, is ninety-eight feet from the water, and spans a chasm five hundred and seventy feet wide. It was commenced the 15th of November last, and completed February 1st. The builder is Mr. H. L. Lacey.

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JAMES R. YOUNG, Secretary.

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Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of January inst., and reopened on the morning of Friday, the 23d day of February next.

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[Second Quarto Series, Vol. XXII., No. 7.] SATURDAY, FEBRUARY 17, 1866. [Whole No. 1,557, Vol. XXXIX.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 17, 1866.

Our Trade with Colombia.

It is a circumstance quite familiar to persons long engaged in business with Colombia, formerly known as New Grenada, that our commerce with that country is rapidly declining. Though naturally and politically inclined to close relations with the United States, it is preferring a commercial intercourse with a more distant nation, and purely because it has regular and frequent postal communications with Great Britain. Three times a month the Colombian ports are visited by British mail steamers; and this regularity of communication is drawing after it an increase of traffic, at the expense of our own. There seems no immediate remedy for this, but in an early establishment of new postal communications, a policy recently recommended by the Postmaster General in his report to Congress. As the service by steam would be too costly at present, he is in favor of employing sailing vessels, which, departing regularly from this port as often as twice a month, would convey letters to the lower ports, as Savanilla, Santa Marta and Cartagena, more rapidly than they can be taken at present.

A letter addressed to either of these places, now gets no farther than Aspinwall; for there is no arrangement, by treaty or otherwise, to secure the transmission of these letters beyond the Isthmus, there they must remain unless specially forwarded and prepaid to destination. Months elapse consequently before they are received or answered; and the result is, that all business transactions with the United States and the interior are of a most uncertain character. For months past but little has been transacted at this port with Colombia. The aggregate value of this commerce was in 1860, about six millions annually; now it is reduced to a mere nominal sum, while that of Great Britain amounts to thirteen millions per annum. The products of Colombia are hides, cotton, tobacco, cochineal, gums, cocoa, india rubber, &c.; in exchange for which we have been sending petroleum, furniture, stationery, wines, spirits, candles, soap, clothing, machinery, agricultural implements, medicines, &c. Houses with capital have been established in Colombia for the express purpose of enlarging the American trade; yet, for lack of mail facilities, it is becoming impossible to succeed in the enterprise.

We have had for years past diplomatic relations with Colombia, which seem to be entirely without results. A postal treaty has been under negotiation for a long time at Bogota, but as yet without any conclusion.

It is, however, believed that the accession of Gen. Mosquera to the Presidency, about to take place, will give a new impulse to our declining trade with Colombia. He has just returned from a foreign mission to take upon himself the reins of Government; and his administration bids fair to be the most successful and intelligent which has as yet been the lot of his country. He has devoted his year's absence abroad to economical and administrative questions with great diligence. We know that he has caused inquiries to be made in the United States with direct reference to a modification of the tariff and commercial system of his own country, and has taken back with him two steamers for the National service. The present Colombian tariff is principally levied by weight of the articles imported, instead of their values; even the boxes and cases of goods are charged a duty by weight. This barbarous system most effectually retards the introduction of a large number of articles of primary importance; and, in fact, is equivalent to a prohibition of many of the necessaries of life. We expect from the administration of Gen. Mosquera, a radical change in these particulars.

It is also reported that the new President will again urge the removal of the capital—substituting Panama for Bogota. There is little doubt but that this change would be highly beneficial to the country. Bogota is high among the mountains, far in the interior, and almost inaccessible. The Government is quite isolated, and has but infrequent communication with other countries. On the other hand, Panama is a port of consequence, and in constant *rapport* with Europe and America. The removal of the seat of Government to Panama would give great commercial importance to the republic, a position it does not now hold. This place would rise rapidly to the rank of a great city and reflect back its prosperity on the Government. The objection as to climate is gradually disappearing, as it is ascertained since the opening of the railway, the clearing up of the country, and the increase and influx of travelers, that the sanitary condition of the port has almost entirely changed for the better.

We may therefore hope, that our commercial and political relations with Colombia are soon likely to be placed on a better footing than ever; and hope our own Government will do its full share to bring them into perfect accord.

Oshkosh and Mississippi Railroad Co.

A bill has been introduced into the Wisconsin Assembly to incorporate a company, to construct a road from Oshkosh, running southwest through the Upper Fox River Valley to some point on the Mississippi River to Grand County. The corporators named in the bill are: Joseph Stringham, Gabriel Bouck, David Atwood, S. D. Hastings, Wm. Taggart, John A. Parker, Henry Hewett, D. J. Seelye, Harmer Robbins, Isaac Hodges, S. S. Wilkinson, Joseph P. McGregor, J. H. Palmer, M. M. Davis and R. J. Mason.

☞ The rebuilding of the Railroad bridge over the Roanoke river on the Welden railroad, is progressing rapidly. It will be 1,750 feet in length of 11 spans.

Sale of the Union Canal Branch to Pine Grove.

On the 4th June, 1862, a disastrous flood swept the line of the Union Canal from Pine Grove to the Susquehanna, a distance of 52 miles, destroying two large reservoirs, all the bridges, and seriously damaging the embankments on the main line. The main line, however, from Middletown to the Water Works, and thence to Jonestown on the branch, was reopened to navigation on the 20th August, 1862; but the branch canal from Jonestown to Pine Grove, about 15 miles, including the big dam in the Swatara Gap in the Blue Mountain, was not rebuilt.

The rights of the Union Canal Company with their property and appurtenances, between Jonestown and Pine Grove, including, we believe, about five miles of railroad, have been conveyed to the Philadelphia and Reading Railroad Company for the sum of $200,000, which will enable the canal company to enlarge their main line between Middletown on the Susquehanna to Reading on the Schuylkill, a distance of 77½ miles, to a capacity for boats of 150 tons burden, in lieu of boats of 100 tons as at present. And on the basis of this enlargement negotiations are progressing, having in view increased facilities and accommodations to the Broad Top coal trade, which languished last year only because of inadequate transportation between Huntingdon and tidewater. The Broad Top region contains twenty-seven producing collieries, and could double its tonnage and its profits, if there were a canal line from Huntingdon capable of bearing to tidewater boats of 150 tons capacity. And with the Union Canal and also that portion of the Juniata Canal between Millerstown and Huntingdon enlarged, sanguine expectations are cherished of most satisfactory results.

On the part of the Philadelphia and Reading Railroad Company, their purchase gives them a route in a water gate through the Blue Mountain for the Pine Grove and Lebanon Railroad, whereby a coal route will be opened from the Pine Grove region to Lebanon, with extensions and connections to Lancaster City, Columbia and elsewhere.

Pockets will be built at the pool at Jonestown for the transfer of Pine Grove coal from cars to boats; so that the Pine Grove and Lebanon Railroad will be a feeder to the Union Canal, as well as a distributor to other points in the teeming towns and townships between the Schuylkill and the Susquehanna Rivers.—*U. S. R. R. & Mining Register.*

Eastern Shore Railroad.

The following bill, which is intended to secure the completion of the Eastern Shore Railroad, has passed both branches of the Maryland Legislature, and is now law:

Be it enacted by the General Assembly of Maryland, That the lien held by the State of Maryland on the property of the Eastern Shore Railroad Company, to secure the payment of six per centum interest out of the profits of the work on the shares of the capital stock of the said company held by the State, shall not be construed to give a preference to the said State over the bondholders of the said company, and the said lien is hereby expressly waived, postponed and deferred in favor of the holders of bonds of the said company, which may be issued for the construction and equipment of the said railroad to an amount not exceeding, in the whole, five hundred thousand dollars.

Sec. 2. *And be it enacted*, That the said company has full power to issue its bonds or other securities on the pledge of its property, estate and franchises, bearing interest at a rate not exceeding six per centum per annum, redeemable at any time within twenty years, and not exceeding in amount the sum of five hundred thousand dollars, in addition to its bonds already issued, and dispose of the same for the objects aforesaid; and no bonds of the said company, issued in good faith for the construction, completion or equipment of the said railroad, shall be annulled or abated because the same may have been disposed of by the said company at less than its par value.

Sec. 3. *And be it enacted*, That in the election of directors on the part of the private stockholders, the stock of the State shall not be voted, nor shall the same be counted in ascertaining the presence of a quorum necessary for such election.

Sec. 4. *And be it enacted*, That this act shall take effect and operate from the day of its passage.

Connecticut River Railroad.

The earnings and expenses of this road for the years ending November 30, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers	$253,106 43	$264,805 54
" freight	206,486 02	254,266 93
" mails	6,140 40	6,094 99
" express	4,200 00	5,550 00
" rents	2,388 00	2,391 50
	$472,320 85	$533,108 96
Expenses, viz:		
Repairs of road	$65,778 22	$105,892 63
" bridges	10,286 23	3,945 34
" buildings	25,076 10	14,878 05
" tools, etc	1,827 00	1,984 22
" locomotives	15,053 34	16,644 99
" cars	38,050 43	41,226 38
Running trains	65,283 92	75,290 78
Station expenses	28,980 93	32,915 19
General expenses	7,220 87	8,036 73
Stationery, etc	3,117 97	3,450 93
Gratuities and damages	2,603 13	1,932 83
Removing snow	486 34	1,940 41
Water-works	2,345 71	3,574 11
Miscellaneous	4,763 65	5,045 30
	$270,873 84	$316,757 89
Net earnings	$201,447 01	$216,351 07
Surplus prev. year	102,185 99	148,881 52
	$303,633 00	$365,232 59
Against which are charged—		
Interest	$10,817 69	$10,318 46
Payment to sinking fund	8,000 00	8,000 00
Reserved fund	2,000 00	.....
Government tax	35,515 23	40,946 64
Dividend, Jan	49,209 28	66,993 68
" July	49,209 28	66,993 68
Balance—surplus	148,881 52	171,980 13
	$303,633 00	$365,232 59

Compared with 1864, the gross earnings of 1865 show an increase of $80,788 11; with an increase in expenses of $45,884 05—making the increase in net earnings, $14,904 06. The ratio of operating expenses to gross income in 1865 was 59.4 per cent.; in 1864 it was 56 per cent.; and 1863, 50 cent.

The company have 12 locomotives.

Miles run by engines:	1864.	1865.
With passenger trains	131,792	128,161
With freight and other trains	91,536	95,587
Totals	223,318	221,748
Number of pass. carried	601,523	614,785
Do. carried one mile	7,600,172	8,059,866
Tons of freight carried	151,183	152,066
Do. carried one mile	4,095,011	4,103,795

The maintenance of the track has required 615 tons of new rails and the removal, repair and replacing of some 2,600 old bars. The number of new ties put into the track is reported as 21,623.

The Commissioners of the Sinking Fund report the present value of the fund at $45,224 59, of which sum $43,000 is invested in the company's bonds and the balance in government securities.

In pursuance of the action of the stockholders at their last meeting, the directors have entered upon the construction of a second track between Springfield and Chicopee, and the progress already made with the work is such as to warrant the expectation that it may be completed early the present season. In grading for the new track it has been found practicable to improve the line of the road in two places at a very small expenditure compared with the advantages to be gained.

Balance Sheet, Nov. 30, 1865.

Cost of road and equipment	$1,813,930 33
Materials on hand	85,518 38
Suspense account	290 41
Ferry stock and real estate	8,145 32
Paymaster	46.780 26
Post Office Department	2,760 75
The United States	27 92
Woodland	869 00
Bills receivable	3,265 00
Balances due from individuals and corporations	14,085 09
Balance due from station agents	63,198 54
Investments	70,473 33
Cash	7,824 30
	$2,117,218 63
Capital stock	$1,591,100 00
Mortgage bonds due Sept. 1, 1878	250,000 00
Bills payable, floating	1,800 00
Expense bills payable	57,975 78
Unclaimed dividends	198 16
Reserved fund	2,183 21
National tax	2,071 56
Balances due to individuals and corporations	39,909 84
Profit and loss	171,980 13
	$2,117,218 63

The office of the company is at Springfield, Mass. The officers and directors are:

President.—Daniel L. Harris.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, John Chase, J. H. Buttler, Henry W. Clapp and Roland Mather.

Treasurer.—Seth Hunt.

Sup't and Engineer.—W. B. Brinsmade.

Master Mechanic.—John Mulligan.

Chesapeake Bay & Potomac Tidewater Canal Co.

The act incorporating this company recently passed by the Maryland Legislature, and to which we briefly alluded last week, recites that "a line of canal, river and bay communication now exists from New York to the city of Annapolis of sufficient capacity to pass boats of about three hundred tons burthen, and it only requires a link to be added of about twenty miles to connect the city of Washington by canal with New York." The capital of this company is fixed at $3,000,000 in shares of $100 each. It is the purpose of the corporators to cut a canal from a point on the Severn river to the Potomac, or to any branch or tributary thereof. The canal is to commence at Round Bay, a point some twelve miles above Annapolis, on the Severn river, and will run a distance of twenty miles over an almost perfectly level country, to the headwaters of the eastern branch of the Potomac at Bladensburg. It is designed for the accommodation of the Cumberland coal trade, reaching the District of Columbia by the Chesapeake and Ohio canal, which may thence be brought, without transhipment, across to Annapolis.

☞ The opening of the Whitewater Valley Railroad to Brookville, Ind., was celebrated at that place on the 8th inst., by a banquet, at which the managers of the railroad and other guests were finely entertained by the citizens.

Fitchburg Railroad.

The income and expenses of this road for the fiscal years ending November 30, 1862, 1863, 1864 and 1865 were as follows:

Income:	1862.	1863.	1864.	1865.
From passengers	$227,746 25	$270,778 10	$339,087 73	$393,828 04
" freight	331,608 64	427,449 26	489,609 46	556,993 66
" mails	10,000 00	10,000 00	10,000 00	10,000 00
" rents	3,636 25	3,429 28	4,001 94	4,801 15
" interest	7,588 80	10,507 58	14,540 46	14,010 03
" express	.....	10,098 09	11,112 29	14,061 02
Total income	$580,579 94	$732,262 31	$868,351 88	$993,693 90
Expenses:				
Repairs of road	$89,675 79	$114,479 07	$109,648 45	$132,734 09
" locomotives	25,699 90	26,567 74	41,350 06	66,926 48
" buildings, etc.	14,154 00	23,161 50	63,438 24	85,269 78
" bridges	6,357 56	16,320 64	10,423 38	20,069 13
" cars	21,054 63	22,359 90	31,992 76	47,243 31
Fuel	40,825 46	64,157 32	71,508 37	105,078 33
Freight expenses	52,304 85	61,783 77	77,318 71	82,734 00
Passenger "	26,771 74	31,651 69	35,843 61	43,454 37
Switchmen, watchmen, etc	10,229 85	10,913 24	12,890 35	14,816 64
Oil and waste	5,926 06	10,255 22	13,963 52	15,965 22
Removing snow and ice	6,535 84	1,471 66	643 30	2,578 40
Taxes and insurance	7,803 51	12,592 08	66,511 91	88,439 74
Gratuities and damages	10,614 26	2,595 65	13,024 75	13,400 84
Salaries, office and law expenses	8,480 26	10,909 52	10,453 12	10,998 75
Total expenses	$326,433 71	$404,219 10	$559,010 53	$679,439 08
Net earnings	$254,146 23	$328,043 21	$309,341 35	$314,254 82

	1862.	1863.	1864.	1865.
Number of passengers carried	.....	875,701	1,100,271	1,427,957
Do. carried one mile	.....	.....	16,416,368	17,620,165
Number of tons of merchandise carried	.....	419,314	466,530	486,015
Do. carried one mile	.....	.....	13,943,402	13,613,688
Number of miles run by locomotives	.....	389,738	434,622	457,264

At the close of the fiscal year 1862, the company had on hand, $250,562 66, less $65,795 59 held for future disbursements, and $109,484 54 appropriated for January dividend—leaving a balance to commence the year with of $75,282 53.

At the close of 1863, the funds on hand amounted to $327,115 64, of which $42,926 75 was for future disbursement, and $145,979 88 for January dividend, leaving thereafter a surplus of 138,209 51; besides $7,391 42 in real estate, and $68,000 in fuel, iron, lumber, etc.

On the 30th of November, 1864, the cash and funds equivalent thereto, amounted to $355,957 74; leaving, after the payment of the January dividend and other indebtedness, a real surplus of $150,732 76, besides property and material valued at $89,108 34.

The assets and liabilities of the corporation on the 30th of November, 1865, were as follows:

Notes receivable	$226,933 16	Balance due connecting roads	$2,018 95
Cash and cash funds	93,359 95	Unclaimed dividends	4,488 00
Freight uncollected	9,191 22	Surplus, Nov. 30, 1865	324,762 34
U. S., for mail service	1,784 95		
	$331,269 29		$331,269 29

—leaving after the payment of the January dividend and the U. S. tax thereon, $175,709 71 in cash, or funds equivalent thereto. In addition to this, the corporation owns real estate valued at $7,071 50, also fuel, iron, lumber and other materials necessary for working and repairs, which, at a low valuation, are worth $107,920 60. This property, amounting to $114,992 10, has all been paid for, but is not included in the assets enumerated above. It may also be stated that this corporation is absolutely free from debt.

TRIAL BALANCE, NOVEMBER 30TH.

	1862.	1863.	1864.	1865.
Construction	$3,540,000 00	$3,540,000 00	$3,540,000 00	$3,540,000 00
Cash and cash funds	92,546 71	126,299 44	98,277 01	93,359 96
Notes receivable	151,290 45	183,183 16	238,754 17	226,933 16
Locomotives loaned Trustees of R. & B. R. R. Co.	8,600 00	.....	.....	.....
Fuel	13,024 00	28,208 00	8,940 00	40,039 00
Stock of materials	9,535 77	12,831 08	35,478 34	32,581 60
Real estate	7,618 42	7,391 42	7,100 00	7,071 50
United States mails	1,666 67	1,666 67	1,632 62	1,784 95
Receipts from freight	5,058 83	15,966 37	17,293 94	9,191 22
	$3,829,340 85	$3,915,546 14	$3,947,476 08	$3,950,961 39
Capital stock	$3,540,000 00	$3,540,000 00	$3,540,000 00	$3,540,000 00
Profit and loss	223,545 26	332,619 39	351,303 73	404,454 44
Locomotives and cars	60,651 14	37,926 87	48,739 73	.....
Unclaimed dividends	4,239 00	3,453 00	5,055 00	4,488 00
Receipts from passengers	1,405 45	1,546 88	2,377 62	2,018 95
	$3,829,340 85	$3,915,546 14	$3,947,476 08	$3,950,961 39

The equipment of the road consists of 27 locomotives, 26 passenger, 10 baggage, 319 eight-wheeled, and 298 four-wheeled merchandize cars and 37 gravel cars.

President.—WILLIAM B. STEARNS.

Directors.—William B. Stearns, Alvah Crocker, W. E. Faulkner, P. Brigham and W. A. Brigham.

Treasurer.—M. D. BENSON.

General Superintendent.—C. L. HEYWOOD.

Delaware and Raritan Canal and Camden and Amboy R. R. Co's.

The following statement of the condition of these companies January 1, 1866, is taken from their report filed in the office of the Comptroller of the Treasury of New Jersey, in pursuance of law:

Capital stock—Canal		$2,298,400
Railroad		4,543,800
Joint stock		$6,842,200
Funded debt	$10,169,472	
Other indebtedness	175,000	
		10,344,472
Total stock and debt		$17,186,672
Receipts on canal and railroad, 1865		$6,274,657
Expenditures for same period		4,572,303
Net current		$1,702,354

To the above capital of the joint companies $6,842,200, is to be added the 10 per cent. dividend, payable in stock—making the total capital from and after the 15th instant, $7,368,220. The net revenues of the companies are given at $1,702,354, from which, if the sum of $620,688 is deducted for interest, at 6 per cent., on $10,344,472 of debt, there is left a balance of profits to the stockholders of $1,081,686, or rather more than 15 per cent. The reason of the stock dividend just made, in lieu of the usual cash dividend, is not that the company's receipts did not warrant it, but because a large amount of those receipts have been expended by the company in the construction of new road. An additional track has been laid on the Philadelphia and Trenton section, making it a double track, and several miles of new road have been made on the Jersey side of the river, beyond Trenton, by which the passenger trains are removed from the old and somewhat dangerous position on the banks of the canal. Altogether the company have now in number of miles, equal to a double track between Philadelphia and New York.

Saratoga & Hudson River R. R.

This road is 40 miles in length, commencing on the New York Central Railroad, three miles east of Schenectady and terminating at Athens on the Hudson river 30 miles below Albany. In May next, or upon the opening of the Hudson river to that point, the Saratoga and Hudson River railroad, on which the track is now laid, and the ballasting in progress, will be opened for business.

☞ An act has passed the Maryland Legislature authorizing the commissioners of Somerset county to subscribe $50,000 to the capital stock of the Eastern Shore Railroad Co., and another law waiving the State's lien on said road in favor of the holders of the bonds of the company, and allowing them to issue additional bonds to the amount of $500,000. The intention is to extend the road during the coming summer, to the Little Annamessox river.

Pacific Railroad Convention.

On the invitation of the Secretary of the Interior, given early in September last, a convention of the Commissioners and Directors of the different branches of the Pacific Railroad was held at Washington on the 1st of February inst. The following gentlemen were present:

GOVERNMENT COMMISSIONERS.

Lieutenant Colonel J. H. Simpson, Corps Engineers, United States army, Commissioner on Union Pacific Railroad and Union Pacific Railway, eastern division.

Major General S. R. Curtis, of Iowa, Commissioner on Union Pacific Railroad and Union Pacific Railway, eastern division.

Hon. William M. White, of Connecticut, Commissioner on Union Pacific Railroad.

Hon. P. H. Sibley, of California, Commissioner on Central Pacific Railroad.

Hon. William P. Smith, of Maryland, Commissioner on the Union Pacific Railway, eastern division.

GOVERNMENT DIRECTORS OF UNION PACIFIC RAILROAD.

Hon. George Ashmun, of Massachusetts.

Hon. Jesse L. Williams, of Indiana.

Hon. Springer Harbaugh, of Pennsylvania.

Hon. Timothy J. Carter, of Illinois.

Hon. Charles T. Sherman, of Ohio.

REPRESENTATIVES OF RAILROAD, PRESENT BY INVITATION.

C. P. Huntington, Esq., Vice President Central Pacific Railroad.

Hon. S. C. Pomeroy, President Atchison Branch Pacific Railroad.

Hon. Wm. B. Allison, Vice President Sioux City and Pacific Railroad.

Hon. Oakes Ames, Sioux City and Pacific Railroad.

R. M. Shoemaker, Chief Engineer Union Pacific Railway, eastern division.

Hon. J. P. Usher, Attorney Union Pacific Railway, eastern division.

George W. McCook, Esq., Attorney Union Pacific Railway, eastern division.

Hugh L. Jewett, Director Union Pacific Railway, eastern division.

After a full discussion of the objects of the meeting, the necessity of a standard gauge and a good road, to build which and its branches not less than six companies are chartered, the following reports from the business committee, and that on legislation were unanimously adopted:

The various locations through which the Pacific Railroad and its branches are destined to run occupy such a variety of country as to render a specific style of work suited to all localities extremely difficult. The topographical features of the surface, the great variety of soils and lower strata of the earth, the singular variety of climate as to cold and heat, wet and dry, all have to be considered in determining details of location, material, and form of the work. It was, probably, because of these difficulties the laws of Congress authorizing the construction give only general or very meagre specifications as to the details of the Pacific Railroad.

But your committee, after availing themselves of the views expressed by the several engineers to which they have referred, and in contemplation of the reasonable construction of the law of Congress, recommend to the board the adoption of the following general rules as those which should govern all parties engaged in directing, constructing, or accepting the work:

1st. Every step taken in the work, and especially in the location of lines and grades, should be adapted to ultimate perfection, whatever may be immediate interests or necessities, so as to secure to the nation a grand and complete structure, every way worthy of our country and honorable to the distinguished men who involve their capital and energies in so vast an enterprise.

LOCATION.

Great care should be observed in the determination of the general and detailed location of the main line and branches, so as to secure the shortest lines consistent with economical grades to the most desirable passes of the mountain ranges. The law names but few points; still it is clearly the interest of the Government and not prejudicial to the companies to determine such points as a great general line should have, so as to unite, as far as possible, all the great ultimate purposes of a central and convenient channel for the commerce of nations that is likely to traverse the road.

With this general view of the work, careful and extended surveys should be made and well considered.

GRADES AND CURVES.

While the law makes the grades and curves adopted on the Baltimore and Ohio Railroad a standard, this is only to be considered as a limit to be adopted in mountain districts. To introduce grades of 116 feet per mile, or curves as sharp as 400 feet radius, on other parts of the road, would manifestly violate the spirit and intent of the law. Grades and curves should be settled upon principles of true economy and adaptation, based upon careful scientific and practical investigations, having due regard both to cost of construction and future working of the road.

It is safe to say, in advance, that on the Platte and Kansas Valleys, and on similar smooth valleys or level plains, no grade should exceed thirty feet elevation per mile.

EMBANKMENTS AND EXCAVATIONS.

In all parts of the main line of road or branches, embankments should not be less than 14 feet wide at the grade line. Excavations, if the cuts are lengthy, should be 26 feet wide, and in shorter cuts at least 24 feet; thus leaving in all cases room for continuous side ditches of ample depth and width, so as to secure that most essential requisite, a well-drained road bed. Rock excavations should be not less than 16 feet wide, and all tunnels should be excavated for a double track. Slopes of earth embankments should be one and a half base to one rise, depending upon the material, or if steeper, then to have increased width at grade, so as to remove the same quantity of earth contained within the slopes.

MECHANICAL STRUCTURES.

Culverts and abutments for bridges and drains should be of stone, whenever a durable article can be obtained within a reasonable distance—say from five to eight miles, depending upon circumstances. Provided that temporary trestles may be adopted upon assurances, to the satisfaction of the commissioners, that stone abutments will be substituted immediately after the line shall be opened, so that stone can be transported thereon. But if good stone be too remote, then hard burned brick or wooden trestle work may be adopted. The wood to be of the most durable character the country will afford; and the wood or brick to be replaced by stone when that material can be conveyed conveniently by rail. Bridges of stone or iron or wood, (such as the Howe truss, or other equally good structure,) should be used at the discretion of the company.

BALLASTING.

A railroad cannot be considered complete until it is well ballasted. If composed of gravel or broken stone it should be from 12 to 24 inches thick, depending on the lower material. In view of the settling of new enbankments, which requires time and rains before ballasting can be properly placed, and also in view of the number of miles required by the law to be constructed annually, the perfect finish of the roadbed in this respect must be progressive and the work of time. Yet it is the opinion of the board that such work of perfecting the ballast must proceed as usual on first-class railroads; otherwise subsequent sections should not be accepted, because the whole work is not then being carried forward as a great Pacific railroad, such as the law contemplates.

CROSS-TIES.

Oak or other suitable timber should be used, where it can be obtained with reasonable transportation. When such timber cannot be had for all the ties at reasonable cost, then the best the country affords may be adopted; but if it be cottonwood, or similar soft material, it must be Burnettized or kyanized thoroughly so as to increase its durability. But in all cases the joint tie should be of oak, or other suitable timber, the better to hold the spikes at these points. There should be at least 2,400 ties to the mile. They should be eight feet long, six inches thick, and if hewn, six inches on the face. If sawed, they should not be less than eight inches wide and not less than 2,400 per mile, or such number as will have the same bearing surface, provided that if any sawed ties have been already delivered or contracted for only seven inches wide, they may be laid down.

RAILS.

These are to be of American iron, as required by law, of the best quality, and should weigh sixty pounds to the yard. But in consideration of the great cost of transportation from the present location of rolling mills to the remote sections of this road, iron may be adopted which weighs only fifty-six pounds to the yard. In mountain districts, however, where heavier engines will be used, not less than sixty pound rails should be adopted; provided that if any of the companies have on hand or in transitu, or contracted for, any rails of different weight from that herein specified, and not under fifty pounds per yard, such rails may be used. The rails should be attached to each tie by spikes driven on both sides of the rail. As the nearest approximation to a continuous rail, the so-called Fish joint is preferred and recommended, but if found that it will retard the progress of the work, the common American wrought-iron chair may be used.

SIDINGS.

The length of side tracks should be at least six per cent. of the line completed, to be increased as the number of passing trains shall demand. Side

tracks should be laid eight feet apart in the clear between the rails. Wherever cattle-guards and road crossings are necessary, they should be made.

ROLLING STOCK.

Locomotive engines and cars must be provided in liberal proportions to the traffic and the convenient construction, to be increased from time to time as the completion of additional sections and the increase of business seem to require.

BUILDINGS.

Engine houses repair shops, and station buildings should be adapted to the wants of the service.

At the opening of business, the extent and capacity of buildings may be only such as to provide liberally for the existing rolling stock and the business of the road, and such probable early increase as may seem likely; yet the plans in all cases, both as to the buildings and grounds, should be arranged for prospective enlargements and extensions, equal to any future business of the road; the buildings at first erected forming appropriate parts of a complete and systematic whole.

Engine houses and repair shops at the principal stations must in all cases be of stone or brick, with good stone foundations. The covering should be slate and metallic, to guard as far as possible against fire.

Water stations should be erected at convenient distances to suit the wants of the trains.

Extensive and convenient locations of ground should be procured to accommodate a future large business, and the proper titles should be carefully secured. All this is the more desirable, as lands are now easily obtained at moderate prices.

In these specifications it is believed that nothing is required which may not be regarded as essential to a commodious and complete railroad. Nothing is proposed to retard the progress of the companies. The importance and public desire for accelerated movements have been fully appreciated, and the board earnestly desires to favor and foster the energy and fidelity which now seems to animate those engaged in the construction. But while guarding against delay on one hand, the public interests require, on the other, a substantial and complete work, and the highest perfection of track reasonably attainable on a new road is expected and projected as the standard to which the workmen are to arrive. The argument in favor of speedy construction must be subordinate to the substantial objects of the road, and the Government must be certain to have a work that will convey her mails, troops, and munitions of war, and commerce of the country with entire certainty, celerity, and convenience. It is the aim of this board to secure all these objects, and it is also our belief that they are not incompatible, it being only necessary on the part of the Government to insist upon the reasonable requirements embodied in this report to hasten the completion of the great work, and at the same time adapt it to the high public interest which it is intended to subserve.

REPORT OF COMMITTEE ON LEGISLATION.

"The committee to whom was referred the subject of legislation on the matters under consideration by this board respectfully report:

"That the results arrived at cannot properly be enacted in the form of a statute, and we therefore do not deem it advisrble for us to ask any legislation from Congress at the present time.

"We, however, deem it proper to suggest that it is possible legislation may be proposed hereafter, and, in that case, this committee should be charged with the duty of giving its attention to the proposed action."

The convention then called in a body on the Hon. Secretary of the Interior to pay their respects. After stating to him that their labors had been ended in a manner mutually satisfactory, and his expressing gratification at the result, the convention adjourned *sine die*.

A Coal Route by Rail from Carbondale to Albany.

At the beginning of the present year, 82 miles of the Albany and Susquehanna Railroad were in use from Albany to Oneonta, leaving 58 miles, on the heavy sections of which work is progressing, yet to be completed, to put in operation the line to Binghamton; making the whole distance from Albany to Binghamton 140 miles.

In 1856, John C. Trautwine, Civil Engineer, of Philadelphia, surveyed a route from Hyde Park, opposite Scranton, on the Lackawanna, to Lanesboro on the Susquehanna river, a distance of 54 miles. From Lanesboro a road was projected to the Albany and Susquehanna Railroad at Nineveh, 23 miles from Lanesboro and 118¼ miles from Albany.

The intent was to open from the Lackawanna coal field a continuous line of railroad northeast across New York to Albany. And this plan, changed and modified to fit it to existing circumstances, will, we understand, be carried out through the co-operation of the Delaware and Hudson Canal Co. with the Albany and Susquehanna Railroad Co. whereby a coal route will be opened from the Lackawanna at Carbondale to the Hudson at Albany. The route is through a populous section of New York, which will soon be intersected with roads that will derive their coal tonnage from Carbondale and its vicinity.

The three New York companies in the Northern Anthracite Coal Field are now all parties in rail outlets to tidewater: The Delaware, Lackawanna and Western Railway Co. has rail outlet east to the bay of New York and north into western New York. The Pennsylvania Coal Co., over the Erie road, has outlet to Jersey City and Newburgh. The Delaware and Hudson Canal Co. will have outlet to Albany over the Albany and Binghamton Railroad.

The three New York companies, in fact, are arranging with a view to facilities for competition in western and northern New York as well as in the tidewater market.

The distance from Carbondale to Lanesboro is 38 miles. The distance from Lanesboro to Oneonta we do not know. But the fact that the Delaware and Hudson Canal Co.—an opulent and powerful corporation—is in combination with the Albany and Susquehanna Railroad Co. is surety that the link needed between Carbondale and Oneenta will be built.—*U. S. R.R. and Mining Register.*

Railroad from Peoria to Rock Island.

Some years ago a charter was obtained for a railroad from Rock Island to Peoria. Under this charter the work was commenced on the Rock Island end of the route. In course of time the road was put into operation a few miles to a place called Coalville, and then passed out of the hands of the company. Since then it has been used for the purpose of transporting coal to Rock Island. The owner of this road thinks if the charter of the road is revived and the road built through, no difficulty will stand in the way of an arrangement whereby the part finished can become a portion of the whole. Whether the plan of building the road be carried into effect at this time or not, the fact is still plain that in time we shall have a road from here to Rock Island, and this much be done in order to give an outlet and market to a large extent of rich country that is not accommodated by the roads now running from the Mississippi River to Chicago.—*Peoria Transcript.*

Ohio and Lake Superior Railroad Co.

This is a new corporation organized under the laws of Michigan. The road is to be built from Toledo to Saginaw, and thence on an air line to Mackinaw, passing the straits by bridge or tunnel, if practicable (?) thence westward through the Peninsula and Wisconsin, and connecting with the Northern Pacific Railroad at or near the head of Lake Superior. Branches will be built to Marquette and Ontonagon, if the main trunk does not take in those points; another branch will run from the Straits to Sault Ste. Marie, and still another, from Saginaw to Detroit, making that city the eastern terminus, while the Southern traffic will pass on to Toledo. The total length will be 700 miles.

The main object is to secure the traffic of the Northern Pacific Railroad and the Lake Superior region. It is intended to be a distinct and entire project, unconnected with any other road proposed or existing, unless it should be consolidated with the Northern Pacific.—*Western Railroad Gazette.*

Susquehanna and Tide Water Canal Co's.

A bill has passed both branches of the Maryland Legislature authorizing the Governor, Comptroller and Treasurer to relinquish the arrearages of interest and exchange due from the Susquehanna and Tidewater Canal Companies on the 1st of January, 1865, and to settle with said companies upon the terms of the law passed at the last session of the Legislature, except as to said arrearages; *provided*, that in case of any default in the payment of the interest on the renewed bonds in accordance with the act of Assembly of the last session, the arrearages shall be revived, and again become due and payable as fully and completely as if this act had never been passed. Hereafter on all merchandize passing to or from Columbia through the outlet lock at Bell's Ferry, and loaded in or to be discharged at Port Deposit, the tolls shall be one-twelfth less than the tolls charged on articles of the same class from Columbia to Havre de Grace, and at all future elections for managers, six of the number shall be residents of and chosen from Maryland, and the principal office of the companies shall be continued in the city of Baltimore as heretofore. The companies are also required, on the completion of the enlargement of the canals with which they are in connection, to make their canal of corresponding depth.

☞ The New Orleans and Opelousas Railroad, which extends from Algiers (opposite New Orleans) to Brashear City, a distance of eighty miles, will be turned over to the company in a few days. The government has had charge of the road from its seizure to the present time, as a pecuniary difficulty had arisen with the directors regarding the terms of the transfer. The affair has been settled.

☞ The Alexandria *Gazette* says: "We understand that $750,000 is the estimated cost of the Manassas Gap and Winchester and Potomac Railroad connection, and that this sum is to be subscribed by the Baltimore and Ohio Railroad Co. Of this amount, $400,000 will complete the proposed connection, leaving $350,000 to be expended in rebuilding and refurnishing the Manassas Gap Railroad."

☞ The Kentucky Legislature have passed a bill authorizing the Louisville and Lexington Railroad Company to build a branch road from Smithfield to Covington.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ... Ca.	200,000	5	----	10c
Acton Vale ... Ca.	50,000	5	----	5c
Adventure ... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	14
Algomah ... "	20,000	----	2	25c
Alliance ... Ca.	200,000	2½	----	----
Allouez ... L. S.	20,000	----	1	1½
American ... Ca.	200,000	2½	----	5½
Amygdaloid ... L. S.	20,000	----	----	25
Annapolis ... Md.	50,000	10	----	----
Arizona ... Ariz. T.	10,000	100	----	----
Ascot ... Ca.	20,000	20	----	----
Astor ... L. S.	20,000	----	1	6½
Atlas ... "	20,000	----	1	2½
Aztec ... "	20,000	----	1	3
Balt. and N. C. ... N. C.	20,000	5	----	35c
Bare Hill ... "				115c
Bay State ... L. S.	20,000	----	----	----
Beaver ... "	20,000	----	3½	6½
Bedford ... Ca.	125,000	5	1	----
Black River ... "	200,000	2½	----	50c
Bohemian ... L. S.	20,000	----	----	10c
Bolton ... Ca.	200,000	5	7½	12
Boston ... L. S.	20,000	----	----	1½
B. and Corinth ... Vt.	20,000	10	5*	50c
Brooklyn ... L. S.	20,000	----	----	----
Brome ... Ca.	100,000	5	2	2
Cabot ... L. S.	20,000	----	----	----
Caledonia ... "	20,000	----	----	6
Cambridge ... "	20,000	----	5	15c
Canada ... Vt.	100,000	4	90c	75c
Carp Lake ... L. S.	20,000	----	----	1½
Cascade ... "	20,000	----	----	----
Central ... "	20,000	----	----	40
Champlain ... Ca.	200,000	1½	----	15c
Chatham ... "	200,000	2	----	----
Chaudiere ... "	100,000	1	----	50c
Chester ... "	200,000	1	----	12c
Cheticamp ... "	30,000	5	----	1½
Chippewa ... L. S.	20,000	----	----	----
Cleveland ... Ca.	100,000	5	----	----
Cliff ... L.	20,000	----	----	----
Clifton ... "	20,000	----	----	1
Collin ... "	20,000	----	----	----
Columbian ... "	20,000	----	4½	10½
Consolidated ... "	20,000	----	5	5c
Copper Falls ... "	20,000	----	24½	26½
Copper Harbor ... "	20,000	----	1	----
Copper Hill ... "	200,000	1	----	15½
Copperas Hill ... "	50,000	10	----	----
Cornwall ... Vt.	100,000	2	----	25c
Dacotah ... L. S.	20,000	----	----	5
Dana ... "	20,000	----	3½	50c
Deep River ... N. C.		5	----	15c
Delaware ... L. S.	20,000	----	----	10
Derby ... "	20,000	----	----	1½
Devon ... "	20,000	----	1	4½
Dorchester ... "	20,000	----	6	7
Douglas ... "	20,000	----	----	----
Dover ... Ca.	200,000	----	1	3½
Dudley ... L. S.	20,000	----	----	75c
Dunham ... Ca.	200,000	2	----	25c
Durham ... "	200,000	5	----	25c
Eagle River ... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ... Ca.	25,000	20	----	4
Essex ... "	200,000	----	----	20c
Etna ... L. S.	20,000	----	----	12½
Eureka ... "	20,000	----	----	----
Everett ... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint-Steel ... "	20,000	----	----	13
Forest City ... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	6	11c
Franklin ... L. S.	20,000	----	6½	37½
French Creek ... Pa.	100,000	5	----	50c
Gardner City ... L. S.	20,000	----	----	----
Gardner Hill ... "	20,000	----	5	50c
Girard ... "	20,000	----	----	6
Glade ... "	20,000	----	1	----
Glencoe ... Ca.	200,000	1	----	10c
Globe ... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	50c
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ... L. S.	20,000	----	5	40c.
Hamilton ... "	20,000	----	----	1
Hancock ... "	20,000	----	6½	15½
Hanover ... "	20,000	----	----	2½
Hartford ... "	20,000	25	12½	----
Hazzard ... "	20,000	----	----	----
Highland ... "	20,000	----	7	3½
Hilton ... "	20,000	----	----	1½
Hope ... "	20,000	----	----	1½
Hudson ... "	20,000	----	----	2
Hulbert ... "	20,000	----	----	4½
Humboldt ... "	20,000	----	2	4½
Hungarian ... "	20,000	----	1	62½
Huron ... "	20,000	----	16	40
Indiana ... "	20,000	----	----	6
Inverness ... "	200,000	2½	----	----
Isle Haute ... "	40,000	----	----	----
Isle Royale ... L. S.	20 000	5	16	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ... L. S.	20,000	----	----	----
Keweenaw ... "	20,000	----	----	4
Kickapoo ... "	20,000	----	1	----
King Phillip ... "	20,000	----	2	----
Knowlton ... "	20,000	----	1	6
Lafayette ... Ca.	200,000	1	----	1½
Lake ... "	200,000	1	----	14c
Lawrence ... L. S.	20,000	----	----	----
Lennoxville ... Ca.	100,000	5	----	50c
Logan ... "	100,000	3	----	2½
Lyster ... "	200,000	2	----	----
Madison ... L. S.	20,000	----	1	1½
Malden ... "	20,000	----	1	----
Mandan ... "	20,000	----	2½	45c
Manhattan ... "	20,000	----	2½	2½
Marquette ... "	20,000	----	----	4½
Maryland ... Md.	----	5	----	40c
Mass ... L. S.	20,000	----	3½	----
Massachusetts ... "	20,000	----	----	----
Mendota ... "	20,000	----	----	4
Merrimac ... "	20,000	----	----	4
Meteor ... "	20,000	----	----	----
Mesnard ... "	20,000	----	5½	2½
Michigan ... "	20,000	----	----	----
Middlesex ... "	20,000	----	----	----
Mineral Hill ... "				40c
Minnesota ... L. S.	20,000	----	3½	17
Misselaquoi ... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ... L. S.	20,000	----	----	----
Nashua ... "	20,000	----	----	15c
National ... "	20,000	----	5½	19½
Native ... "	20,000	----	3	50c
Naumkeag ... "	20,000	----	1	2
Nelson ... Ca.	200,000	1	----	10c
Nequaket ... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ... "	20,000	----	2	50c
Newton ... Ca.	200,000	1	----	8c
New York ... L. S.	20,000	----	----	½
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ... "	20,000	----	3	10c
North Sutton ... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ... "	20,000	----	----	4
Ogima ... "	20,000	----	----	5½
Ontonagon ... "	20,000	----	----	2
Ottawa ... Ua.	200,000	1	----	25c
Pacific ... L. S.	20,000	----	----	----
Pennsylvania ... "	20,000	25	2½	14½
Petherick ... "	20,000	----	2½	4½
Pewabic ... "	20,000	----	3½	34½
Phila. & Boston ... "	20,000	----	15	2
Phœnix ... "	20,000	----	----	9½
Pittsburg & Boston "	20,000	----	5½	53
Pontiac ... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ... L. S.	20,000	----	----	½
Quincy ... "	20,000	----	10	54
Reid Hill ... Ca.	200,000	1	----	7½
Reliance ... L. S.	20,000	----	----	----
Richford ... "	60,000	5	----	----
Ridge ... L. S.	20,000	----	----	----
Rockland ... "	20,000	----	5	3½
Roscoe ... Ca.	200,000	1	----	----
Rudisell ... "				50c
St. Clair ... L. S.	20,000	----	3	2
St. Flavien ... Ca.	100,000	5	----	----
St. Francis ... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ... "	20,000	----	1	----
Sharon Consol ... "	20,000	----	----	3
Sheldon ... "	20,000	----	----	16
Silver Creek ... "	20,000	----	1	----
Silver Hill ... "	20,000	----	----	30c
Silver Lake ... "	20,000	----	----	----
Silver Valley ... "	20,000	----	----	10c
Southampton ... Ca.	100,000	5	----	----
South Bedford ... "	200,000	2	----	20c
South Side ... L. S.	20,000	----	3	1½
Springfield ... Md.	----	5	----	80c
Stadecona ... Ca.	100,000	5	----	----
Star ... L. S.	20,000	----	7½	1½
Stark ... Vt.	100,000	2	----	----
Stratford ... "	30,000	10	----	50c
Superior ... L. S.	20,000	----	4	2½
Sussex ... "	20,000	----	----	----
Sutton ... Ca.	100,000	5	----	85
Toltec ... L. S.	20,000	----	20	1
Tremont ... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ... "	25,000	10	----	----
Victoria ... L. S.	20,000	----	1½	----
Vulcan ... "	20,000	----	----	----
Washington ... "	20,000	----	----	----
Waterloo ... Ca.	100,000	3	4*	15c
Waukegan ... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ... Ca.	200,000	5	----	20c
Wickopee ... "	100,000	5	----	5½
Winthrop ... L. S.	20,000	----	2½	1½
Wyandotte ... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ... N. Y.	50,000	50	----	½
East River ... "	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ... "	20,000	5	----	----
Kahtadin ... Me.	3,000	100	----	----
Lake Superior ... L. S.	20,000	25	----	----
Massachusetts ... "	25,000	1	----	----
Mount Pleasant ... Pa.	10,000	50	----	----
Teal Lake ... L. S.	----	----	----	2
Tyson ... "	20,000	10	----	3
LEAD AND ZINC:				
Amenia ... N. Y.	100,000	5	----	2½
Bucks County ... Pa.	----	----	----	½
Canada ... Ca.	50,000	5	----	2½
Clute ... "	----	----	----	½
Crystal Lake ... "	----	----	----	----
Erie ... "	----	----	----	21
Gay's River ... "	100,000	2	----	----
Hampton ... "	100,000	5	----	1
Keystone ... Pa.	----	----	----	----
Lancaster ... "	----	----	----	----
Macomb ... N. Y.	100,000	5	----	45c
Mineral Point ... "	100,000	5	----	½
Mount Hope ... N. Y.	80,000	5	2½	----
National ... "	200,000	1	----	----
New Jersey ... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ... Ca.	100,000	5	----	1
Placentia Bay ... N. F.	----	----	----	----
Ramsay ... Ca.	20,000	25	----	----
Rossie ... "	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	----
Sussex ... N. J.	----	----	----	40c
Union ... "	100,000	5	----	57c.
Wallkill ... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ... Pa.	37,500	25	----	55
Ashburton ... "	50,000	50	----	13½
Atlantic & G. C. ... Md.	----	----	----	101c
Baltimore ... "	----	100	----	2
Bear Valley ... "	40,000	12½	----	14
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ... "	10,000	50	----	9
Big Mountain ... Pa.	----	----	----	5½
Blackhall ... N. S.	8,000	25	----	----
Boston & Pictou "	100,000	5	----	----
Bridgeport ... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ... "	----	----	----	14½
Cape Briton ... N. S.	200,000	2½	----	----
Carbondale ... Pa.	----	----	----	3
Central ... "	----	----	----	41
Clinton ... "	----	----	----	1½
Coal Brook ... "	4,000	50	----	----
Continental ... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	44½
Daniel Webster ... "	5,000	100	----	----
East Mahanoy ... Pa.	----	----	----	----
Everhart ... "	20,000	25	----	----
Franklin ... Pa.	5,000	100	----	20½
Fulton ... "	60,000	5	----	7
Gilbertson ... "	5,000	100	----	42
George's Creek ... Pa.	10,000	----	----	105
Grand Tunnel ... "	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4½
Hampton & Balt. ... Md.	----	----	----	91
Hazleton ... Pa.	32,300	50	----	57½
Henry Clay ... "	3,000	100	----	----
International ... N. S.	20,000	50	----	----
Lawrence ... Pa.	2,000	100	----	5½
Locust Mountain ... "	----	----	----	41
Lorberry ... "	4,000	100	----	11
Macan ... "	2,000	100	----	----
Mahanoy ... "	1,000	20	----	6
Metropolitan ... "	----	100	----	----
Middle Coal Fields ... "	----	----	----	7
Milford ... "	2,500	50	----	----
Mill Creek ... Pa.	----	----	----	----
Mulgrave ... "	2,000	----	----	----
Narragansett ... R. I.	8,000	10	----	----
New Creek ... Pa.	----	----	----	1½
North. & Luzerne ... "	----	----	----	----
Penn ... "	100,000	50	----	158½
Penn. Cannel ... "	6,000	50	----	----
Picton ... "	4,000	100	----	----
Pine Knot ... Pa.	4,000	50	----	----
Port Hood ... "	4,000	100	----	49½
Potomac ... Md.	40,000	10	----	5½
Powell ... Pa.	----	----	----	----
Preston ... "	----	----	----	20
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway ... "	----	----	----	----
St. Clair ... Pa.	5,000	100	----	10
Schuylkill Valley ... "	20,000	10	----	19
Shawmut ... "	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	26½
Stafford ... "	----	----	----	----
Suffolk ... "	4,000	100	----	93
Sugar Loaf ... Pa.	----	----	----	----
Summit ... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ... "	----	----	----	----
Vandermark ... "	20,000	50	----	----
Wyoming Valley ... Pa.	22,760	50	----	49

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ... Col.	50,000	10	----	----
Acadia (G.) ... N. S.	100,000	3	----	----
Albion (G.) ... "	100,000	3	----	----
Alpine (G.) ... Col.	150,000	10	----	----
Alps (G.) ... "	100,000	5	----	----
American ... "	200,000	2	----	----
Am. & Mex. (S.) ... N. M.	----	----	----	----
Am. Pioneer ... A. T.	----	----	----	----
Arizona (Silver) ... "	----	----	----	----
Atlantic (G.) ... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ... Col.	200,000	5	----	----
Beacon (G.) ... N. S.	200,000	2	----	----
Benton (G.) ... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ... "	10,000	50	----	105
Briggs (G.) ... "	10,000	100	----	----
Bullion (G.) ... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ... Ca.	200,000	2	----	50c
Central (G.) ... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ... N. S.	100,000	5	----	65c
Colonial (G.) ... Ca.	100,000	2½	----	25c
Colorado (G.) ... Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	9½
Copalinshe (G.) ... "	200,000	20	----	----
Corisannio (G.) ... "	100,000	10	----	6
Corydon (G.) ... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ... Ca.	50,000	20	12½	15
Dorset (G.) ... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ... "	----	----	----	----
Empress (S.) ... "	----	----	----	----
Eureka (G.) ... Cal.	----	----	----	----
Excelsior (G.) ... Col.	30,000	10	----	11
Frankfort (G.) ... "	100,000	2	----	----
Garrison's (G.) ... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ... Col.	100,000	5	----	1½
Gold ... "	100,000	5	----	3½
Gold Field ... "	50,000	10	----	----
Gold Hill ... "	50,000	10	----	----
Gold River ... "	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ... Col.	300,000	10	----	1½
Halifax (G.) ... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ... Col.	150,000	2	----	----
Hope (G.) ... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ... Col.	----	----	----	----
Kennebec (G.) ... Ca.	100,000	5	----	----
Kent (G.) ... N. S.	200,000	1	----	----
Lake (G.) ... Col.	----	----	----	----
Lake Major ... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	12½
Massachusetts (G.) ... Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) ... "	100,000	2	----	1½
Oldham (G.) ... "	100,000	2	----	----
Otate (S.) ... Mex.	----	----	----	----
Palma (S.) ... "	----	----	----	----
Peck (G.) ... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ... A. T.	50,000	50	----	----
Pontiac (G.) ... Col.	50,000	20	----	----
Prince Albert (G.) ... Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	2
Quicksilver ... Cal.	100,000	100	----	42½
Renfrew (G.) ... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ... Col.	----	----	----	10
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) ... A. T.	80,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ... Ariz. T.	----	----	----	----
Scottie (S.) ... Ariz. T.	----	----	----	----
Sherbrooke (G.) ... N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ... Ariz. T.	----	----	----	----
Southam (G.) ... N. S.	100,000	5	----	----
Stafford (G.) ... Ca.	100,000	5	----	----
Star (G.) ... Col.	100,000	25	----	----
Stewart (G.) ... Ca.	100,000	5	4	75c
Tascher (G.) ... "	50,000	10	----	----
Victoria (G.) ... "	100,000	2	----	----
Waverly (G.) ... "	50,000	10	----	----
Windsor (G.) ... Col.	100,000	10	----	----
United States (G.) ... "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6¼	.....	41
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	.....	45
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	.....	94
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	.....	.....
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro	poli'n)	6	.....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	.....	.....
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	.....	86
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807		—	.....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middl	esex)	50		25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	.....	47
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236		3	.....	45
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	.....	.....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017		—	.....	.....
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl	esex)	5	.....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454		—	.....	.....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middl	esex)	—	.....	.....
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	.....	.....
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428		—	.....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Lea	sed)	6	.....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389		—	.....	.....
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	.....	.....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	.....	.....	8	.....	.....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	—	.....	.....
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75.000	95,551	18,985	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	.....	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	56,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	.....	.....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	.....	.....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	.....	.....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	.....	.....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	.....	.....
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	.....	.....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	12.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,350	550,000	.....	327,713	30,493	—	100	.....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	.....	.....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	.....
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	.....	.....
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	.....	.....
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	.....	.....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	.....	.....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	.....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	.....
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	.....	.....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,206	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.		—	.....	.....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	.....	.....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	.....	.....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	.....	.....
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	.....
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	.....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	.....	.....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	51½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	.....	.....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	.....	.....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	.....	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	.....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	.....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	168,776	51,494	20	.....	31
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	.....	35
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	.....	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	.....	.....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	.....	.....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	.....	.....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	.....	.....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	.....	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	.....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	.....	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	71½
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	.....	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'sF.)	175,610	159,312	15,500	—	79,670	21,297	6	.....	35
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	.....	31½
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	.....	67½
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North Rivers:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'n & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	.....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,160	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	.....
Malden & Melrose bonds	51,762	—	.....	.....	.....
Real Estate	4,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton:					
1st Mortgage	91,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	180,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
Utica City:					
1st Mortgage	65,500	7	.....	.....	.....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Jan. 31, 1866	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	125
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120
" " " ..... coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850 ..... coupon	665,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97
" " " ..... coupon		5	" "	1871	96½
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	101½
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	103½
" " " ..... coupon		6	" "	1881	104½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,232,250	6	" "	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s) ..... coupon		6	" "	1882	103
Loan of March 3, 1865 (5-20s)	50,590,300	6	May & Nov.	1885	103½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	992,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ...registered	172,769,100	5	Mar. & Sept.	1904	93
" " " " ..... coupon		5	" "	1904	94½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	102½
" " " " ..... coupon		6	" "	1884	102½
Treasury Notes of July 17, 1861 ..... coupon	233,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ... 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates	60,637,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	180,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	423,902,223				
Fractional currency	26,553,214				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	88,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" — " " 1860 ..... "	198,500	7	" "	1890	----
" —War bonds	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	92
" — " " " ..... "	1,000,000	6	" "	1882	93½
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'82-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	93
" — " " bonds ..... "	1,322,085	6	" "	1877	93
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96
—Canal bonds (sterling) ..... "	1,778,428	6	" "	1870	----
" — " " (dollar) ..... "	1 969,897	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	6	Jan. & July.	1886	80
— " " ..... "	2,058,173	2½	" "	1886	80
—State Int. Imp. bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	84
" — " " special stock "	1,216,737	5	" "	----	----
— " Deferred stock ..... "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
— " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	95
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	----	d'm'd.	81½
— " " " (R. R. etc.) ... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	95½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	95
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1850	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100½
— " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.)-stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" " ")-dollar	416,500	5	" "	'90-'91	----
" — " " (") .. "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
— " " (N. & W. R. R.) "	400,000	6	" "	1870	----
— " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
—	947 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " ..... "	600,000	5	" "	'77-'78	99½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	93½
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	98
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1868	78
" — " " "	100,000	6	April & Oct.	1868	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	78
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	77
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	93
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	100
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	100
" " — " " " " ..	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd.	----
" " — " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " ..	421,003	6	Jan. & July.	'66-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " —Canal Fund Loans	100,000	6	" "	1867	----
" " — " " "	6,922,274	5	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	'64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	82½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " (" ") ..... "	1,015,000	5	" "	1865	----
" — " (" ") ..... "	379,866	6	" "	1868	----
" — " (" ") ..... "	2,183,532	6	" "	1870	93
" — " (" ") ..... "	1,600,000	6	" "	1875	95
" — " (" ") ..... "	4,095,309	6	" "	1881	95
" — " (" ") ..... "	2,400,000	6	" "	1886	97
" — " (domestic debt)	125,680	6	" "	1863	95
" — " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " (" ") ..... "	279,318	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	86
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	85
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	85
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) ..coupon	2,000,000	6	Mar. & Sept.	1882	92½
South Carolina—State bonds (stg) ..... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) ..coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	----
" — " " (interm. impr.) "	2,063,606	5	----	Var.	84
" — " " (railroads) .... "	12,799,000	6	----	Var.	89
" — " " (capitol) ..... "	608,000	5	----	1890	87
" — " " (Hermitage) .. "	48,000	6	----	1890	89½
Texas—Had no debt in 1861	.....	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62-'68	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'98	64
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) ..... "	200,000	6	Jan. & July.	1867	----
— " " (domestic) .... "	100,000	6	" "	1877	----
— " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
Chicago and Alton:													
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,291	111,955	1,226,061
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	252,583	288,169	263,149	312,316	343,985	315,944	391,574	399,602	355,075	294,804	224,022	3,703,116
1866	210,171	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island: •													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	283,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281 334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,651	767,508	946,707	921,886	749,191	546,6 9	7,928,980
Chicago and Great Eastern:													
1858	11,276	8.342	11,457	11.455	7,335	7,168	7.513	8,431	10,544	10,437	10,174	13.391	117,513
1859	8,922	9,224	10,759	8,965	7,629	7,696	6,671	10,432	10,443	11,634	9,601	10.503	112,299
1860	9,930	9,947	12,798	12,218	9,207	9,152	9,096	17,405	18,430	16,500	12,883	13,715	151,281
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211.077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,298	50,198	51,485	61,787	51,386	60,895	528,564
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	89,458	87.037	97,876	94.543	78,111	856,495
1865	77,878	77,242	83,450	76,514	76,674	91,937	91,075	97,145	106,389	115,610	116,293	91,554	1,103,921
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,490,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,138	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406.387	1,451,2.7	1,503,993	16,296,915
1866	...including Buffalo Division...1,187,188	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,245	269,282	261,079	352,786	414,543	410,336	372,593	369,468	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,286	661,391	657,141	603,402	6,329,447
1865	546,051	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	624,968	------	------
1866	582,828	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	43,544	512,219
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,597	1,222,017
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	226,840	------	------
1866	121,776	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	163,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,502,541
1864	256,600	304,445	328,454	330,651	287,126	315 258	278,891	358,562	402,219	407,107	448,934	411,806	4,129,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
1866	314,598	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	261,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2.124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,948
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,*89	4,504.549
1866	282,438	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,488	198,135	129,227	1 402.106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2 535,001
1866	132,000	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	780,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,078	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,788
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,118,829	13,357,709
1865	957,869	613,381	956,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161.106	160,538	191,266	252,154	263,917	270,651	289,987	265,358	234,456	276,209	291,763	278,219	2,995,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,082
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,854
1861	217,282	202,071	285,785	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,330	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,924
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650 311	612,123	718,016	759,405	807,382	713,472	570,826	8,138,394
1866	555,488	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,369	95,969	118,887	129.16	125,610	1,117,597
1863	109,808	110,603	120,310	122,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,078	153,903	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	207,093	162,604	2,237,976
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	112,537	162,858	127,086	92,574	1,172,100
1862	82,236	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,799
1864	79,785	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,470	220,209	265,154	2 050,822
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	247,023	2 926,243
1866	226,059	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	42,716	37,265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,382
1866	45,102	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	86
" " $2,500,000	867,000	6	"	"	1889	84
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	90½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	97
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	81
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	83
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	85
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	95
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecti't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	103
2d Mortgage	2,516,500		March & Sept.	" "	1891	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7			1891	
Free Land. 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,0 0	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	
Redemption bonds	2,086,000	6	" "	" "	1890	103
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	65
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	61	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1831	
Lexington and Frankfort.						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	
Extension Bonds	175,000	7	May & Nov.	" "	1890	85
Long Dock Co.:						110
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1883	
Memphis Branch 1st Mortgage	286,000	7			1886	
McMinnville and Manchester:					'70-'75	
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	82½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y.& Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	110
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	93½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		43½
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,880	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1863	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4 '8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelousa and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92½
D'bts of former Co's outst'ding.	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1888	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	100
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	98½
5th Mortgage	1,002,500	7	June & Dec.	"	1888	94
Buffalo Branch	186,400	7	Jan. & July.		1891	92½
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	98
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1856	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	
N. York, Providence and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	72-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7	"	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	83½
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1878	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96
2d Mortgage	2,621,000	6	April & Oct.	"	1875	92
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	92
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	85½
" 1844, "	804,000	6	" "	"	1880	85½
" 1843, "	101,000	6	" "	"	1880	85½
1849, "	67,000	6	" "	"	1880	85½
1857, (convertible)	564,000	6	" "	"	1886	86
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	91
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	767,000	8		" "	1875	85
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	74
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	81½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	{ Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	{ New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	94
Albany City Bonds	1,000,000	6	Jan. & July.	"	'95–'75	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	98
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	297,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,600,000	*	—	.....	.....	.....	.....	57.0	236,701	76,773	21,006	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	—
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,778	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	180,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65.	360,167	140,391	16	—
28 Feb '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,867	loss.	—	117½
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	.....	.....	—	—	49,663	197,387	85,946	3½	—
31 Dec. '64	56.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	819 982	66 6	211,836	270,672	54.298	8	85
31 Mar. '65	61.3	1.0	68.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,816,340	117.4	652,755	1,547,221	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,581	66.4	344,463	631,728	244,471	7½	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,43.	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	—
— — '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	.....	—
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	125,000	—	1,597,385	86.7	.....	418.036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	.....	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,560,173	229.0	879,408	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658.976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026.868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,858	15	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	882,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	.....	—	49	32	939	Chicago and Alton	8,808,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,484	1,273,518	7½	116
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,587 020	2,518,233	—	8,376,510	5,924,969	—	16,464.265	400.0	1,963,105	5,728,910	2,752,278	20	112
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323.791	*	1,340,728	26,155,641	12,020,483	825,398	39,680.452	930.0	.....	6,820.75.	1,802,272	—	2½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	106
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	.....	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232,000	—	38.080,110	708.3	3,366,850	6,320,447	2,465,194	8	115
1 Jun. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	—
31 Dec. '64	196.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,00.	209.0	.....	2,094,074	503,767	—	30
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,030,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	.....	—
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	243,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	163,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	280,834	9	70
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,768	307,582	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,369	527,863	264,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '64	73.0	—	.....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,975	521,254	18	154½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,797	—	1,497,947	1,343,870	—	2,929.782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 373,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,566	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	.....	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	837,532	4,375.993	111.8	.....	426,408	227,584	—	—
30 Jun. '65	29.0	—	3.1	—	4	18	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,518	29.0	226,091	188,468	63.774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,632,645	126,735	12,200	1,109,594	276,000	—	1,713.324	65.1		419,548	159.517	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.9	993,047	4,514,540	2,172,915	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	150,204	481,922	223,649	—	—
31 Mar. '61	208.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,666,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	58.7	—	.....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,602,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,366	188.6	.....	840.898	.....	—	—
31 May '65	284.8	—	28.4	—	97	88	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121.213	1,715,063	—	—
31 Mar. '65	246.0	277.8	.....	—	96	101	1,389	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,239,466	1,831,113	—	102½
								MINNESOTA.													70
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	.....	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	—	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,396	236,0	.....	584,342	328.092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,359	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420.026	—	—
Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	87
Dec. '62	152 0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	—	—	—	—	—	—
Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	52.0	.....	.....	.....	—	—
Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	—	3,883,402	283.0	568,415	1,097,793	211,310	—	—
Sep. '64	86.5	3.6	8 2	—	16	12	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2 2	3,501,000	40,558	6,352,109	114.0	100,562	197,744	1,896	—	—
																90. 1	240,189	399,291	81 329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,544	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,800	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	238,767	6	95½
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '63	379.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,839	36,811,376	288.8	2,988,010	6,509,946	4,544,097	3	112½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,929	182,610	6	98½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	*	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	118½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	2,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	127½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	131
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,285	6½	68
30 Nov. '64	50.0	2.4	9.6	—	12	23	155	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,316	472,321	165,932	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	99½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	98.4	434,622	868,352	309,341	8	105½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	118½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,627	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	28	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,612,950	107.3	510,010	964,030	469,932	8	101
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	169,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	60.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	39½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,520	—	14,986,959	218.0	1,430,223	2,996,554	1,173,712	10	137½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,288,390	45.7	194,712	388,285	137,605	7½	103
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,748	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,600,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,986	136,049	8	60
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	106½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,118	32.0	.....	210,265	210,265	7	92
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,198,000	262,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,181	6,472,400	10,264,463	—	.....	124 2	.....	5,729,980	1,140,788	35	118½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	114
31 Dec. '64	53.0	—	—	45.6	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	58.0	270,000	570,764	171,755	7	100
31 Dec. '64	33.6	—	.....	—	.....	.....	.....	New Jersey	3,903,171	788,168	1,574,648	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,328	10	135
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,696,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	—	—	—	—	—	Warren	2,608,800	—	—	1,408,300	600,000	—	2,608,300	18.2	.....	290,022	120,510	6½	46½
31 Dec. '64	38 5	—	.....	17.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,080,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,499,643	4,594,725	8	78½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,182,600	1,587,293	8	103½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	79
30 Sep. '65	297.8	258.1	421.0	—	258	284	6,336	New York Central	27,896,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	89½
30 Sep. '64	130.7	2.1	45 0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,769	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	23½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	3,096,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	38
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	106,601	—	500,000	360,000	—	930,324	51.3	114,725	257.035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,659,779	283,489	—	607,111	1,250,000	822,700	2,179,811	111.9	872,270	573,446	251,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,958	35,572	—	.....
-- --	58	223.0	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
-- --	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,075	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154.600	78,927	—	.....
31 Dec. '64	118.2	—	—	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,183	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	—	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5 601,796	202.0	.....	1,241,857	508,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,655,112	1,200,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,388	2,499,348	1,235,162	15	114
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,653,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	875,209	228,651	—	45
31 Oct '64	95.5	—	40.5	—	32	21	699	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424 299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	3 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	8	80½
31 May '65	109.5	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,286	834,780	10	107
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	682,486	.....	61.5	75,120	68,128	19,762	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	—	2,366.705	3,782,430	—	6,214,825	142.0	—	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,886	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,283,782	*	—	12,047,731	3,011,298	—	15,805,315	250.8	456,408	1,038,166	427,405	—	.....
30 Apr. '62	192.2	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,649,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	225.0	.....	.....	.....	—	.....
30 Jun. '6	158.5	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,998,495	595,400	251,867	3,348,962	1,341,093	14,202	5,172,133	205.9	356,409	719,924	145,900	—	19½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	38 20 7	189,488	—	.....
31 Dec. 64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,258	2,060,322	945,492	8½	33

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Incl. all other assets and liabilities.	Total,	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	
								PENNSYLVANIA.														
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0						
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013	—	25½	
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83	
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	141	
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	233,560	202,009	—	—	
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000	—	2,620,000	78.0	308,770	656,518	48,741	2½	26	
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	163,620	486,788	189,007	10	—	
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456	—	—	
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56	
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100.000	2,909,565	32.0	21,760	50,103	7,966	—	—	
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472	—	19½	
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,355,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	—	
31 Oct. '64	70.0	17.5	53.0	—	61	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	60½	
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—		2,646,100	960,000	61,152	3,667,252	(ope	r. by Reading		R. R.)	6	31½	
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	(	"		")	7½	54	
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	346,401	—	37	
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,386,315	5,604,810	19,860,000	16,684,340	—	43,520,356	350.9	5,846,778	14,759,057	4,065,113	10	56½	
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399	—	1,358,100	315,000	—	1,673,100	24.0	263,739	428,147	207,893	8	54	
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013,054	9,940,000	10,500	14,963,554	(ope	r. by Penn.	R.R.	Co.)	—	29½	
30 Nov '64	152.0	46.8	206.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072,323	7,271,879	—	27,716,253	509.5	3,328,229	9,269,341	4,308,150	15	50⅝	
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,096	999,200	250,000	—	1,249,200	28.2	175,447	824,006	477,658	10	120	
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000	—	9,349,300	197.0	839,238	3,205,560	1,365,200	10	55½	
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130,261	—	9	
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,124	12,657,000	—	23,942,670	468.3	3,940,773	7,130,466	3,019,067	10	97½	
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Less'd t o Northn	Cen	87,070	226,318	107,490	10	40	
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,095	162.312	1,855,443	26.4	118,688	273,232	149,817	—	—	
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	891,800	372,000	1,343	968,137	29.6	95,566	293,338	211,817	8	48	
								RHODE ISLAND.														
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	—	& 82.0	321,000	557,587	254,508	12	110	
								SOUTH CAROLINA.														
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—	
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—	
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	—	164.5	—	341,190	125,871	—	—	
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,225	102.0	—	220,014	96,145	—	—	
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—	
								TENNESSEE.														
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99.110	1,137,207	47.6	—	29,967	19,187	—	—	
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.9	—	318,718	187,466	—	—	
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—	
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,685,096	873,597	—	—	
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—	
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—	
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519.518	—	59.4	69,370	177,256	60,029	—	—	
1859	47.4	—	2.3	—	4	5	48	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,683	—	—	
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	28,808	13,892	—	—	
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734.118	337,584	6	—	
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—	
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—	
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—	
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'rdo	—	—	—	—	—	—	—	32.0	—	—	—	—	—	
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—	
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275.000	240,000	171,560	—	50.0	31,300	32,670	—	—	—	
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—	
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—	
								VERMONT.														
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880 277	*	—	1,679,600	638,500	—	3,033,466	105.0	164,794	428,180	184,470	—	—	
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—	
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—	
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	—	
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	(ope	r. by Vt.	Central	—	8	—	
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,995	64,267	26 45	—	1	
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r. b. Troy	& Bost.	53,562	—	96½	
								VIRGINIA.														
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	—	—	—	—	—	—	
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942.548	210,680	—	2,969,861	775,500	118,739	—	113.7	703,034	136,302	43,862	—	—	
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,600,124	590,610	155,161	9 months	79.2	47,702	54,121	16,33	—	—	
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—	
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222.14	—	—	
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,544	—	—	
30 Sep. '59	59.2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—	
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	292,328	—	—	
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041.880	643,960	96.828	—	78.6	169,961	279,945	145,386	7	—	
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	—	
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—	
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,369,648	80.0	—	240,446	121,053	7	—	
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,882,929	195.0	280 965	634,081	369,130	5	—	
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	450,193	740,489	347,957	—	75	
								WISCONSIN.														
31 Dec. '64	198.0	175.0	—	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 55	—	—	
31 Dec. '64	191.9	42.5	28.3	—	41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,003	—	8,452,351	234.4	968,183	1,711,281	505,330	—	—	
10 May, '64	108.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,095,328	5,692,471	142.3	466,043	490,597	138,210	—	—	
								CANADA.														
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	—	
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,486,359	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	—	
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	17,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154,88	—	—	
31 July, '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	15	
31 Dec. '64	94.5	1.6	—	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,959	5,078,939	96.1	402,670	467,266	191,13	—	—	
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,00	—	—	
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	—	132 555	36,076	—	—	
								NOVA SCOTIA.														
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—	
								NEW GRANADA.														
Dec 63	42.	—	—	—	11	22	120	Pan ma	8,000,000	*	6,58	5,000,000	76,000	—	10,762,778	43.	—	137,428	1,328,924	18	—	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	120
Chicago & Northwestern (pref.)	12,994,720	7	7	56½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,976,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William port (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	80½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	--	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,172	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	59
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,404,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	—	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1863	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91½
Six per cent. Loan	2,432,274	6	A. & O.	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	83
2d Mortgage	3,980,670	6	J. & J.	1882	76
Improvement	568,500	6	M. & N.	1876	69
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	54
Preferred Interest b'ds.	227,560	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	26
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	459,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	82

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	52½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	75
" (preferred)	100	1,175,000	10	114
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,952,457	—	23½
" " (preferred)	50	2,722,607	—	29½
Susquehanna and Tide Water	50	2,048,260	—	12½
Union	----	----	----	----
Union (preferred)	50	2,750,000	—	6
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	45 —	@ 50 —
Pig, American, No. 1		49 —	@ 50 —
Bar, Refined, English		102—	@112 50
Bar, Swedes, assorted sizes (in gold)		— —	@ 97 50
		Store Prices.	
Bar, Swedes, assorted sizes		165 —	@175 —
Bar, English & American, Refined		125 —	@150 —
Bar, English & American, common		115 —	@120 —
Scroll, English		155 —	@200 —
Ovals and Half round		145 —	@155 —
Band, English		— —	@155 —
Horse Shoe		160 —	@155 —
Rods, English		127 50	@190 —
Hoop, English		160 —	@225 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— 32	@ — 36
Sheet, English, Single, Double and Treble		— 7	@ — 8
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English (gold)	per ton	— —	@ 56 —
Rails, American		85 —	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18	@ — 23
English Spring (1st & 2d qlty.)		— 11½	@ — 13
English Blister (1st & 2d qlty.)		— 13	@ — 20
English Machinery		— 13½	@ — 15
German		— 15	@ — 17
American, Blister		— 12	@ — 14
American, Cast, Hammered		— 19	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 13
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 55
Sheathing, Yellow		— —	@ — 40
Pig, Chile		— —	@ — —
Bolts		— —	@ — 55
Braziers'		— —	@ — 55
American Ingot (cash)		33½	@ — 37

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		9 —	@ 9 12½
German Refined		9 —	@ 9 12½
English		9 —	@ 9 12½
Bar	per lb.	— —	@ — 11
Pipe and Sheet		— —	@ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	26½	@ — 27
Straits		26	@ — —
English		25	@ — —
Plates, Charcoal I. C	per box	— —	@ 16 —
Plates, I. C. Coke		12 50	@ 14 50
Terne, Coke		— —	@ 11 —
Terne, Charcoal		14 50	@ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 6d.@6d (cash)	per 100 lb.	— —	@ 7 50
Clinch (cash)		9 —	@ 9 50
Copper		— —	@ —60
Ausable Horse, Norway Iron, Forged		— —	@ — 41
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		32 —	@ — 32½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		73 —	@ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — —
Naptha, Refined (60@63 gravity)		42 —	@ — 45

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	Th 8.	F. 9	Sat 10.	M. 12	Tu. 13	W. 14
Atlantic M. S. S. Co	----	----	102	107	109½	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	116	----	116	----	----	
Canton Co.	44	----	44	43½	44	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	115	117	----	116	116	
" " pref.	116	118	120	119	119	118
" " 1 M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	----	----	112	----	----	
" " " 8 p.c.	110	----	109	----	110	
Chic. & Northwest'n	27½	28	27½	28	28½	27½
" " pref.	54½	55	54½	55	55½	55½
" " 1st M.	----	----	----	----	81½	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	83	----	
Chicago & Rock Isl.	99½	101½	101½	103½	104	104
" " 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	----	----	----	----	----	
Clev. and Pittsburg	80x	80	79½	80½	81	80½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	106	----	106½	106½	107	107
" " S. F. 7 p.c.	----	----	----	95	----	95
Cumberland Coal, pref	43½	44½	44½	44½	44½	44½
Del. & Hudson Canal	136x	135	----	135	----	134½
Del., Lack. & West.	----	----	141	----	----	
" " 1M. 8p.c. '71-5	----	----	----	----	103	----
" " 2M. 8p.c. '81	----	----	----	----	----	
Erie	78½x	79	78½	78½	78½	78½
" pref.	81½	80½	81	80½	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	
" 2 M. 7 p.c. '79	----	100	----	----	----	
" 3 M. 7 p.c. '83	98	--	----	----	98½	
" 4 M. 7 p.c. '80	----	----	----	----	----	
" 5 M. 7 p.c. '83	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7p.c. '82	----	97	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	100	100½	100½	101½	101½	101½
" scrip	----	----	----	----	----	
" 1M. 7p.c. '69	100	----	----	----	----	
" 2M. S.F.	----	100	----	----	----	
" 3M. 7p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	115	113	115½	114½	115	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	11½	12½	12½	12½	12½	12½
Michigan Central	101x	102	102½	----	----	102½
" S.F. 8p.c. '82	110	----	----	----	----	
" conv. 8p.c. '69	----	----	----	----	----	
M. S. and N. I.	68½	68½	68½	69½	69½	69
" " guar'd	----	----	----	----	----	
" " 1M. S.F. 94	----	----	93½	93½	----	
" " 2 M.	----	----	----	90	----	
Mil. and P. du Chien	----	----	----	----	----	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	88	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L.G. bonds	----	----	----	----	----	
Missouri 6s	77½	78½	78½	78	----	78
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	----	----	77	78½	79	78
New York Central	85½x	88½	88	88½	88½	85½
" Real Estate	----	----	----	----	----	
" " 7s, S.F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	100	100	----	
" " 6s, S.F. '83	92½	----	----	----	92½	
" " 6s, S.F. '87	----	----	----	91½	----	92
N. York & Harlem	----	----	----	----	----	
" "'pref."	----	----	----	----	----	
" " 1M. 7p.c. '73	----	----	98	----	----	
" " 2M. 7p.c. '64	----	----	----	----	----	
" " 3M. 7p.c. '67	----	----	----	----	----	
North Carolina 6s	83	----	----	82½	82½	
Ohio & Miss. cer.	24½	24½	24½	25	25½	26½
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	----	----	190	----	----	
Panama	243	----	----	242	----	
Penn'a Coal Co.	----	----	158½	----	----	
Phila. and Reading	99½x	100½	100½	100½	101	100½
Pitts. Ft. W. & Chicago	92½x	92½	92	92	92½	92½
" " 1M.	----	----	----	100	----	
" " 2M.	----	91	----	----	----	
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co.	41	40½	41½	41	41	41½
St. L., Alton & T. H.	----	----	----	----	----	30½
" " pref.	----	----	----	----	----	58
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Tennessee 6s, 1890	89½	----	89	89	89½	89½
Tol. Wab. & Western	31	----	----	----	----	31
" " Pref.	----	----	----	----	----	
" " 1M. ex.	----	----	----	----	----	
" " 2M.	----	----	----	----	----	
" " Int. b'ds	----	----	----	----	----	
Virginia 6s	65	65	66	65	64	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	Th 8	F.9	Sat.10	M.12	Tu.13	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	94¼	94¼	94¼	94¼	94¼	94¼
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	104½	----	----	----	----	----
U. S. 6s, 1881, cou.	104½	104¼	----	104	----	104
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	125
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	121	----	----	----	----	121
U. S. 6s, 1 year certif.	98⅛	98⅛	98⅛	----	98⅛	----
U. S. 6s, 5-20s, c. 1862	103	102½	102½	102½	102½	103
U. S. 6s, 5-20s, c. 1864	102⅛	102⅛	102⅛	102⅛	102⅛	102⅛
U. S. 6s, 5-20s, c. 1865	102⅛	----	102⅛	102⅛	102⅛	102⅛
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, 1st series.	----	99⅛	99⅛	99⅛	99⅛	99⅛
" " 2d series.	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
" " 3d series.	----	----	99⅛	99⅛	99⅛	----
American Gold	----	----	----	----	139½	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 13.

	W 8.	Th.8.	F.9.	Sat.10.	M.12.	Tu 13
Cattawissa	23½	----	24	24	----	25
" preferred	34½	34½	35½	35½	38	37
Camden & Amboy	122x	----	120	----	116	118½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	84	----	----	85½	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	84	----	----	----	----	----
" mort. 6s,'89	90½	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	34	35½	35	35	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	39
" " 7s	----	----	----	----	----	----
Lehigh Navigation	52½	----	52⅝	52½	----	52⅝
" " 6s,'70	----	----	----	----	----	----
" " 6s,'84	86½	----	----	----	----	87
Lehigh Valley R. R.	60⅞	60⅞	60⅞	60¼	60¼	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	32	----	----	----	32	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	54½	54½	54½	----	54½	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	95	----	----	----	----
North Pennsylvania	----	----	----	37	37	37
" " 6s	83½	82	----	----	----	83½
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	55½	55⅞	55½	55½	55½	55½
" 1st m.	96½	----	----	93	----	----
" 2d m.	----	91½	91½	----	----	92
Penn. State, 5s	----	86	86	----	86	----
" " 5s, coupon	----	86	86½	----	86	86
" " 6s, W. L.	99⅝	----	----	98⅝	----	----
Philadelphia City, 6s	----	----	----	----	87	----
" " new	92½	92½	91⅝	91⅝	91½	91½
Philad., Germ. & Nor.	54	54½	----	----	----	54
Phila. & Reading	49	49½	50½	49⅞	50	50
" " 6s,'86	85½	----	86	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	29½	29	----	29½	29½	29½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	23	----	----	----	----	23⅝
" " pref.	29	----	----	----	29½	29½
" " 6s '82	----	----	----	75½	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	85	83	85	----	----	----
Susq. Canal	13	12½	12½	12½	----	----
" " 6s '78	----	----	----	54	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	27½	28	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	82
Hestonville, (Horse)	35½	36	----	----	35	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	72½	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M 12.	Tu.13
Baltimore City 6s, 1875	101½	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	110½	----	100¾	----	----	----
Balt. and Ohio	113	----	----	----	----	112½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	97	----	----	----	97	----
" " " '80	----	----	----	----	----	----
" " " '85	97½	----	----	----	----	98
Northern Central	----	----	----	----	----	----
" " b'ds, '85	84	84	----	----	----	----
" " " 93	----	----	----	----	----	----
City Passenger R. R.	----	18½	----	18½	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	Th. 8	F.9.	Sat.10.	M.12.	Tu.13.	W.14
Boston and Lowell	----	93	94	----	94	----
Boston and Maine	118½	----	----	----	118½	----
Boston and Providence	----	127½	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	60	60	----	----	----	60
Connecticut River	----	----	----	----	103	----
Eastern, Mass.	----	----	100	101	101	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	106	105	----	105½	----	105½
Manchester & Lawr'ce	106½	106½	106½	----	106½	106½
Michigan Central	----	----	----	----	----	----
Northern, N. H.	92	----	----	----	----	----
Old Colony and Fall R.	101	----	----	----	----	----
Ph., Wil. & Baltimore	55½	55½	55½	55½	56	----
Portl'd, Saco & Porta.	95½	95¼	----	----	----	----
Vermont & Canada	96	----	96½	96½	----	----
Vermont & Mass.	----	----	----	40	39½	----
Western	138½	----	138½	----	140	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	94	----	----	----
Metropolitan "	----	----	----	----	47	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26½	26½	25	26	26½	26
Franklin "	----	----	37	37	37½	35
Huron "	----	----	----	----	40	----
Isle Royale "	----	----	----	----	----	14
National "	----	----	----	----	----	----
Minnesota "	----	17	----	----	----	14
Pewabic "	----	35	35	34½	----	36½
Pittsburg "	----	----	----	----	----	----
Quincy "	53	52½	----	----	54	53½
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 23rd of January:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1832	66	"	66½
Virginia State 5s	48	"	52
Do. 6 per cent.	40	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., 2d mort., 1881	76	"	77
Pennsylvania, 1st mort., 1877	78	"	80
Do., 2d mort., 1882	73	"	75
Erie shares, $100 (all paid)	55¾	"	56½
Do., 7s, preference	—		—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	66	"	70
Do. do. $100 shares, all paid	75	"	75½
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '52. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	83	"	85
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	75	"	77

American Railroad Journal.

Saturday, February 17, 1866.

Stock Exchange and Money Market.

The market is evidently under the influence of considerable doubt. The Treasury Department is of necessity so large an operator, that its movements and its policy must have a powerful effect on all other dealers in money, and all who rely upon this in their business. Contracts are therefore entered into with considerable caution, a position the safest to be occupied by those who wish to get safely through their transactions. Our large National debt and our inflated paper currency have given an anomalous aspect to business generally. We are carrying all sail, and any accident would be disastrous. There are prudent navigators, however, who would if possible lessen the spread of canvass, while others seem willing to keep on at every hazard. Thus we find a curtailment of our paper currency, now selling at a large discount, seriously objected to, as disastrous "to all the debtor classes," and as paralyzing the operations of the "productive classes." We had supposed the debtor classes had been sufficiently favored during the last four years. Those who owed money in coin value, as all debtors did at the beginning of the war, had the rare opportunity of paying their debts at one time at an immense advantage, particularly when gold was 285 in currency, and currency was a legal tender at par, even at that enormous discount. Those persons, on the other hand, who have run into debt on paper valuations, have done so against the light of experience, the teachings of history, and the advice of the prudent, and are not entitled to special consideration, when sound principles of finance demand to be restored to their former place in our political economy. And as to our productive industry, it has had unexampled prosperity in the high prices which our debt and currency have created, and is known to have enjoyed profits hitherto unexampled in this or any other country. Scarcely a fabric of American origin has been manufactured or produced without enormous gains to the producers. Cottons, woollens, leather, metals, food and fuel are higher in the United States on the average than in any other part of the world. To advocate a continuance of a system which is to perpetuate high prices and profits, is a gross injustice to that larger and struggling class of people known as consumers, always a majority of any population, and the largest contributors to taxes, and the firmest support of a Nation. And though by the appreciation of the paper dollar, as is contended, the holders of the National securities will gain very largely, this expectation was one foundation of their investments, and they have a just claim to demand its realization. What they will eventually gain by the appreciation of their securities will be an actual addition to the wealth and capital of the country, and be felt in all its industrial and commercial pursuits. Besides, what kind of morality must that Nation or Government practise which avows its intention to deal perpetually in a depreciated currency, and seeks to keep its securities below par in gold, that its creditors may be cheated out of their money. For this is the plain English of any plan which looks to any other event than payment in full according to the "nomination of the bond." We therefore hope, the judgment of the American people will not suffer itself to be misled from the path of rectitude by any considerations such as we have alluded to. Our duty is plain and should not be evaded or ignored.

One of the financial projects of the day is an export duty on cotton, say 5 cents per lb. The constitutional prohibition of export duties has been often considered and discussed. It is the better opinion that it was intended to apply only to articles exported from one State to another. At all events the effect of an excise duty would be precisely the same.

As a general rule, it is considered injurious to the interests of a country to lay export duties on its own products, as tending to check demand, and of course production. But on the other hand, where any country has an exclusive article

to part with, an export duty may be safely laid upon it, as the charge falls on the foreign consumer. Thus it is that Russia derives a considerable duty on tallow, which it exports in large quantities, and for which the demand continues constant. So, too, of late years an export duty on rags has obtained in many countries of Europe. The total amount of cotton produced within the 36 years preceding 1860, is known to have been upwards of 76 millions of bales, the annual production being at one time, 1859–'60, as much as four millions six hundred and seventy-five thousand bales. It is very evident that a moderate excise or export duty on such production would be of immense relief to the finances of the country. That the production of cotton is to continue on a large scale no one can doubt. It is one of the most inviting of all our agricultural pursuits; and we believe we are to see the labor of our freedmen cheerfully applied in that direction. Northern capital is already turning its attention South; and of all the products of the earth, there is none more in demand, more useful, or convertible into money so readily, so conveniently or so pleasantly as cotton. It is one of those remarkable natural gifts to this country which gives it pre-eminence over all others, and is an element of strength that cannot be too highly appreciated.

The trade of this port the last week has been quite active. The imports and exports being nearly equal in amount, rose in the aggregate to twelve and a quarter millions. The gold customs alone exceeded the sum of three millions. It is understood that the disposition of dealers at present is not to give long credits, though these have been asked to a considerable extent. This action it is hoped will be persistent in. It is inexpedient to have large commercial debts at present pressing upon the business of the country. Individual freedom from responsibilities is just now an indispensable element of the public welfare. Short credits and prompt payments are the only safe forms of business at the present moment. Let these be adhered to, and the country will be able to pass successfully through inflation to a sound condition of currency.

Gold has again declined, and in the face of a large demand for customs. This special and local demand does not seem to affect its price to any great extent, which we attribute to the general confidence which is growing up as to the final and complete extrication of the country from its financial difficulties, in the belief that it is competent to meet all its engagements, and that its promises to pay will be fully and honorably discharged. This feeling induces a general disposition to wait with patience for the expected return to resumption; and the creditor who is not alarmed and willingly gives delay, may be said to be already almost paid. The certainty of a resumption of specie payments, though the exact hour when it is to occur is not known, has its effect on the price of gold. The fact is, that as this price declines, and paper appreciates, there will be less and less alarm about our large currency, and less trouble in managing it.

Government securities, under this aspect, naturally improve. The quotations in London for the 5-20s are very favorable; and here those for 1862, 1864 and 1865, are all within a fraction of each other. This has not happened before, and shows the general conclusions in favor of these securities, rather than a close discrimination as to their form and tenor.

Exchange continues dull, remaining considerably under par, although some small shipments of specie have been made within the previous week. There will always be shipments of specie to England, no matter what may be the rate of exchange, for reasons entirely independent of commercial considerations. There are always parties who desire their returns in hard cash, whether they made a profit on it or not; and they will have it sometimes even if it involves a loss. The mere shipment of specie just now as a commodity is unquestionably a losing operation, for exchange is the cheaper mode for the remitter at present rates.

Meanwhile money continues easy and plentiful with us, though dear in England. The rate is still low, and the supply greater than the demand. This would ordinarily give a strong impulse to enterprise; but just now impending doubts interpose their influence. High prices hold out their attraction to manufacturers; but there is no knowing when these may fall. At this moment it is really cheaper to import a large proportion of the fabrics in ordinary use, than to pay the current home prices. Everything is dearer, for example, in the City of New York than in the City of Paris. Our countrymen who have been living abroad in that city, and have returned to New York, express their astonishment at the prices which rule here, and wonder they are submitted to. They have not had the experience of paper money as we have, and its effects on men and things.

The more we reflect on the subject the more we are satisfied that the true interests and the real prosperity of this country are bound up in the re-establishment of a sound specie paying currency.

We notice a change in the street with regard to railroad securities. It is now admitted that the roads are doing better than was predicted a few weeks since, though the published returns of the earnings in this JOURNAL disproved the apprehension, or might have done so. A rise in the quotations in the early part of the week was quite significant. The returns of the associated banks of this city for the week ending the 10th, showed the following results: increase of loans, $98,499; increase of circulation, $746,235; decrease of specie, $807,668; decrease of deposits, $2,310,232; decrease of legal tenders, $360,236. The movements in cotton for the week havebeen large.

The New York exports, exclusive of specie, for the week ending February 13, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$4,808,182	$3,777,267
Prev. reported	20,317,172	23,322,613
Since January 1	$25,125,354	$27,099,880

The New York imports compare as follows:

	1865.	1866.
Dry goods	$757,549	$4,741,870
Gen. merchandise	1,829,420	1,833,066
Total for the week	$2,586,969	$6,574,936
Prev. reported	9,757,918	25,170,072
Since January 1	$12,344,887	$31,745,008

The balance in the Sub-Treasury on Wednesday was $98,882,959 21.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1879, 96; N. Y. State 7s, Bounty Loan, 99⅞; do., 6s, 1872, 93; Ohio 6s, 1886, 97; Tennessee 6s, 1868, 89; Brooklyn 6s, Water Loan, 92; New Jersey Central, 114; do., 1st mort., 100¼; Milwaukee and St. Paul 1st mort., 80; Chicago and Milwaukee 1st mort., 85; Indianapolis and Cincinnati R. R., 70; Norwich and Worcester, 98; Morris and Essex, 100; Stonington, 110; American Coal, 58; Wyoming Valley, 49; Butler Coal, 14½; Schuylkill Coal, 19; Maryland Anthracite Coal, 15; Mariposa pref., 17½; Pacific Mail scrip., 170; Western Union Tel., 57½; Union Navigation, 100¼; Ocean Bank, 92; 9th National Bank, 108; Metropolitan Bank, 122; Bank of North America, 110; Central Bank, 109; Phœnix Bank, 98; Bank of Republic, 108; Bank of Commerce, 105; 4th National Bank, 97¾; Am. Ex. Bank, 115; Shoe and Leather Bank, 102; Continental Bank, 97; Bank of New York, 112.

Philadelphia.—Phil., Wil. and Balt. R. R., 55¼; Vermont Central 2d mort., 25; 13th and 15th streets R. R., 31¼; Union Passenger R. R., 24; Union Canal, 2½; Huntingdon and Broad Top Mt., 19½; do., 1st mort., 80; Coal Ridge, 8; Green Mt. Coal, 4⅛; New Creek Coal, 1¼; Big Mt. 5⅜; Clinton Coal, 1⅞; Fulton Coal, 7; N. Y. and Middle Coal Fields, 6¾; Buck Mt. Coal, 48; Preston Coal, 20; Swatara Falls Coal, 2; Mahanoy Coal, 6; Lehigh Zinc, 31; Commercial Bank, 52½; Girard Bank, 52; Philadelphia Bank, 142½; National Bank, 94; Mechanics Bank, 28⅝; Kensington Bank, 100; Penn Township Bank, 53; Corn Exchange Bank, 62; Farmers and Mechanics Bank, 122; Corn Planter Oil, ⅞; Curtin, 1; Dalzell, 1¾; Feeder Dam, ⅞; Junction, 1; Maple Shade, 4½; McElrath, 1⅛; McClintock, 1½; Mineral, ¼; Ocean, 15⅝; Oak Shade, 2⅝; Spencer, 2; St. Nicholas, ⅜; Wm. Penn., 1. The latest quotations are: City 6s, 87@87¼; do., new, 91½@91¾; State 5s, 86⅛@86¼; do., coupon, 86@86½; do., 6s, W. L., 98⅜@98½; Phila., Wil. and Balt., 55¾; Reading, 50⅛@50¼; do., 6s, 1870, 92@93⅛; do., bonds, 86½@88; do., con., 100@107; Camden and Amboy, 118¼@118½; Penn. R. R., 55¾@55⅞; do., 1st mort., 95@96; do., 2d mort., 92@92½; Little Schuylkill R. R., 31½@32; Morris Canal, 76@79; do., pref., 114@115½; do., bonds, 90@95; Wyoming Valley Canal, 57⅛@60; do., 6s, 82@82¼; Susquehanna Canal, 11⅞@12½; do., 6s, 53@54; Sch. Nav., 23@23½; do., pref., 29½@29¾; do., 6s, 1882, 75@76; Union Canal bonds, 26@26½; Delaware Div. Canal 32½@34; do., bonds, 80@84; Elmira and Williamsport, 26@30; do., pref., 39¾@40; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 52@52½; do., bonds, 1870, 87@87¼; North Pennsylvania, 35¾@36½; do., 6s, 83@84; Philadelphia and Erie, 29⅜@29⅝; do., 6s, 87@88; Minehill, 54½@54⅝; Catawissa, 25½@25¾; do., pref., 37⅞@38; Lehigh Valley, 60⅝@61; do., bonds, 89½@90; Fifth and Sixth streets, (horse,) 40@41; Second and Third, 74@75; West Philadelphia, 65@68; Spruce and Pine, 34@35; Green and Coates, 32@33½; Chestnut and Walnut, 51@51½; Thirteenth and Fifteenth, 31@31⅛; Girard College, 26@27; Tenth and Eleventh, 50@52½; Norristown, 54@54¼; Union, 23@28; Hestonville, 34¼@34⅜.

Boston.—Rutland and Burlington 1st mort., 74; Vermont and Massachusetts 6s, 99¼; Vermont Central 1st mort., 81½; do., 2d mort., 23; N. Y. and Boston Air Line 6s, 30; Mad River and Lake Erie 6s, 1900, 65; Michigan Central 8s, 1882, 110; Ogdensburg and Lake Champlain R. R., 38; Nashua and Lowell R. R., 116½; Conn. and Pass. Riv. pref., 75¼; Maine State 6s, 1883, 95¼; Massachusetts 5s, 1893, gold, 93½; Rhode Island 6s, 1882, 92¾; Boston 6s, 1863, gold, 119; do., 5s, 1871@1883, gold, 94½@95; do., 6s, currency, 100; Hartford 6s, 1876, 92½; St. Louis 6s, 1876, 84¼; Cambridge 6s, 1884, specie 93¼; Boston Water Power Co., 24; Waverly Co., 4; Essex Co., 94; Boston and Roxbury Mill, 45¼; Union S. S. Co., 93¾; Mammoth Vein Coal, 5⅛; Roaring Brook Coal, 48½; Mt. Pleasant Coal, 27¾; Tyson Iron, 3; Adams Express, Co., 350; Shawmut Bank, 105; Eagle Bank, 111; Mt. Vernon Bank, 100½; Bank of North America, 101½; Webster Bank, 105; 2d National Bank, 142¼@147½; Traders Bank, 98; Blackstone Bank, 119; Atlas Bank, 106¾; Revere Bank, 127½; Shoe and Leather Dealers Bank, 131½; Bay State Mining Co., 9⅛; Hancock, 15⅞; Humbolt, 4½; Native, 50c.; Petherick, 4⅛; Phœnix, 9½; Superior, 2⅛; South Side, 1¼.

Baltimore.—N. W. Va. 3d mort., 97; Marietta and Cincinnati bonds, 82¼; Bare Hill Mining Co., 1.15; Balt. and North Carolina, 0.35; Atlantic Coal, 1.00; Baltimore Chrome, 0.48; Penn. Oil, 0.60; Union Bank, 74; Bank of Baltimore, 106½; Bank of Commerce, 27; Mechanics Bank, 22½. The latest quotations are: Balt. and Ohio, 112@112⅝; do., 6s, 1867, 97½@97½; do., 1875, 96¾@97½; do., 1880, 95@97½; do., 1885, 97¼@97½; Northern Central, 43½@44½; do., bonds, 1885, 84@85; N. W. Va. 1st mort., 1873, 97@97¼; do., 2d mort., 95@98; do., 3d mort., 98@98; Marietta and Cincinnati 7s, 1891, 82¼@82¼; Central Ohio 1st mort., 80@84½; Western Md. bonds, 77@79; do., guar., 97¾@98; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97@97½; do., 1873, 97@98; do., 1875, 100¾@101½; do., 1886, 99¼@100; do., 1890, 100¾@101¼; do., coupon, 100@100⅜; do., Park, 101@101½; do., 1892, 96@96⅛; do., 5s, 1838–'70, 81@83; City Passenger R. R., 17¾@18¼; Canton Co. 43¼@44; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.75; Maryland, 0.30@0.35; North State, 0.31@0.40; Springfield, 0.55@0.70; George's Creek, 109@115; Santa Clara, 8½@10; Balt. Chrome, 0.45@0.50; Bare Hill, 1.05@1.15; Atlantic Coal, 0.98@1.10; Mineral Hill, 0.50@0.75; Baltimore Coal, 150@200.

Western Union Telegraph.

The directors of this company at a recent meeting rescinded the action of a former meeting of the board authorizing the issue of $3,000,000 of guarantied stock, and substituted therefor seven per cent. bonds, to mature in ten years for the same amount, to retire bonds falling due, such bonds convertible at any time in the first nine years into the common stock of the company at the option of the holder.

Two millions of these bonds are at once to be offered; the stock and bondholders to have the preference in purchasing. As an evidence of the confidence of the Directors, though there was a bare quorum present, over half a million of the new bonds was taken in the meeting.

New Baggage Checks.

We have had our attention directed to the invention of Mr. G. C. Thomas of this city, in the form of a new baggage check, which must supersede all the other kinds hitherto in use. It is in the form of a disk of brass, with an opening at the bottom, through which is read the place of destination, and engraved on an interior disk and which is fastened permanently there by the passage of the leather strap through another opening above the lower one. When thus adjusted the check is immoveable, and distinctly shows the place of destination. It is so constructed that the name of the place is presented at the pleasure of the baggage agent through the lower opening, and is secured there as long as the strap remains in the check. It will be seen at a glance that one check on this principle will answer for many stations, just as many as are marked on the inner revolving plate, so that a large saving is effected by its use, and the traveler has at the same time the direction of his route, and destination in his pocket. In addition, the check bears on its face the names of the lines of road over which he is traveling. The simplicity of this invention is only equalled by its usefulness. It entirely changes the present system, doing away with the large expense of those now in use, as well as the confusion, and giving to the transmission of luggage a certainty and security hitherto unknown. Mr. Thomas is the Editor of *Appleton's Railway and Steam Navigation Guide*, and has made a worthy change of his labors in that direction by insuring to our millions of travelers a check on the delivery of their luggage, which relieves them from every fear of loss. This reversible check is indeed a boon to all railways and all railway travellers.

Chicago and Great Eastern Railway.

Subscriptions will be received at the office of this company, No. 37 William street, for $1,350,000 of their 1st mortgage sinking fund convertible seven per cent bonds, due April 1, 1895, interest payable April 1 and October 1, of each year—being the entire balance of the $5,000,000 authorized. These bonds are secured by a mortgage on 224 miles of finished road, extending from Chicago, Ills., to Richmond, Ind., and all its present and future acquired property. A copy of the mortgage may be seen at the office of the company. The proceeds of these bonds will be applied the extinguishment of the floating debt, and the purchase of additional equipment. The earnings of this road for a series of years may be found on page 161 of this week's issue.

☞ A correspondent of the Philadelphia *Ledger*, writing from Middletown, Bucks Co., Pa., says: "It is perhaps not generally known to many of your readers, that it is contemplated to construct a railroad from the northern part of Philadelphia to Attleboro', in Bucks Co., a distance of about 19 miles. A charter has been obtained and a company organized, who have made surveys of three routes through that beautiful, productive, and thickly settled agricultural district, commencing near the Episcopal Hospital, passing a little west of Frankford, east of the Fox Chase, west of Bustleton and Somerton, and east of Easterville, to the north side of Attleboro', with the prospect of a railroad being extended thence to the Delaware River."

Chicago and North Western Railway.

The gross earnings of the Chicago and Northwestern Railway Company for seven months of the present fiscal year ending December 31st, 1865 were $5,400,045 22; operating expenses and all other expenses, except taxes, for the same period $2,818,795 34, or 52.19 of earnings. The increase of earnings for same period, over the preceding year was $1,155,741 29.

☞ *The Chicago and Northwestern Railway Company* will receive offers until March 1st, for $350,000 of their 7 per cent Consolidated Sinking Fund Convertible Mortgage Bonds, having 50 years to run, interest payable quarterly in New York. These bonds are secured by a mortgage upon all the company's lines of road and equipment in the States of Illinois and Wisconsin, about 650 miles in length, 100 miles of which are subject to no other mortgage. For further particulars see their Advertisement in another column.

☞ The time for receiving proposals for the grading, etc., of 190 miles of the *American Central Railway*, as will be seen by the advertisement in another column, has been extended to the 5th March prox.

☞ The Directors of the New York Central Railroad have resolved that the Sleeping Car Company shall hereafter pay forty per cent. of their gross receipts to the railroad for the transportation and privileges which heretofore they have enjoyed free of cost.

☞ The Secretary of the Treasury has ordered that on and after March 1st, 1866, all Southern manufactures in possession of the manufacturer shall be held subject to the present rates of duty. No exception is to be made in any case on account of the date of manufacture.

☞ It is said that under the provisions of the act authorizing the Allegheny Valley Railroad Company to borrow money, etc., which recently passed the Pennsylvania Legislature, the Atlantic and Great Western Railway Co., Sir Morton Peto, Mr. McHenry and others, have, or can, accomplish all they desire.

☞ The completion of the Memphis and Charleston Railroad to Memphis, and the New Orleans and Jackson Railroad between Grand Junction and New Orleans, opens to travelers and shippers an all rail route from the Northern cities to Memphis, Vicksburg, Mobile and New Orleans.

☞ A bill to allow passenger railroad cars to run on all days of the week, was recently introduced into the Pennsylvania State Senate, and referred by the Speaker to the Committee on Vice and Immorality, because the bill had reference to the morality of the community.

☞ A bill is before the Legislature of Pennsylvania incorporating the Northern Coal and Railway Company. This company is to build a railroad from their lands in Luzerne county to the Delaware river, through or near the Water Gap or any point above.

☞ The Houston, Texas, *Telegraph*, says that the railroad is completed and running between Lavacca and Victoria.

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of Jan., 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	5,670.93 for	$63,540 77
Acres Int. Fund Lands sold	40.00 for	501 60
Acres Free Lands sold	526.28 for	6,473 12
Total sales during month of Jan., 1866	6,237.21 for	$70,515 49
To which add Town Lot Sales		580 00
Total of all		$71,095 49
Cash collected in January		$113,561 47

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$192,116 10
do.	Freight	370,354 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	10,000 00
Total Receipts in month of Jan., 1866		$582,828 43
Total Receipts in month of Jan., 1865		546,051 29
Increase		$36,777 14

The earnings of the Erie Railway for the month of January, 1866, including Buffalo Division, were $1,187,187 72
Corresponding month last year 1,070,890 90

Increase $116,296 82

The earnings of the Ogdensburg and Lake Champlain Railroad for December, 1864 and 1865, was as follows:

	1864.	1865.
Earnings	$47,577 06	$73,891 43
Expenses	54,382 79	50,032 74
Net	$.....	$23,858 69
Loss	6,805 73	.....

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Jan., 1866, were $314,598 00
Corresponding month of previous year 363,996 00

Decrease $48,398 00

The earnings of the Rome, Watertown and Ogdensburg railroad for Jan., 1866, were $70,701 64
Corresponding month of 1864 ..... 51,491 54

Increase $19,210 10

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of Jan., compared with the same period last year, have been as follows:

	1865.	1866.
From freight	$427,067 40	$352,920 93
" passengers	236.772 07	176,397 50
" express matter	9,346 87	9,928 12
" mails	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	2,049 52	1,333 60
Total	$690,144 19	$555,488 48

The earnings of the Toledo, Wabash and Western Railroad for the month of January, 1866, were $226,059 00
Same month in 1865 ..... 144,084 00

Increase $81,975 00

The earnings of the Chicago and Alton Railroad for Jan., 1866, were $210,171 00
January 1865 ..... 261,903 00

Decrease $50,732 00

The earnings of the Milwaukee and Prairie du Chien Railway for the month of Jan., 1866, were $121,776 00
Corresponding month of previous year 98,183 00

Increase $23,593 00

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway for the week ending Feb. 9, 1866, was as follows:

Passengers	$23,381 46
Freight and live stock	35,243 13
Mails and sundries	2,606 03
Total	$61,230 62
Corresponding week of 1865	46,777 72
Increase	$15,452 89

The earnings of the Chicago and Northwestern Railway for the first week in Febuary, 1866, were $109,927 67
Corresponding week of previous year. 112,934 73

Decrease 3.38 per cent $3.007 06

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1866, were $66,397 00
Corresponding week of previous year .. 68,131 00

Decrease $1,734 00

The earnings of the Chicago and Alton Railroad for the 1st week in Feb., 1866 ..... $53,638 00
Corresponding week of previous year .. 59,312 00

Decrease $5,674 00

Journal of Railroad Law.

The case of Thomas Gillett *vs.* Western Railroad corporation, lately decided in Massachusetts, decides that a railroad company which so constructs its track at the crossing of a highway as to render the highway dangerous or inconvenient to travelers thereon, is liable for an injury sustained by a traveler upon the highway, in consequence of the defect, although he might also have a remedy against the town which was bound to keep the highway in repair. It also decides that in an action to recover for injuries to a horse, sustained in consequence of a defect in a highway, the plaintiff is entitled to recover the diminution, occasioned by the injury, in the market value of the horse at the commencement of the action, and, in addition such sums as the plaintiff has paid out in reasonable attempts to cure him, and a reasonable compensation for his own services in attempting to cure him, and a reasonable sum as compensation for the loss of the use of the horse while under such treatment; provided that the whole damages allowed do not exceed the value of the horse.

The declaration alleged that there is in Springfield a public highway called Main street, which is owned by the railroad of the defendants, and the defendants have so constructed and maintained their railroad, at the crossing, as to obstruct the highway and render it unsafe and inconvenient for travelers, whereby the plaintiff travelling on the highway and across the railroad, with his horse and wagon, and using due care, sustained an injury to his horse, &c., and was put to trouble and expense.

The case was tried in the Superior Court, before Morton, J., and it appeared in evidence that, at the crossing in question, the defendants, for the purpose of facilitating travel across their tracks, had caused the whole space between the rails to be planked, except about two inches in width next to the inside of the rails, which was left open to accommodate the flanges of the wheels of the cars and engines running thereon; that the edges of the planks next to the rail were plated with a strip of iron; and there was evidence tending to prove that the horse of the plaintiff, while the plaintiff was driving across the tracks with ordinary care, was injured by catching its shoes in the space between a plank and rail, and in attempting to move forward, its feet were firmly held between the rail and the iron plate upon the plank. The defendants objected that the action could not be maintained against them, but should have been brought, for the alleged injury, against the City of Springfield, but the judge overruled the objection.

Upon the question of damages, the judge instructed the jury that the plaintiff was entitled to recover the diminution of the market value of the horse occasioned by the injury, and in addition, such sums of money as the plaintiff had paid out in reasonable attempts to cure, with reasonable compensation for their own services in attempting to cure it, with a reasonable sum as compensation for the loss of their horses while under such treatment.

The jury returned a verdict for the plaintiff, finding specially the amounts which they allowed for the care and expenses of trying to cure the horse.

The defendants alluged exceptions.

Bigelow, C. J. The defendants were clearly liable for damages to the plaintiff, if they caused an unlawful obstruction to public travel in the highway, whereby injury was occasioned to the plaintiff's property. This liability exists notwithstanding a party may also have a remedy against the town or city where such obstruction is permitted. Snow *vs.* Housatonic Railroad, ante., 434. By returning a verdict for the plaintiffs, under the allegations in the declarations, the jury must have found that the acts of the defendants rendered the highway unsafe and inconvenient to travelers. No question appears to have been raised at the trial as to the right of the defendants to construct their tracks across the highway. If they had this right, then it was their duty to construct them in such a manner as to be reasonably safe and convenient, in order to adapt them to the public travel passing on the highway, as well as to fit them for their own convenient use. Beyond this, no duty was imposed on them by law. They could only be required to exercise their legal right to construct their railroad across the highway in such a manner as to create no unnecessary obstacle or hindrance to public travel. By a compliance with this requirement, no unlawful or unauthorized obstruction would be occasioned in the highway. The way might be less safe and convenient for the travelers than it would have been if the railroad had not been constructed over it, but it would not be unsafe and inconvenient in a legal sense. Jones *vs.* Waltham, 4 Cush. 299 Davis *vs.* Leominster 1 Allen, 182. It does not appear that these familiar principles were overlooked or disregarded at the trial. There is nothing in the exceptions to show that full and appropriate instructions were not given as to the rights and duties of the defendants in constructing their railroad across the highway at the place where the

alleged accident happened. In the absence of any statement of the instructions, it is our duty to presume that the jury were properly advised on this part of the case. Commonwealth *vs.* Kneeland, 20 Pick. 206, 223. Same *vs.* Byce, 8 Gray, 461.

It does not appear that the rule of damages was incorrectly laid down at the trial. As we understand the instructions, the jury was told that the plaintiff was entitled to recover a sum equal to the diminution of the market value of the horse, caused by the injuries, to be ascertained, not by its condition immediately after the occurrence of the accident, but by that in which it was shown to be at or about the time of the trial, and after it had been partially restored to health and soundness by restorative means which the plaintiff had reasonably used in the relief and cure of the injuries which it had received. Thus construed, the instructions were clearly right. The plaintiff was entitled to recover his reasonable expenses incurred in curing the horse because thereby he had diminished the extent of the injuries, and the amount of damages which the defendants would otherwise have been liable to pay.

It does not appear that the expenses of curing the animal was unreasonable, or that it exceeded in amount the benefit which was thereby done in diminishing the injurious effects caused by the negligence of the defendants.

Exceptions overruled.

Eastern Lumber Trade.

The stock of lumber now on hand in Albany is estimated at 25,000,000 feet, which is less than the usual amount wintered there. It is pretty well sorted, though consisting mostly of thirteen feet lumber.

The quantity of sawed lumber received in 1865 in Albany by canal was 258,997,965 feet, and the value of the lumber and shingles exceeds $8,000,000.

The following table shows the receipts by the canals at tide water during the years named:

	Boards and Scantling, feet.	Shingles, M.	Timber, Cubic feet.	Staves Pounds.
1860	377,688,600	63,400	1,299,800	292,910,000
1861	301,607,000	45,200	1,190,000	264,288,000
1862	412,105,800	49,800	2,506,800	357,030,000
1863	466,304,600	86,100	6,560,600	282,478,000
1864	495,287,400	80,832	4,121,000	286,250,000
1865	492,535,065	34,094	3,722,549	223,273,929

The value in 1865 was: Boards and scantling, $14,776,042; shingles, $170,470; timber, $1,302,892; staves, $1,562,917.

Exports of Petroleum.

The following table is furnished by the *U. S. R. R. & Mining Register*, giving the comparative exports of Petroleum to foreign countries in 1864 and 1865:

	Gals.—1864.	Gals.—1865.
Philadelphia	7,760,148	12,714,585
New York	21,332,974	14,393,586
Boston	1,096,307	1,438,978
Baltimore	929,971	973,117
Other places	142,261	100,000
Total	31,261,661	29,720,266

It will be seen that Philadelphia increased in the quantity of her export in 1865 over 1864, 4,954,437 gallons; Boston increased, 342,671; Baltimore increased, 43,960 gallons; New York decreased, 6,939,388 gallons.

American Central Railway.

Our readers are already aware that President Thompson, of the American Central Railway, has succeeded in the purposes of his mission to Europe, by securing iron and money for the completion of the road from the Mississippi river to the Indiana State line. He has entered into contract with the well-known firm of Bellot Des Minieres Brothers & Co., of Paris, whereby iron and money are by them furnished to the road in amount nearly sufficient to complete the grade, laying the ties and iron, bridge the road, and furnishing the rolling stock through the whole State. Active operations are to commence in March. These facts are placed beyond doubt by letters from President Thompson, now in the hands of Col. W. B. Sweet, Secretary of the road.

Early last spring Hon. John S. Thompson, on behalf of himself, James S. Thompson, Wells Willits, and L. W. Thompson, of Mercer county; Wm. B. Turner, of Warsaw; Oloff Johnson and W. B. Sweet, of Galva, and Wm. F. Thomas of Wyoming, proceeded to New York and caused a legal sale of the road to be made upon the first mortgage bonds, executed upon the road by the old Company to satisfy bonds owned by some of those gentlemen; and in May last the legal title to the road passed to the company since organized, and of which Judge Thompson was duly elected President, and Col. W. B. Sweet, Secretary. The sale relieved the new company from the embarrassments and obligations of the old, and gave them nearly a hundred miles of graded road bed and right of way through the State.

The new company in July last issued $3,242,000 of first mortgage bonds upon its road, and sent President Thompson, with George M. Braggiotti, of New York, one of the Directors, with $1,225,000 bonds, to Europe, to buy iron and raise money.

The American Central Railway is destined to become an important link in the most important railroad thoroughfares on this continent.—*Galva Union.*

Northwestern Virginia Railroad Coupons.

The case of the Baltimore and Ohio Railroad Co., *vs.* D. J. & M. J. Foley, recently tried in the Superior Court, Baltimore, was an action to recover for freight and tolls due by the defendants. The plaintiff submitted two prayers for the Court to instruct the jury that by the true construction of the contract, entered into between the Baltimore and Ohio Railroad Co., and the Northwestern Virginia Railroad Co., the gross revenue of the latter company from the 1st of January, 1857, to January, 1862, was to be applied, after the payment of taxes and office expenses, as provided for in the second clause of the agreement, to the payment *pari passee*, and without preference or priority, of the interest mentioned in the first and second items, and that if on the 1st of July, 1861, the Baltimore and Ohio Railroad had paid more on these several accounts than the gross revenue aforesaid had produced, they had the right to deduct such excess from the gross revenue of 1861, when any balance that remained would be applicable to the payment *pro rata* of the interest mentioned in the first and second items aforesaid. Also, that on the 20th June, 1861, the gross receipts of the Northwestern Virginia Railroad was $1,049,333 28, and that the Baltimore and Ohio Railroad Co. had paid interest on the mortgage debt mentioned in the agreement to the amount of $970,507 50, and that the interest due to the Baltimore and Ohio Railroad Co. on its own claims against the Northwestern Virginia Railroad Co., also mentioned in the second item of clause second of said agreement, amounted to $394,993 18, and that it had paid taxes amounting to $2,357 58, and office expenses of $5,990 90, by which there was left a balance of $324,524 88, and that the gross receipts from the Northwestern Virginia Railroad for the year 1861 was $358,613 90, then the Baltimore and Ohio Railroad Co. are entitled to deduct from the revenue of 1861 aforesaid the said balance of $324,524 58.

The defendants submitted contra prayers, which, after the Court had rejected those of the plaintiff, were by them withdrawn. The jury, under the instructions of the Court, rendered a verdict in favor of defendants, thus establishing a greater value on the interest coupons attached to the bonds of the Northwestern Virginia Railroad Co., to the payment of which the revenue of the latter company, which is worked by the Baltimore and Ohio Railroad Co., is by the agreement to be applied, and showing that they should be received in payment of freight and tolls due the latter company.

Railroad Land Grants.

The bill introduced into the United State Senate by Mr. Conness, granting land for the construction of a railroad from San Francisco Bay to Humbolt Bay, in the State of California, was referred to the Committee on Public Lands.

The House passed the Senate bill providing that in case the Burlington and Missouri River Railroad Company shall complete the section of twenty miles by the 1st of December, 1866, it shall be entitled to the proportion of land provided by law.

Australia R. R. and Telegraph Lines.

In Australia the total length of the railroads measure 478 miles, viz.: In New South Wales 139 miles; in Victoria 256 miles; in South Australia, 58 miles, and in the new province, Queensland, 25 miles. Besides these, New South Wales has 158 miles, and Queensland 40 miles, in course of construction. Sydney and Melbourne have street and neighborhood railroads on the American principle. Of telegraph lines there are about 10,000 miles, including those projected, and in a short time the Australian system will be connected with the Asiatic lines, and by way of the Indian and Russian lines westward, and the Amoor and American lines eastward.

☞ Work on the Memphis and Ohio Railroad is being rapidly pushed forward to completion. The bridge over the Hatchie, five miles beyond Brownsville, will soon be finished, when the cars will run through to Humboldt, connecting with the Mobile and Ohio Railroad to Columbus, Kentucky.

Cherrystone and Delaware Railroad.

A bill to charter this railroad has been introduced into the Delaware House of Delegates. The road will commence at Cherrystone, on the Chesapeake, nearly opposite Norfolk, and extend to Georgetown, Del., where it will connect with the Junction and Breakwater Railroad. It will form part of a continuous line to New York across the States of Maryland, Delaware and New Jersey.

Gettysburg Railroad.

At the annual meeting of the stockholders of this company, held on the 8th ult., the following gentlemen were elected directors for the ensuing year: W. G. Case, President; David Wills, Robert McCurdy, C. S. Maltby, F. W. Northrop, Howard S. Case, Robert Crane, John B. Bachman, William McConkey, Henry Kauffelt, Philip Small, Peter Deihl, Wm. Bittinger.

☞ The branch of the Cleveland and Toledo Railroad from Elyria to Oberlin, will be completed by the 1st of June next.

☞ The par value of the Chesapeake and Ohio Canal shares has been reduced from $200 to $50.

Imperial Mexican Railway.

The directors of this company report that "most satisfactory progress has been made in completing the working plans and sections and laying out the line, and also by the contractors in its construction. Colonel Talcott has just returned from a general inspection of the entire line, and reports that nearly all the plans were in the hands of the contractors. Between the Barranca de Metlac and Orijava, a distance of ten and a quarter miles, the earthworks were completed, with the exception of a heavy rock cutting adjoining the Barranca, which is in active progress. From Orijava to the head of the Encinal Valley, and thence to the end of the Maltrata Valley, a length of thirteen miles, the line is laid out, with the exception of sections of 19 and 20. The works on this portion of the line were commenced on the 1st of November, and a large force of men is now employed on the earthworks and masonry. On the Maltrata division, which embraces the great Orijava incline, twenty-three miles in length, sections 1 and 2, and others, are under construction. From Boca del Monte to the city of Mexico, a distance of 155 miles, the setting out of the main line is completed. The contractors are at work on the eight miles from Santa Isabel, in the direction of Puebla. From Santa Isabel northwards to Molina and San Diego the line is set out. The total quantity of rails shipped to this date is 8,065 tons, and the quantity manufactured 9,224 tons, with the corresponding amount of fastenings. Contracts have been entered into for the supply of locomotives and rolling stock, which will all be of the best construction, embracing every improvement which the experience of English, Indian, and European railways justifies. All the iron roofing and other materials, tools, and machinery for the stations, workshops, etc., are in course of construction. The line from Mexico to Puebla Junction will be completed and ready for traffic by the end of May, and to the city of Puebla by August. The entire line from Vera Cruz to Mexico and Puebla will be completed in the time named in the contract."

Interest and Dividends.

The Naugatuck railroad company have declared a semi-annual dividend of seven per cent., payable free of United States tax, Feb. 15th.

The Wyoming Valley Railroad and Coal Company a dividend of five per cent., payable Feb. 15th.

The Oswego and Syracuse railroad company, a semi-annual dividend of four per cent. payable, free of United States tax on the 20th inst.

The Morris and Essex Railroad Company a semi-annual dividend of 3½ per cent., payable Feb. 15th.

The Delaware Division Canal Company, a dividend of 3 per cent. free of tax, Feb. 15.

The Morris Canal and Banking Company of Jersey City a semi-annual dividend of 5 per cent. on the preferred stock and 6 per cent. on the consolidated stock free of Government tax.

Russian Railways.

The Emperor of Russia has confirmed a concession to Sir Morton Peto, on behalf of Messrs. Peto, Petts and Waring Brothers, of a railway, in prolongation of the one from Riga to Dunnabourg and Witebsk, and from the latter place to Orel, a distance of five hundred miles.

☞ The Brodhead *Independent* says there is every prospect of an early resumption of work on the Sugar River Railroad.

Jamestown and Franklin Railroad.

The work on the Jamestown and Franklin Railroad is progressing as fast as the weather will permit, and it is confidently expected that the cars will be running to Franklin next summer.

☞ Further facilities for the movements of travelers in Central Italy have been afforded by the opening to the public of the railway from Rome to Foligno, and from thence to Fabriano and Ancona the line will soon be ready also, giving Rome uninterrupted steam communication with all Europe, minus the Alpine Gap on the Mont Cenis.

☞ The receipts of the East Boston Ferry Co., for the year ending December 31, 1865, were $120,843 81. The expenditures amounted to $117,877 82. Gain over expenses, $2,965 49; liabilities of the company, $82,916 77; assets, $19,323 41.

☞ Richard Ivers, Esq., of San Francisco has in connection with G. D. Nagle, taken the contract to build the Stockton and Copperopolis Railroad. The contract price is $1,250,000. The road will be completd within three years; the cars will probably be running on a portion of the track by next September.

☞ The Legislature of Tennessee has recently passed a bill loaning the Memphis and Ohio Railroad Company $400,000, to enable it to rebuild the bridge at the Cumberland and Tennessee Rivers, and put the road in thorough repair to Paris.

☞ The gauge of the Piedmont Railroad is to be altered to five feet, so as to correspond with that of the Richmond and Danville Railroad.

☞ The Saratoga, Whitehall and Troy Railroad earned in 1865 $1,194,147, as against $1,010,082 in 1864.

☞ The total indebtedness of the State of New Hampshire is $4,258,470.

☞ The Delaware railroad has been completed to Princess Anne, Somerset Co., Maryland.

COLUMBIA COUNTY
Iron Mining Company,
OFFICE, 77 Cedar St., N. Y.

This Company, having completed a Railroad, connecting their Mines with the Harlem Railroad at Boston Corners, are now prepared to deliver Hematite Ore of the same character and quality as the well-known Salisbury Ore, at short notice, and in large or small quantities, at the lowest market price, either at their Mines at Hudson, or at Port Morris. An examination of their Ore, and their facilities for cheaply delivering the same, is respectfully solicited. All orders will receive prompt attention.

BIRDSALL CORNELL, President.
EDWARD D. WEBB, Sec. and Treas.

NOTICE TO CONTRACTORS.

RAILWAY CONTRACTORS are invited to submit to GEORGE M. BRAGGIOTTI, 117 Pearl Street, New York, Agents for Messrs. BELLOT DES MINIERES BROTHERS & Co., of Bordeaux, France, between now and the 5th of March next, proposals for the completion of the grading, bridging, &c., of the **AMERICAN CENTRAL RAILWAY OF ILLINOIS**, about 190 miles in length, from the City of New Boston, on the Mississippi River, to the Eastern Illinois State Line in the direction of Fort Wayne, Indiana. Contracts will be granted in Sections, and proposals must be accompanied with first class references as to competency, otherwise they will not be considered. For further particulars apply to the Chief Engineer of the Road, at his office in Galva, Henry County, Illinois, where profiles and specifications can also be inspected. 7t3

THE
Chicago and Great Eastern
RAILWAY COMPANY.
OFFER FOR SALE
$1,350,000

of their First Mortgage Sinking Fund Convertible Bonds, due April 1, 1895, bearing seven per cent. interest, payable in the city of New York on the first days of April and October in each year; being the *entire balance* of the Bonds which the Company is authorized to sell under the provisions of a mortgage to George N. Titus and James D. Fish, trustees, for $5,600,000, covering the whole line of the Company's road from Chicago, Illinois, to Richmond Indiana, 224 miles, with the franchises, equipment and appurtenances, and all other present and future acquired property.

The proceeds of these bonds now offered will extinguish the whole existing floating debt of the Company, and provide for the purchase of a large amount of additional rolling stock.

For copy of mortgage and further particulars apply at the office of the Company, No. 37 William street, New York, where subscriptions for the bonds will be received.

New York, February 13, 1866. 4t7

OFFICE OE THE
Chicago and Northwestern
RAILWAY COMPANY,
No. 8 Wall Street.

OFFERS WILL BE RECEIVED UNTIL THE FIRST day of March proximo, for **$350,000** of the CONSOLIDATED SINKING FUND CONVERTIBLE MORTGAGE BONDS of this Company. These bonds are a portion of **$2,000,000**, issued for the purpose of providing additional rolling stock required to accommodate the growing business of the Company, and for the equipment of the additional road now in course of construction to Omaha on the Missouri, and the mortgage provides for the further issue of **$500,000** more of said bonds (**$2,500,000** in all) hereafter, for the same purpose, if such issue shall be found necessary.

The bonds bear date January 16, 1865, carrying seven per cent. interest payable quarterly in New York, have fifty years to run, and are secured by a deed of trust to Samuel J. Tilden, esq., upon all the Company's lines of road and equipment in the States of Illinois and Wisconsin amounting to about 650 miles of road, more than 100 miles of which are subject to no other mortgage. This mortgage, together with all other liens, amount in the aggregate to only $20,000 per mile upon said roads.

Provision is also made in the mortgage for the absorption, at the discretion of the Board of Directors, of all prior liens into this class of bonds, in the expectation that eventually all the other bonds of the Company will be exchanged for these, leaving this class of bonds the only mortgage lien upon the Company's entire lines of road.

These Bonds are convertible into the Preferred stock of the Company, at the option of the holder, any time prior to January 1, 1870. For further particulars, inquire at the Company's Office.

By order of the Board of Directors.
H. H. BOODY, Agent.
New York, February 14, 1866. 2t7

RARITAN AND DELAWARE BAY R. R.

ON and after Monday 12th February, 1866, the Express Train for Camden will be discontinued.

The Steamer will leave Pier No. 3, North River daily (Sundays excepted), at 4.00 o'clock P. M., connecting with train for Manchester, Toms River, Long Branch, &c.

FREIGHT for CAMDEN and intermediate stations, will be taken at LOW RATES on the 4.00 o'clock line, reach-Camden the next morning.

J. N. POTTER, President.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.
July 19th, 1865.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 24, 1866.

East Pennsylvania Railroad.

We invite attention to a Notice published in our advertising columns (page 198,) of a sale to take place at the Exchange Sales Room, No. 111 Broadway, this city, on the 28th inst., of 290 shares of the capital stock of this company, or so much thereof as may be necessary to pay the indebtedness for which the said stock was hypothecated.

Pennsylvania Railroad.

We have the report of this company for the year ending December 31, 1865, presented at the annual meeting of the stockholders held in Philadelphia on the 20th inst. We shall publish it entire in our next, but have only room for the following brief abstract in our present issue:

The earnings of the Main Line and branches worked by it, except the Philadelphia and Erie Railroad, were $17,459,169 49; and the expenses, (including $2,388,128 50 for additional second track, equipment, etc.,) $13,270,058 54—leaving a balance of $4,189,110 95.

The earnings of the canals were $181,015 38; and the cost of maintaining, enlarging and operating, $279,843 51—showing a loss of $98,828 13.

The earnings of the Philadelphia and Erie Railroad were $2,074,140 79; and the expenses, (including $598,708, due on lease to meet interest on bonds, taxes, etc.,) $2,344,760 28—showing a loss of $270,619 49.

The whole revenue of the Pennsylvania Railroad Company from its several lines, as above, was $19,714,325 66; and the exponses, $15,894,671 33—leaving, after the payment of two semi-annual dividends of 5 per cent. each, the balance of interest and coupon accounts, the lease of Harrisburg and Lancaster Railroad, taxes on dividends and coupons, ($515,433 01,) and the annual sum due to the State ($460,000,) for the purchase of the main line, amounting in the aggregate to $3,597,496 98, a surplus of $222,157 35. The estimated specie value of the company's property is $55,000,000; its liabilities are stated at $40,000,000—an excess of $15,000,000.

Vicksburg, Shreveport and Texas Railroad.

This road, commencing at a point on the Mississippi river, opposite Vicksburg, running westward through the northern part of the State of Louisiana, by way of Monroe, to the eartern line of the State of Texas, was organized under the laws of the State and incorporated by an act of the Legislature of Louisiana, approved April 28th, 1853; under its charter the road was finished from Vicksburg to Monroe on the Ouachita river, a distance of seventy-five miles, and was in complete running order at the commencement of the war; but unfortunately for the company, the military authorities waged a war on the road from the beginning. The bridges and trestle works were burnt, the culverts destroyed and the engines dismantled. The overflow from the Mississippi destroyed a great deal of the road-bed, and finally, to complete the work of destruction, the Federal forces, in 1864, in the gun boat expedition up the Ouachita, burnt the depot, the car house, the office and the engines, the cars and rolling stock, broke open the safe and carried off a large amount of bonds, books and papers valuable to the company alone.

It being considered impossible in the present condition of the country, to raise the sum necessary to put the road in running order between Vicksburg and Monroe, and to pay the matured interest coupons on the 1st mortgage bonds and other debts of the company, it was decided, at a called meeting of the stockeolders, held at Monroe in October last to sell the entire road, its property and frauchises, rights and credits for cash to pay the interest warrants then due, amounting to $168,160. Accordingly, upon the petition of one of the bondholders, the Judge of the District Court issued an order for the seizure and sale of the road under the executory process. Acting under this order, the Sheriff of Ouachita, seized the road and advertised it for sale on the 3d of February, 1866. At this sale John T. Ludeling bid $50,000, that being two-thirds of the appraisement, and there being no other bid, the property was adjudicated to him and his friends.

The purchasers include Messrs. Fannin, Grant & Co., and some of the most reliable, responsible and energetic citizens of that portion of the State, whose names as directors are given below. The new company are said to have ample means to put the road in running order between the Ouachita and the Mississippi, and have already commenced work. The following gentlemen compose the board of directors: J. U. Horne, of Ga.; Jno. T. Ludeling, W. R. Gordon, W. M. Pinckard, F. P. Stubbs, John Ray, W. J. Q. Baker, J. F. McGuire, H. M. Bry, R. C. Strother, John A. McGuire, J. P. Crosley, C. H. Dabbs, R. Ray, C. W. Phillips, of La. John T. Ludeling, President; Wm. R. Gordon, Superintendent; Jos. F. McGuire, Treasurer and Secretary.

Southern (Mississippi) Railroad.

We learn from M. Emanuel, Esq., President of the Southern railroad company, Vicksburg, that every effort is being made to thoroughly repair and re-stock the road. A new iron bridge (built by Albert Fink, Esq., of Louisville) over Big Black river, to supply the place of one destroyed during the war, will be completed by the 1st of May next; and in connection with the bridge upwards of 3,000 feet of new and expensive trestle will be erected. Daily passenger and freight trains are now running with regularity and punctuality between Vicksburg and Meridian—140 miles—having excellent arrangements at Big Black for transporting to the trains on either side of the river. Close connections are made at Meridian, with

the Mobile and Ohio railroad; and passengers leaving Vicksburg for the Northern and Western cities, reach Cairo in 50 hours. The officers of the company are: President, M. Emanuel; Vice President, T. Rigby; Engineer and General Superintendent, R. C. Leaughten; Secretary and Treasurer, N. G. Boyson; Master of Transportation, G. D. Lawrence.

Boston and Worcester Railroad.

The gross income from operations of this road for the years ending November 30, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers. } " freight..... }	$1,409,685 45	$1,003,158 19
		623,499 63
" mails.....	13,139 95	13,712 47
" rents.....	18,057 99	21,635 85
" interest, &c...	31,101 69	35,157 96
	$1,471,985 08	$1,697,164 10
Expenses, viz:		
Repairs of road....	$95,643 86	$90,436 15
" engines..	87,668 73	127,942 82
" cars.....	69,637 67	113,222 82
" buildings.	48,233 76	68,570 15
" bridges..	11,162 61	1,551 44
Fuel.....	133,941 23	130,614 69
Oil and waste.....	17,435 46	15,791 01
Wages of watchmen, switchmen & signalmen.....	18,574 09	23,479 30
Taxes and insurance	17,909 74	33,469 59
Renewals of iron...	56,103 93	64,170 61
Passenger expenses.	101,957 75	114,344 11
Freight " .	164,289 05	173,222 98
Gratuities & damages	9,727 95	8,178 43
Rent to Agricultural Branch.....	15,534 09	20,969 07
Salaries.....	42,376 25	49,199 64
U. S. tax on receipts	29,366 42	41,668 30
" revenue stamps	912 30	2,715 00
State tax.....	64,045 56	80,560 36
	$981,520 45	$1,160,106 47
Net income....	$487,464 63	$537,057 63
Deduct div. 10 p. c. including U. S. tax on same.....	473,684 20	473,684 20
Surp. inc. undivid'd.	$13,780 43	$63,373 43

The gross rsceipts have exceeded those of last year by $225,179 02; the expenses by $175,586 02 and the net receipts by $49,593 00. The increase on local business was $161,078 28; on joint business $64,100 74. Total income per mile of road, $24,596 58; expenses do., $16,813 14. Income per mile run, $2.53; expenses do., $1.73. Cost of road repairs per mile, $2,252 92; do., per mile run, 23.10 cents. Per cent. of main track relaid with new rails, 12.15; do., with repaired rails, 7.95; do., with new sleepers, 9.78; cost per car per mile run, 2.50 cents. Cost per mile for fuel, 19.70 cents. Cost of transportation per ton and per passenger per mile, without distinguishing between them, 2.052 cents.

Miles run by passenger trains, 433,359; by freight trains, 217,598; by other trains, 18,277—total miles run, 669,234. The number of passengers carried in the cars has been 2,386,186; do., carried one mile 40,499,466; do., carried one mile to and from other roads 15,432,410. Tons of merchandize carried, 427,404; do., carried one mile, 16,050,097, do., carried one mile to and from other roads, 12,065,111. Increase in passengers carried 244,988; increase in passengers carried one mile 598,214. Decrease in tons of merchandise carried 30,916; decrease in tons of merchandise carried one mile 1,773,628. The report says:

Early in September, the roof of the Inward Passenger Station, in Boston, was nearly destroyed by fire, which originated in the upper rooms occupied as furniture ware-rooms. We have now nearly completed a new and substantial depot (at a cost of $21,560 78), to be used in future exclusively for the purposes of the corporation.

We have received $7,200 insurance for this loss; to which we have added $12,800, to make a fund of $20,000 to meet future losses. Improvements, including additional tracks, cattle yards, &c., at Brighton, have been made at considerable expense. Nine new cars have been added to the equipment of the New York Line—our proportion of which was $10,327 39. We have built fifteen new platform cars in place of twelve box and nine platform cars taken down as not worth repairing. Twenty thousand dollars to pay for new merchandise cars now under construction, have been taken from the earnings of the year. We have added to our equipment of passenger cars, three new ones, built in our own shops, of the best materials, and in the most substantial manner. We have also three new locomotive engines, one built by Hinckley & Williams, of Boston, and two by William Mason, of Taunton, at a total cost of $51,832 86.

The gain on local passengers, as compared with last year, has been 13 per cent; on local freight, 22 per cent.; on passengers to and from other roads, 5 per cent.; on freight to the West, 6¼ per cent.; but the freight from the West has fallen off, in the aggregate, 18¼ per cent., while in the month of October there was a gain of 16 per cent., and in November of 71 per cent. The increase was so great that the Western Railroad Corporation was unprepared to meet the demand upon it. This occasioned an accummulation of freight at Albany, and was followed by such action on the part of the New York Central Railroad as diverted business from Boston during its continuance. The "Red Line" cars, however, which are owned by the line, and so constructed as to run through from Chicago to Boston without transhipment, continued to bring all the freight offered at Chicago, in six days.

The injurious effects of this delay and diversion, were common to the line and its patrons. We feel confident that the cordial co-operation of all, aided by the advantages to be derived from the approaching completion of the bridge at Albany, will prevent the recurrence of these difficulties.

Had the Western Railroad Corporation brought the freight to us at Worcester in such quantities as to prevent any delay at Albany or other stations on their road, it would have been difficult to dispose of it readily in Boston, where there is not sufficient available storage-room to receive it.

This road and all the roads connecting with this, or terminating on this side of Fort Point Channel, as well as this city and the Commonwealth itself, are interested in securing a common terminus at deep water, where they can receive and deliver water-borne freight with elevators and storehouses, sufficient for any emergency.

With a view of doing our part to bring about this desirable result, we have purchased, with the approval of your committee, 252 of the 350 bonds of $1000 each, secured by a first mortgage on the Grand Junction Wharf property, at East Boston. But in the present condition of the title adequate improvements cannot yet be safely made. Additional legislation is also desired to secure satisfactory arrangements.

Proceedings are now pending in the Supreme Court, which will, it is hoped, soon enable those interested in the wharf property, to make it available for the public benefit; and application has been made to the Legislature for authority to use the old Grand Junction Railroad. A bill passed the Senate last winter, providing for its common use by the connecting roads, but was lost in the House at the close of the session.

The Old Colony and Fall River Railroad having changed its location over Fort Point Channel, directly in front of our wharves, materially interfering with their use, and having at the same time purchased the adjoining wharves, above and below them, we find ourselves in urgent want of more wharf room. For this and other reasons we must apply to the Legislature for authority to extend our freight tracks to South Boston, so as to obtain this accommodation. Water borne freight for our local stations is crowded into a few months of the year. This class of freight is important, both to the road and its patrons, who rely upon us for it; but our present wharf room is not sufficient to meet their demands, without unreasonably delaying the vessels. Whatever accommodation may be obtained elsewhere, an extension of our tracks in this locality is extremely desirable to obviate this difficulty.

It is a gratifying circumstance that the corporation is able to provide for its constantly increasing business, from its constantly increasing net earnings, and the following exhibition of its financial condition cannot fail to interest its stockholders.

FINANCES.—ASSETS.

Cash.....		$15,018 06
U. S. certificates.....		73,000 00
Loans on collateral.....		418,420 00
Notes receivable.....		26,518 77
Bills receivable.....		192,449 92
Balances due from other roads and individuals.....		23,015 25
Land not included in construct'n ac't		103,008 02
1st mort. bonds (252 of $1000 each) on the Grand Junct'n Wharves, &c.		247,620 00
Fuel, Iron, sleepers and materials on hand.....		208,562 29
		$1,307,612 31
Deduct January dividends, 5½ per ct., and U. S. Tax on same.	$290,526 81	
Balances due other roads and individuals.....	496,204 02	
Unclaimed dividends....	9,010 00	
		$765,740 33
Leaving a surplus of.....		$541,871 98

The second mortgage bonds of the Grand Junction R.R. & D. Co. ($106,176 65), being of doubtful value are not included in the above.

The equipment of the road consists of, 35 locomotives; 54 8-wheel, and 1 4-wheel passenger cars, also 2-5 of 5 on steamboat train, and 44-234 of 24 on land route trains; 9 8-wheel baggage cars, also 2-5 of 2 on steamboat, and 44-234 of 14 on land route trains; 295 8-wheel and 9 4-wheel merchandise cars.

BALANCE SHEET, Nov. 30, 1865.

Construction and equipment.....	$4,500,000 00
Materials on hand.....	208,562 29
Collateral loans.....	418,420 00
Notes receivable.....	26,518 77
Freight uncollected.....	192,449 92
Grand Junction R. R. 1st mort. b'ds	247,620 00
Do., 2d mort. bonds.....	100,000 00
Certificates of indebtedness.....	73,000 00
Land not charged in construct'n ac't	103,008 02
Balances due from other roads....	29,191 90
Cash.....	15,018 06
	$5,913,788 96
Capital stock.....	$4,500,000 00
Reserved income.....	589,850 60
Insurance fund.....	20,000 00
Depreciation account.....	38,195 03
Dividend payable January 1866....	260,526 31
Unclaimed dividends.....	9,010 00
Balances due to other roads.....	93,527 80
Bills unpaid.....	402,676 22
	$5,913,788 96

President.—GINERY TWICHELL.

Directors.—Ginery Twitchell, Daniel Denny, Nath'l Hammond, Benj. F. White, Emory Washburn, Peter S. Homer, D. Waldo Lincoln, William Claflin and George P. Upham.

Superintendent.—ABRAHAM FIRTH.

Treasurer.—HORACE WILLIAMS.

Providence and Worcester Railroad.

The earnings and expenses of this road for the years ending November 30, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers	$204,694 96	$230,602 19
" merchandise	252,945 92	299,723 81
" mails	5,258 00	5,227 75
" rents	3,252 62	3,614 70
" express	4,827 00	4,827 00
	$470,978 50	$543,995 45
Expenses, viz:		
Fuel	$38,043 83	$52,182 37
Oil	2,711 67	6,299 24
Maintenance of way	58,251 66	85,590 80
Repairs of cars	41,490 32	55,326 98
" locomotives.	31,384 64	21,115 56
New hoisting engine	5,150 00	.....
Freight department	43,291 66	53,337 21
Passenger "	24,443 82	29,317 31
Miscellaneous	67,092 56	100,696 65
	$311,860 16	$403,866 12
Net earnings	$159,118 34	$140,129 33
Balance of interest	754 72	.....
Net income for the year.	$158,363 62	$140,129 33

The gross earnings of 1863, were $384,511 86; the expenses, $215,366 86; and the net earnings, $169,145; showing an increase in gross earnings in 1864, of $86,466 64; and in expenses of $96,493 30—making a decrease in the net earnings of $10,026 66. These were enough, however, to pay semi-annual dividends of 4 per cent., after paying for 50 new coal cars, one new locomotive, a new stationary hoisting engine, new boilers and engine for repair shop, and applying upwards of $24,000 to new wharf improvements. At the same time everything appertaining to the road was kept in the best possible condition. In 1863 the company came into possession of nearly 1,000 continuous feet of the best wharf property in the city of Providence. This in 1864 was much increased in its area, by extending and filling it to the harbor line. To cover the purchases of this property, the capital stock was increased 500 shares, and sold at a premium of 46¾ per cent., yielding a net sum of $73,375. The improvements, amounting to $40,000 more, were to be met from the current earnings of the road.

The gross earnings of 1865, as compared with those of 1864, show an increase of $73,016 95; with an increase in expenses of $92,005 96—making the decrease in net earnings, $18,981 01. In their report for 1865, the directors say:

It will be observed that the earnings of the road have largely increased as well as its expenses; the latter consequent upon the increased cost of materials and labor, increased taxation and some extraordinary expenses not likely to occur hereafter.

The road bed has been widened to Valley Falls, preparatory to laying a double track to that point; a new brick station house has been built at Whitins station to replace the wooden one destroyed by fire; extensive improvements are in progress at the Worcester Junction, that the large and increasing business at that station may be better accommodated, the expense of which will be borne equally by the Western, Norwich and Worcester, and this corporation; the wharf and its improvements are completed or nearly so; the equipment has been increased by the addition of 20 merchandise cars, and 10 eight-wheel lumber cars; a new bridge has been built at Sutton, at a cost of $3,000, and the road and equipments have been kept in good condition. All of the above are included in the current expenses, besides which semi-annual dividends of four per cent. have been earned and declared.

It should also be borne in mind that the stock of this corporation, unlike personal property corporations, is not subject to be taxed as personal property, for the reason that it is fully taxed as real estate, and paid by the corporation. In this State, and in Massachusetts, the road is taxed on more than two millions of dollars, exceeding its capital stock more than $300,000. The stockholder is thus benefited on his investment to the amount of city and State taxes, also on his Government tax for income to the extent of five per cent.

Notwithstanding the increased facilities for discharging coal, the road has been unable for some months past to do as promptly as is desired this portion of its business. This has arisen from a prevailing opinion in the early part of the season among purchases that coal would be lower, hence omitting to make their contracts, and from the numerous strikes at the mines, thus compressing into three or four months a business which to do comfortably the whole season is required.

To obviate this hereafter a large amount of new equipment has been ordered, which is building at the company's and other workshops, and will be ready for the early spring business. The cost of this additional equipment of cars and locomotives will be more than $100,000, to pay for a portion of which the board have ordered the sale of five hundred shares of the capital stock of the company. The remainder of the cost can undoubtedly be paid for with the current earnings of the road, and its usual dividends be continued and perhaps increased.

The subject of a double track to the State line at Blackstone, and for a part of the way beyond that point to Worcester, is frequently agitated, and there is no doubt the increasing business of the road will soon require it. With the cost of materials and labor the same as they were two or three years since, all this could be done by increasing the capital stock to two millions of dollars, but, at the present high cost of these, the board feel themselves warranted in withholding, for the present, this large outlay, particularly, as with proper caution, the business of the road can for some time to come be safely done with the present tracks.

The income account of the company for the year ending November 30, 1865, is as follows:

Net earnings as above		$140,129 33
Materials on hand, Nov. 30, 1864		56,277 58
Notes on hand, Nov. 30, '64	$11,896 00	
Less notes payable	5,000 00	
		6,896 00
Cash on hand, Nov. 30, 1864		23,254 11
Real estate sold	$9,581 40	
Less for real estate purchas'd	1,330 00	
		8,251 40
Total		$234,808 42
Accounted for as follows:		
Dividends paid Jan. & July, 1865, 4 per cent. each		$136,000 00
Dividends unpaid Nov. 30, 1864		4,996 00
" " Nov. 30, 1865		3,616 00
Materials on hand, Nov. 30, 1865		45,974 48
Notes receivable	$10,746 00	
Less notes payable	5,000 00	
		5,746 00
Cash	$70,962 64	
Uncollected earnings	56,580 79	
	$127,543 43	
Less due connecting roads, etc	81,835 49	
		47,707 94
Total		$234,808 42

The equipment of the road consists of 14 locomotives; 14 first class and 4 second class passenger cars; 89 eight-wheel and 46 four-wheel merchandise cars; 58 eight-wheel, and 255 four-wheel coal cars.

Miles run by passenger trains, 124,420; by freight trains, 91,004; by other trains, 23,088—total miles run, 238,512; an increase over the previous year of 2,104 miles. Number of passengers carried, 990,886; do., carried one mile, 8,755,384. Number of tons of merchandise carried, 201,223; do., carried one mile, 6,515,990. Length of road, 43.41 miles. Length of single track, 37 miles Length of double track, 6.41 miles. Length of branches, 1 mile. Aggregate length of sidings, 8½ miles. Weight of rail, 56 to 63 pounds.

GENERAL STATEMENT, Nov. 30.

	1864.	1865.
Construction	$1,409,307 35	$1,401,055 95
Cars	128,682 63	128,682 63
Locomotives	84,500 00	80,370 67
Wharf estate	64,078 33	64,078 33
Materials on hand	56,277 58	45,974 48
Notes receivable	11,896 00	10,746 00
Cash on hand	23,254 11	45,707 94
	$1,777,996 00	$1,776,616 00
Capital stock	$1,700,000 00	$1,700,000 00
Dividends, 8 per ct.	72,996 00	71,616 00
Notes payable	5,000 00	5,000 00
	$1,777,996 00	$1,776,616 00

President.—EARL P. MASON.

Directors.—Earl P. Mason, Horatio N. Slater, James Y. Smith, Alexander De Witt, Paul Whitin, Harry Chace, Henry Goulding, Isaac Davis, Isaac H. Southwick, Edward Pearce, Henry Chapin, William S. Slater, John Carter Brown, Peleg W. Lippitt and Gideon L. Spencer.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—STEPHEN H. TABOR.

Milwaukee and St. Paul Railway.--Horicon Division.

Considerable talk is now being indulged in, in regard to a new railroad project for our city, which, if true, will be a very material addition to our railroad facilities. The matter may be stated thus: The St. Paul Railroad Company, whose road extends from Milwaukee to La Crosse *via* Watertown, also owns the Horicon and Berlin road, which at present is of little value to the company, from the fact that they are unable to get their cars into Milwaukee, without running them over another company's road at an expense greater than they can stand, as may be judged from the fact that the Berlin cars are now taken over the Northwestern road from Burnett Junction to Watertown at a cost of twenty-eight dollars for each car. To remedy this state of affairs the St. Paul Company propose to connect the Berlin road with their main line, either by continuing the road from Horicon to Oconomowoc, or by taking up the road from Horicon to Waupun, and extending it from Waupun to Reeseville in this county through this city and Lowell.

We understand that the company regard the latter plan, of running through this city, as the most feasible from several considerations. In the first place the distance is considerably shorter; secondly, the grading is a great deal lighter; thirdly, they would strike points of greater importance; and besides, by taking up the track from Horicon to Waupun, they would save iron enough to lay half of the road.—*Beaver Dam (Wis.) Argus.*

☞ The Grand Trunk Railway Company of Canada has issued a circular notifying agents that in consequence of the abrogation of the reciprocity treaty they have decided in the meantime to give preference to freight for the United States.

☞ The work of signing the bonds of the Atlantic and Great Western Railway Co., for $30,000,000, has just been completed by J. C. Calhoun Esq., Secretary.

Norwich and Worcester Railroad.

The earnings of this company for the three years ending November 30, 1863, 1864 and 1865, have been as follows:

	1863.	1864.	1865.
From passengers	$179,413 93	$254,439 19	$265,506 87
" freight	236,872 88	359,350 40	427,923 96
" mails, express, etc	16,272 75	17,938 60	20,627 00
	$432,559 56	$631,728 19	$714,057 83
Expenses, viz:			
Repairs of road	$41,629 65	$49,052 87	$61,285 20
" bridges	1,073 35	320 24	4,912 14
" locomotives	17,392 10	52 474 36	24,956 67
" cars	49,776 10	63,784 24	56,004 96
" tools	2,015 19	5,858 67	6,168 99
" station houses, etc	11,179 88	11,594 48	7,928 71
Fuel	34,225 82	49,095 96	59,000 74
Oil and waste	4,535 46	5,687 00	7,568 67
Passenger expenses	22,944 32	28.026 91	29,688 14
Freight "	42,195 00	56,598 27	67,935 00
Taxes and insurance	8,003 31	41.188 97	35,805 18
Gratuities and damages	1,744 76	3,353 86	57,498 49
Salaries	6,075 00	7,300-00	9,833 34
Removing snow and ice	148 55	134 88	178 86
Printing and advertising	1,879 60	2,412 05	2,938 39
All other expenses	6,902 30	10,373 94	13,958 30
	$251,720 29	$387,256 41	$445,661 78
Net earnings	$180,839 27	$244,471 48	$268,396 05
Interest paid	36,665 02	31,915 52	26,481 59
Net over expenses and interest	$144,174 25	$212,555 96	$241,914 46

DEBTS OF THE COMPANY.

	1863.	1864.	1865.
Massachusetts loan due July 1, 1877	$400,000 00	$400,000 00	$400,000 00
Less sinking fund	115,000 00	175,000 00	190,000 00
	$285,000 00	$225,000 00	$210,000 00
Bonds for dividend scrip, due 1864 and 1874	100,000 00	62,000 00	59,000 00
Steamboat bonds	170,000 00	145,000 00	121,000 00
Norwich Saving Society	75,000 00	.....	.....
Note to Jedediah Huntington	19,300 00	.....	.....
Bills payable	300 00	.....	.....
Accrued interest not due	6,256 93	6,307 73	4,138 83
Balance steamboat expenses and receipts	11,598 48	59,972 82	.....
Unpaid dividends not called for	1,550 00	1,550 00	1.550 00
Taxes due and uncollected	.....	2,837 60	3,494 33
Balance due to companies and individuals	1,420 20	266 40	78 81
Total debt of the company	$670,425 61	$502,934 55	$399,261 97

ASSETS OF THE COMPANY.

Cash, notes and balances due the company	$76,954 29	$115,613 51	$126 798 10
Steamboat stock	180,000 00	180,000 00	180,000 00
Sinking fund steamboat bonds	30,000 00	66,000 00	97,850 00
Inventory of wood, iron rails, etc.	37,194 60	68,293 01	79,870 27
Surplus real estate	20,702 74	19,304 98	13,304 98
Interest in steamtug Wellington	1,425 00	625 00	1,163 18
	$346,276 63	$449,836 50	$498,986 53
Liabilities over assets	$324,148 98	$53,098 05	.....
Assets over liabilities	.....	.....	$99,724 56

Quicksilver.—New Almaden Mines.

The following statement of the Quicksilver Trade for 1865, is from the San Francisco *Mercantile Gazette and Price Current:*

Our exports during the year are considerably in excess of 1864, showing an increase of 5,551 flasks. China is by far the largest consumer, in fact taking nearly one-half of our entire shipments. Europe, Mexico, Peru and Chili are next in order, and the balance is generally distributed throughout the markets of the world. The export price is fixed at 55 cents, and for home use 65 cents per pound is demanded. Heretofore, as now, the New Almaden mines have furnished the bulk of our supplies; but it is proper for us here to state that the Lake Manufacturing Company, situated in Sonoma County, and belonging to Reddington & Co., of this city, has produced in the aggregate—since its opening in September, 1862—6,755 flasks, the bulk of which is sold by the owners to their regular customers. The yield of the New Almaden mine, during the year 1865, was 47,194 flasks. The total receipts for each month during the year were as follows:

	Flasks.		Flasks.
January	3,768	July	3,710
February	3,512	August	4,500
March	3,427	September	4,606
April	4,050	October	3,010
May	4,501	November	3,839
June	4,000	December	4,271

Total, flasks 47,194

The exports to the different countries for 1865, and also for the five previous years, have been as follows:

To	1860.	1861.	1862.	1863.	1864.	1865.
New York & Boston	400	600	2,265	95	1,495	6,800
Great Britain	..	2,500	1,500	1,063	1,609	10,400
Mexico	3,886	12,061	14,778	11,590	7,483	2,789
China	2,715	13,788	8,725	8,889	18,908	14,218
Peru	750	2,804	3,439	3,376	4,300	5,500
Chili	1,040	2,059	1,746	500	2,674	2,000
Central America	...	110	40	40	30	8
Japan	...	50	25	..	262	500
Australia	100	1,850	800	300	100	200
Panama	130	57	424	120	45	..
Victoria, V. I	326	116	5	42	21	24
Total, flasks	9,418	35,995	33,747	26,014	36,918	42,469

And our exports previously have been:

In 1859, flasks	3,390	In 1856, flasks	23,740
In 1858, flasks	24,142	In 1855, flasks	27,165
In 1857, flasks	27,262	In 1854, flasks	20,963

California Treasure Shipments.

The receipts of gold and silver at San Francisco for the year 1865, were $55,467,573. The disposition of this was as follows: To New York and the east, $20,583,390; to England direct, $15,432,639; to China direct, $6,963,522; to other foreign ports, $2,328,677—total shipments, $45,308,228, leaving in California $10,159,345. The receipts of 1864, were $55,227,807; and of 1863, $52,459,961. The following table shows the value and destination of treasure shipments from San Francisco during the past twelve years —1854 to 1865, inclusive:

Years.	Eastern Ports.	England.	China.	Totals.
1854	$46,533,166	$3,784,080	$965,887	$52,045,633
1855	38,730,564	5,182,156	880,675	45,161,731
1856	39,895,294	8,666,279	1,308,852	50,697,434
1857	35,531,778	9,347,743	2,935,264	48,076,692
1858	35,891,236	9,265,739	1,916,007	47,548,026
1859	40,146,437	3,910,930	3,100,756	47,640,462
1860	35,719,298	2,072,936	3,374,680	42,325,916
1861	32,628,011	4,061,779	3,541,279	40,676,758
1862	26,194,035	12,950,140	2,660,754	42,531,761
1863	10,389,380	28,467,256	4,206,370	46,071,920
1864	13,316,122	34,436,423	7,888,973	56,707,201
1865	20,583,380	15,432,639	6,963,522	45,308,228
Totals	$375,558,659	$138,175,110	$39,810,019	$564,791,762

In the above column of totals is included the shipment to ports not specified.

Receipts from Internal Revenue.

The following is an official statement of the receipts of Internal Revenue from various sources during the last three years:

Receipts from	1863.	1864.	1865.
Manufactures	$24,403,091 34	$75,461,278 00	$104,379,609 56
Slaughtered animals	710,812 57	698.549 73	1,261,357 09
Gross receipts	1,340,271 82	2,902,863 90	8,891,874 13
Sales	64,003 87	141,231 58	4,062,243 54
Licenses	6,824,178 42	7,178,205 26	12,613,478 67
Income	455,741 26	14,933,862 32	20,740,451 33
Legacies, &c	56,592 61	311,161 02	546,703 17
Schedule A	365,630 93	696,878 43	780,266 53
Passports, &c	8,406 00	11,001 00	29,538 29
Special income	.....	.....	28,929,312 02
Penalties, &c	27,170 14	185,224 94	517,627 41
Banks, railroad comp's &c.	1,910,936 97	7,017,547 03	14,385,606 63
Salaries	696,181 71	1,705,124 63	2,826,333 37
Stamps	4,140,175 29	5,894,945 14	11,162,392 14
U. S. Marshals	.....	408 32	2,785 29
Solicitor of the Treasury	.....	7,967 22	.....
Grand total	$41,003,192 93	*$117,145,748 52	$211,129,529 17

* Including $285,076 68, amount refunded.

Liability of Railroad Companies for Fires Communicated from Locomotives.

The rule of law as to the liability of railroad companies for damages done by fire communicated by their engines, is far more favorable to the companies in this country than in England. The current of decisions in this country seems to establish the rule that the mere fact of fire being communicated from an engine does not raise a presumption of negligence on the part of the company. But in England, it seems to be well settled that the fact of premises being fired by sparks emitted from a passing engine is *prima facie* evidence of negligence on the part of the company, rendering it incumbent on them to show that some precautions had been adopted by them, reasonably calculated to prevent such accidents. The Chief Justice in rendering the opinion of the Court in the case of Piggott *vs.* Eastern Counties Railway, (3 C. B., 229,) said: "The defendants are a company entrusted by the Legislature with an agent of an extremely dangerous and unruly character, for their own private and particular advantage; and the law requires of them, that they shall, in the exercise of the rights and powers so conferred upon them, adopt such precautions as may reasonably prevent damage to the property of third persons, through or near which their railway passes." All the cases upon this subject in this country, hold that railroad companies are bound to exercise care, skill and diligence, to prevent fires being communicated in this mode, and make them liable in a case of damage through their negligence; but the company may always bring proof to show that there was no negligence of their part.

Thus when the company can show that their engines were properly constructed, in good order, and had the usual apparatus for preventing the escape of sparks, and were managed by discreet persons, they cannot under ordinary circumstances be held liable. (Burroughs *vs.* Housatonic Railroad Company, 15 Conn., 124.)

The case of Rood *vs.* N. Y. and Erie Railroad Company, (18 Barb., 80,) was brought to recover damages for the burning of the plaintiff's woods and fences by sparks from the defendant's locomotive while running upon their road. The Court held that damages could not be recovered except upon strict proof of negligence. Also that where a person conveys a certain definite parcel of land for the purpose of constructing a railroad, out of a much larger parcel retained by him, the grant is subject to all the consequences necessarily attendant upon such a use of the same; and particularly such as would result from the running of engines, and the consequent exposure of property on his adjacent land, to such injury and loss as would naturally result therefrom.

As it was held in the case of Moshier *vs.* Utica and Sch. R. R. Co., (8 Barb., 427,) that an authority to use a steam engine for the purpose of propelling cars upon a railroad, is an authority to make *a noise*, whether it awakens fear or not, so upon the same principle, an authority to use a steam engine for that purpose, is an authority to emit sparks therefrom; and if the most approved means, which science and skill have invented are applied to prevent sparks from causing injury, it is difficult to see upon what principle the company can be made liable. In the case of Rood above mentioned, the Judge remarks:

"It can hardly be expected that the defendants can provide men of sufficient speed to chase up every engine that passes over their road, and see that every spark of fire which may escape from the engine is caught and extinguished. It would be a herculean task to arrest them all, prone as are sparks to fly upwards. Such a rule, imposed upon these corporations, would be a burthen greater than they could bear. Running as do their engines at all hours of the day and night, with trains of cars almost constantly passing and repassing, with a speed that defies and baffles all human efforts to keep pace with them, it would be impossible for them ever to escape liability, under such a rule.

"Most certainly if negligence is to be imputed to a section master who has nine miles of road to look after, and a dozen men to superintend; or if negligence is to be imputed to the watchman who has four miles of a road to watch and guard, and with five trains a day passing over the road, and with varied duties to perform, then most certainly, negligence in the present case should be imputed to the plaintiff for not discovering and extinguishing this fire and preserving his property."

In some of the States, as Massachusetts for instance, railroad companies are made liable by statute for all damage in this way. If one whose property is insured, suffer loss in this way, and the insurers pay him his entire loss, they may recover in his name against the company. (Hart *vs.* Western Railway, 13 Met., 99.) And in this last case, it was decided, under the Massachusetts statute, that where sparks from the engine communicated fire to a shop, and the wind drove the sparks from the shop sixty feet across the street, and set fire to a house, this second fire must be regarded as "communicated" by the company's engine within the statute.

It has been attempted by legislation in some of the States to bind companies to greater liability than they have been held to by the Courts, and in favor of placing the risk upon the party in whose power it lies most to prevent such injuries. But in this State, and we believe in most of the States, the principle upon which the company is held liable is that stated by us above, as distinguished from the more rigorous rule of the English Courts.

It certainly would not be just or right to make railroad companies insurers of the property along their line.

The degree of care which a company is bound to use in this respect is governed sometimes by circumstances. Thus a company is bound to use more care in regard to fires in a dry time, as was held in the case of Huyett *vs.* Phil. & R. R. R. Co., 23 Penn., 373; or where property is very much exposed. So a railroad company running an engine through a village where wooden buildings are so near the track as to be exposed to fire from the sparks, is bound to a higher degree of care than when running in the open country. And when the exposure of the buildings is increased by reason of a wind blowing towards them from the engine, which is standing at rest upon the track, the corporation is responsible for the utmost vigilance and care.

A much higher degree of care, both in respect to the rate of speed and the watchfulness to prevent casualties, should manifestly be required when trains are passing through or remaining stationary in the streets of a city, or densely populated village; and it is not stretching the rule unduly in such a case to say that, under such circumstances, the railroad company is bound to use the utmost care to guard against the dangers which obviously attend such a condition. Care must be proportioned to the danger of accidents, and where there is great danger, there must be a corresponding degree of care.

This is the rule declared in the case of Kelsey *vs.* Barney, (2 Kern., 425,) and applied to the case of a collision of boats. The principle is there stated to apply to all persons traveling upon highways or navigating public waters, and in speaking of the qualifications and the extent of the rule, Judge Johnson says, in his opinion, that under some circumstances a very high degree of vigilance is demanded even under the requirement of ordinary care. "Where," he says, "the consequences of negligence will probably be serious injury to others, and where the means of avoiding the infliction of the injury are completely within the party's power, ordinary care requires *the utmost degree of human vigilance and foresight.*"

The same principle is substantially held in the case of Johnson *vs.* Hudson River Railroad Company, (20 N. Y., 65.) The cars of the defendant were driven in the night time in one of the streets of the City of New York without any lights upon them, and the plaintiff's testator was run over while upon, or crossing the track, and killed. In giving the case to the jury, the Judge charged, among other things, that, considering the nature of the defendants' business and the hazard attending the running of cars in the streets of the city, and particularly on a dark night, "they were bound to exercise the utmost care and diligence; and for the purpose of avoiding accidents, endangering property and life, were bound to use all the means and precaution that the highest prudence could suggest, and which it was in their power to employ." Language stronger than this can hardly be employed to indicate the extreme degree of care which is to be exacted of railroad companies under circumstances where prudence and watchfulness are required. This charge was excepted to, but on an appeal to the Court of Appeals it was sustained. In giving the opinion of the Court, Judge Denio remarks, that in his judgment, the charge did not overstate the obligations which attach to persons running cars in the night over a course which is also a public street, in requiring them to exercise the utmost care and vigilance, and to use all the means of precaution which the highest prudence could suggest. (22 N. Y., 209.)

☞ The Reno, Oil Creek and Pithole Railroad is now open to Oil Creek, Pa. Another new locotive has just been added to the rolling stock. Major Wilson is Superintendent, and A. W. Hines, Esq., Assistant. The bridge at McClintockville is completed. Much of the track between Rouseville and Plumer has also been laid.

☞ The following gentlemen were elected on the 8th inst., Directors of the "Oil Creek Lake Titusville Mining and Transportation Company:" E. H. Chase, Esq., President; R. D. Fletcher, Oliver Keese, P. G. Strannahan, Ezra Cooper, R. H. Frisbee, Joseph Sill. This is the line from Union Mills to Titusville; the route being a trifle longer than the name of the company.—*Reno Times.*

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper				
Acton ... Ca.	200,000	5	----	10c
Acton Vale ... Ca	50,000	5	----	5c
Adventure ... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	15
Algomah ... "	20,000	----	2	25c
Alliance ... Ca.	200,000	2½	----	----
Allouez ... L. S.	20,000	----	1	1¼
American ... Ca.	200,000	2½	----	5½
Amygdaloid ... L. S.	20,000	----	----	25
Annapolis ... Md.	50,000	10	----	----
Arizona ... Ariz. T.	10,000	100	----	----
Ascot ... Ca.	20,000	20	----	----
Astor ... L. S.	20,000	----	1	6¼
Atlas "	20,000	----	1	2¼
Aztec "	20,000	----	3	Manhattan ... "
Balt. and N. C. ... N. C.	20,000	5	----	35c
Bare Hill ...	----	----	----	110c
Bay State ... L. S.	20,000	----	3½	9¾
Beaver ...	20,000	----	1	----
Bedford ... Ca.	125,000	5	----	50c
Black River ...	200,000	2½	----	10c
Bohemian ... L. S.	20,000	----	7½	12
Bolton ... Ca.	200,000	5	1½	Meenard ... "
Boston ... L. S.	20,000	----	5*	50c
B. and Corinth ... Vt.	20,000	10	----	Michigan ... "
Brooklyn ... L. S.	20,000	----	2	Middlesex ... "
Brome ... Ca.	100,000	5	2	Mineral Hill ...
Cabot ... L. S.	20,000	----	¼	Minnesota ... L. S.
Caledonia ... "	20,000	----	6	Massiquoi ... Ca.
Cambridge ... "	20,000	----	5	Montezuma ... N. Mex.
Canada ... Vt.	100,000	4	90c	Morrison ... L. S.
Carp Lake ... L. S.	20,000	----	----	Nashua ... "
Cascade ... "	20,000	----	----	National ... "
Central ... "	20,000	----	----	Native ... "
Champlain ... Ca.	200,000	1¼	----	Naumkeag ... "
Chatham ... "	200,000	2	----	Nelson ... Ca.
Chaudiere ... "	100,000	1	50c	Nequaket ... L. S.
Chester ... "	200,000	1	12c	Nevada (Silver) ... "
Cheticamp ...	30,000	5	1½	New England ... "
Chippewa ... L. S.	20,000	----	----	Newton ... Ca.
Cleveland ... Ca	100,000	5	----	New York ... L. S.
Cliff ... L.	20,000	----	----	N. Y. & Passaic ... N. J.
Clifton ... "	20,000	----	1	North Cliff ... L. S.
Collin ... "	20,000	----	----	North Silver Lake "
Columbian ... "	20,000	----	¼	North State ... "
Consolidated ... "	20,000	----	4½	North Sutton ... Ca.
Copper Falls ... "	20,000	----	5	North Western ... L. S.
Copper Harbor ... "	20,000	----	24½	Norwich ... "
Copper Hill ... "	20,000	----	1	Ogima ... "
Copperas Hill ... "	200,000	1	----	Ontonagon ... "
Cornwall ... Vt.	50,000	10	15½	Ottawa ... Ca.
Dacotah ... L. S	100,000	2	----	Pacific ... L. S.
Dana ... "	20,000	----	5	Pennsylvania ... "
Deep River ... N. C.	20,000	----	3½	Petherick ... "
Delaware ... L. S.	----	5	----	Pewabic ... "
Derby ... "	20,000	----	15c	Phila. & Boston ... "
Devon ... "	20,000	----	10	Phœnix ... "
Dorchester ... "	20,000	----	1½	Pittsburg & Boston "
Douglas ... "	20,000	----	1	Pontiac ... "
Dover ... Ca.	20,000	----	6	Prince of Wales ... Ca.
Dudley ... L. S.	200,000	----	3½	Providence ... L. S.
Dunham ... Ca.	20,000	2	¼	Quincy ... "
Durham ... "	200,000	2	----	Reid Hill ... Ca.
Eagle River ... L. S.	200,000	5	----	Reliance ... L. S.
El Dorado (Silver) "	20,000	----	3½	Richford ...
Escot ... Ca.	20,000	----	----	Ridge ... L. S.
Essex ...	20,000	20	4	Rockland ...
Etna ... L. S.	200,000	----	----	Roscoe ... Ca.
Eureka ... "	20,000	----	20c	Rudisell ...
Everett ... "	20,000	----	12½	St. Clair ... L. S.
Evergreen Bluff ... "	20,000	----	----	St. Flavien ... Ca.
Flint-Steel ... "	20,000	----	5*	St. Francis ... "
Forest City ... "	20,000	----	----	St. Mary's (L. & M.) L. S.
Forest Shepherd ... "	20,000	----	12	Salem ...
Franklin ... L. S.	20,000	----	13	Sharon Consol ... "
French Creek ... Pa.	20,000	----	3	Sheldon ...
Gardner City ... L. S.	100,000	5	1	Silver Creek ... "
Gardner Hill ... "	20,000	----	11c	Silver Hill ... "
Girard ... "	20,000	----	6½	Silver Lake ... "
Glade ... "	20,000	----	3¾	Silver Valley ... "
Glencoe ... Ca.	20,000	----	2½	Southampton ... Ca.
Globe ... L. S.	200,000	1	----	South Bedford ... "
Grand Portage ... "	20,000	----	1	South Side ... L. S.
Grand Trunk ... Ca.	20,000	----	1	Springfield ... Md.
Great Western ... L. S.	100,000	5	40	Stadecona ... Ca.
Green Mountain ... Vt.	20,000	----	2	Star ... L. S.
Guilford ... L. S.	20,000	10	4½	Stark ... Vt.
Hamilton ... "	20,000	----	40c.	Strafford ...
Hancock ... "	20,000	----	5	Superior ... L. S.
Hanover ... "	20,000	----	1	Sussex ...
Hartford ... "	20,000	----	15¾	Sutton ... Ca.
Hazzard ... "	20,000	----	2½	Toltec ... L. S.
Highland ... "	20,000	----	----	Tremont ...
Hilton ... "	20,000	----	----	Union (L. & M.) ...
Hope ... "	20,000	----	7	Vernon ...
Hudson ... "	20,000	----	3½	Victoria ... L. S.
Hulbert ... "	20,000	----	1½	Vulcan ...
Humboldt ... "	20,000	----	¼	Washington ... "
Hungarian ... "	20,000	----	2	Waterloo ... Ca.
Huron ...	20,000	----	1	Waukegan ... L. S.
Indiana ...	20,000	----	16	West Minnesota ... "
Inverness ...	200,000	2½	----	Wickham ... Ca.
Isle Haute ...	40,000	----	----	Wickopee ... "
Isle Royale ... L. S	20 000	5	16	Winthrop ... L. S.
			13½	Wyandotte ... "

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ... L. S.	20,000	----	----	----
Keweenaw ... "	20,000	----	----	4
Kickapoo ... "	20,000	----	1	----
King Phillip ... "	20,000	----	2	----
Knowlton ... "	20,000	----	1	6
Lafayette ... Ca.	200,000	1	----	1½
Lake ... "	200,000	1	----	14c
Lawrence ... L. S.	20,000	----	----	----
Lennoxville ... Ca.	100,000	5	----	50c
Logan ... "	100,000	3	----	2½
Lyster ... "	200,000	2	----	----
Madison ... L. S.	20,000	----	1	1½
Malden ... "	20,000	----	1	----
Mandan ... "	20,000	----	2½	45c
Manhattan ... "	20,000	----	2½	2½
Marquette ... "	20,000	----	¾	----
Maryland ... Md.	----	5	----	40c
Mass ... L. S.	20,000	----	----	----
Massachusetts ... "	20,000	----	----	----
Mendota ... "	20,000	----	----	4
Merrimac ... "	20,000	----	----	4
Meteor ... "	20 000	----	----	----
Meenard ... "	20,000	----	5½	----
Michigan ... "	20,000	----	----	2½
Middlesex ... "	20,000	----	----	----
Mineral Hill ...	----	----	----	40c
Minnesota ... L. S.	20,000	----	3½	10
Massiquoi ... Ca.	150,000	2	----	1¼
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ... L. S.	20,000	----	----	----
Nashua ... "	20,000	----	----	----
National ... "	20,000	----	5½	19¾
Native ... "	20,000	----	3	50c
Naumkeag ... "	20,000	----	1	2
Nelson ... Ca.	200,000	1	----	10c
Nequaket ... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ... "	20,000	----	2	50c
Newton ... Ca.	20,000	1	----	8c
New York ... L. S.	20,000	----	----	¼
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ... "	20,000	----	3	10c
North Sutton ... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ... "	20,000	----	----	4
Ogima ... "	20,000	----	----	5¾
Ontonagon ... "	20,000	----	----	2
Ottawa ... Ca.	200,000	1	----	23c
Pacific ... L. S.	20,000	----	3	----
Pennsylvania ... "	20,000	25	2½	14½
Petherick ... "	20,000	----	2½	----
Pewabic ... "	20,000	----	3½	35½
Phila. & Boston ... "	20,000	----	15	2
Phœnix ... "	20,000	----	----	10
Pittsburg & Boston "	20,000	----	5½	49
Pontiac ... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ... L. S.	20,000	----	----	¼
Quincy ... "	20,000	----	10	54
Reid Hill ... Ca.	200,000	1	----	----
Reliance ... L. S.	20,000	----	----	7½
Richford ...	60,000	5	----	----
Ridge ... L. S.	20,000	----	----	----
Rockland ...	20,000	----	5	3
Roscoe ... Ca.	200,000	1	----	----
Rudisell ...	----	----	----	50c
St. Clair ... L. S.	20,000	----	3	2
St. Flavien ... Ca.	100,000	5	----	----
St. Francis ... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1½
Salem ...	20,000	----	1	----
Sharon Consol ... "	20,000	----	----	3
Sheldon ... "	20,000	----	----	16
Silver Creek ... "	20,000	----	1	----
Silver Hill ... "	20,000	----	----	30c
Silver Lake ... "	20,000	----	----	----
Silver Valley ... "	20,000	----	----	10c
Southampton ... Ca.	100,000	5	----	----
South Bedford ... "	200,000	2	----	20c
South Side ... L. S.	20,000	----	3	1½
Springfield ... Md.	----	5	----	55c
Stadecona ... Ca.	100,000	5	----	----
Star ... L. S.	20,000	----	7½	1½
Stark ... Vt.	100,000	2	----	----
Strafford ...	30,000	10	----	50c
Superior ... L. S.	20,000	----	4	3
Sussex ...	20,000	----	----	----
Sutton ... Ca.	100,000	5	----	85
Toltec ... L. S.	20,000	----	20	1
Tremont ...	20,000	----	5*	1½
Union (L. & M.) ...	20,000	----	----	----
Vernon ...	25,000	10	----	----
Victoria ... L. S.	20,000	----	1½	----
Vulcan ...	20,000	----	----	----
Washington ... "	20,000	----	----	----
Waterloo ... Ca.	100,000	3	4*	15c
Waukegan ... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ... Ca.	200,000	5	----	20c
Wickopee ... "	100,000	5	----	5½
Winthrop ... L. S.	20,000	----	3½	1½
Wyandotte ... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ... N. Y.	50,000	50	----	¼
East River ...	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ...	20,000	5	----	----
Kahtadin ... Me.	3,000	100	----	----
Lake Superior ... L. S.	20,000	25	----	----
Massachusetts ...	25,000	1	----	----
Mount Pleasant ... Pa.	10,000	50	----	----
Teal Lake ... L. S.	----	----	----	2
Tyson ...	20,000	10	----	3
Lead and Zinc:				
Amenia ... N. Y.	100,000	5	----	8½
Bucks County ... Pa.	----	----	----	¼
Canada ... Ca.	50,000	5	----	2½
Clute ...	----	----	----	¼
Crystal Lake ...	----	----	----	----
Erie ...	----	----	----	21
Gay's River ...	100,000	2	----	----
Hampton ...	100,000	5	----	----
Keystone ... Pa.	----	----	----	1
Lancaster ...	----	----	----	----
Macomb ... N. Y.	100,000	5	----	45c
Mineral Point ...	100,000	5	----	¼
Mount Hope ... N. Y.	80,000	5	2½	----
National ...	200,000	1	----	----
New Jersey ... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ... Ca.	100,000	5	----	1
Placentia Bay ... N. F.	----	----	----	¼
Ramsay ...	20,000	25	----	----
Rossie ... "	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	19¾
Sussex ... N. J.	----	----	----	40c
Union ...	100,000	5	----	57c
Wallkill ... N. Y.	----	----	----	25c
Coal & Anthracite:				
American ... Pa.	37,500	25	----	60
Ashburton ... "	50,000	50	----	13½
Atlantic & G. C. ... Md.	----	----	----	1 5c
Baltimore ... "	----	100	----	2
Bear Valley ... "	40,000	12½	----	14
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ... "	10,000	50	----	9
Big Mountain ... Pa.	----	----	----	5¼
Blackhall ... N. S.	8,000	25	----	----
Boston & Pictou ... "	100,000	5	----	----
Bridgeport ... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ... "	----	----	----	16½
Cape Briton ... N. S.	200,000	2½	----	23c
Carbondale ... Pa.	----	----	----	3
Central ... "	----	----	----	43
Clinton ... "	----	----	----	1½
Coal Brook ... "	4,000	50	----	----
Continental ...	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	44½
Daniel Webster ...	5,000	100	----	----
East Mahanoy ... Pa.	----	----	----	----
Everhart ...	20,000	25	----	----
Franklin ... Pa.	5,000	100	----	20½
Fulton ... "	60,000	5	----	7
Gilbertson ...	5,000	100	----	42
George's Creek ... Pa.	10,000	----	----	109
Grand Tunnel ...	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4½
Hampton & Balt. ... Md.	----	----	----	91
Hazleton ... Pa.	32,300	50	----	58
Henry Clay ...	3,000	100	----	----
International ... N. S.	20,000	50	----	----
Lawrence ... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	41
Lorberry ... "	4,000	100	----	11
Macan ... "	2,000	100	----	----
Mahanoy ... "	1,000	20	----	6
Metropolitan ...	----	100	----	----
Middle Coal Fields ... "	----	----	----	7
Milford ...	2,500	50	----	----
Mill Creek ... Pa.	----	----	----	----
Mulgrave ...	2,000	----	----	----
Narragansett ... R. I.	8,000	10	----	----
New Creek ... Pa.	----	----	----	1½
North. & Luzerne ... "	----	----	----	----
Penn. ... "	100,000	50	----	15¾
Penn. Cannel ... "	6,000	50	----	----
Picton ... "	4,000	100	----	----
Pine Knot ... Pa.	4,000	50	----	----
Port Hood ...	4,000	100	----	49
Potomac ... Md.	40,000	10	----	5½
Powell ... Pa.	----	----	----	----
Preston ... "	----	----	----	20
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway ...	----	----	----	----
St. Clair ... Pa.	5,000	100	----	10
Schuylkill Valley ... "	20,000	10	----	18½
Shawmut ...	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	26½
Stafford ...	----	----	----	----
Suffolk ...	4,000	100	----	93
Sugar Loaf ... Pa.	----	----	----	----
Summit ... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ... "	----	----	----	----
Vandermark ...	20,000	50	----	----
Wyoming Valley ... Pa.	22,760	50	----	49

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ... Col.	50,000	10	----	----
Acadia (G.) ... N. S.	100,000	3	----	----
Albion (G.) ... "	100,000	3	----	----
Alpine (G.) ... Col.	150,000	10	----	----
Alps (G.) ... "	100,000	5	----	----
American ... "	200,000	2	----	----
Am. & Mex. (S.) ... N. M.	----	----	----	----
Am. Pioneer ... A. T.	----	----	----	----
Arizona (Silver) ... "	----	----	----	----
Atlantic (G.) ... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ... Col.	200,000	5	----	----
Benson (G.) ... N. S.	200,000	2	----	----
Benton (G.) ... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ... "	10,000	50	----	105
Briggs (G.) ... "	10,000	100	----	----
Bullion (G.) ... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ... Ca.	200,000	2	----	50c
Central (G.) ... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ... N. S.	100,000	5	----	65c
Colonial (G.) ... Ca.	100,000	2½	----	25c
Colorado (G.) ... Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	9½
Copalinshe (G.) ... "	200,000	20	----	----
Corisannic (G.) ... "	100,000	10	----	6
Corydon (G.) ... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ... Ca.	50,000	20	12½	15
Dorset (G.) ... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ... "	----	----	----	----
Empress (S.) ... "	----	----	----	----
Eureka (G.) ... Cal.	----	----	----	----
Excelsior (G.) ... Col.	30,000	10	----	11
Frankfort (G.) ...	100,000	2	----	----
Garrison's (G.) ... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ... Col.	100,000	5	----	1½
Gold ... "	100,000	5	----	8½
Gold Field ...	50,000	10	----	----
Gold Hill ...	50,000	10	----	----
Gold River ...	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ... Col.	300 000	10	----	1½
Halifax (G.) ... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ... Col.	150,000	2	----	----
Hope (G.) ... "	80,000	25	10	30
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ... Col.	----	----	----	----
Kennebec (G.) ... Ca.	100,000	5	----	----
Kent (G.) ... N. S.	200,000	1	----	----
Lake (G.) ... Col.	----	----	----	----
Lake Major ... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	12
Massachusetts (G.) ... Ca.	500,000	5	----	50
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2¾
New Gregory (G.) "	50 000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) ... "	100,000	2	----	1½
Oldham (G.) ... "	100,000	2	----	----
Otate (S.) ... Mex.	----	----	----	----
Palma (S.) ... "	----	----	----	----
Peck (G.) ... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ... A. T.	50,000	50	----	----
Pontiac (G.) ... Col.	50,000	20	----	----
Prince Albert (G.) ... Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	2
Quicksilver ... Cal.	100,000	100	----	40½
Renfrew (G.) ... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ... Col.	----	----	----	10
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) ... A. T.	60,000	50	----	----
Santa Clara (G.) ... Cal.	----	----	----	----
Santa Rita ... Ariz. T.	----	----	----	----
Scottie (S.) ... Ariz. T.	----	----	----	----
Sherbrooke (G.) ... N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ... Ariz. T.	----	----	----	----
Southam (G.) ... N. S.	100,000	5	----	----
Stafford (G.) ... Ca.	100,000	5	----	----
Star (G.) ... Col.	100,000	25	----	----
Stewart (G.) ... Ca.	100,000	5	4	75c
Tascher (G.) ... "	50,000	10	----	----
Victoria (G.) ... "	100,000	2	----	----
Waverly (G.) ... "	50,000	10	----	----
Windsor (G.) ... Col.	100,000	10	----	----
United States (G.) ... "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c		
30 Nov. '64	3.30	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	----	41
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	----	45
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	95
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	-------	41,000	—	—	—	—	—	----	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,0	—	6.660	(Metropoli'n)		6	----	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,1	—	3,590	11,062	766	—	----	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,311	200,0	50,000	18,165	129,927	12,197	8	----	86
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,0	73,100	66 222	20,807		—	----	25⅛
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,0	11.000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	----	47
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	----	45
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	----	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	----	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	----	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454		—	----	—
30 Nov. '64	—	0.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	----	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	----	86½
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	----	—
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	----	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	----	—
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	----	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	-------	-------	—	----	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27.500	5.782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76.000	44,000	15,831	2,942	—	----	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	----	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	----	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	----	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	----	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	----	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	-------	-------	-------	-------	-------	-------	—	----	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	----	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	-------	-------	-------	-------	-------	-------	—	----	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,350	550,000	-------	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,389	500,000	113,000	-------	100,438	9,148	—	----	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	-------	-------	-------	-------	12	100	—
30 Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	44,000	5,000	452,701	4,208	12	----	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	----	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	-------	-------	-------	-------	-------	-------	8	----	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'y	-------	-------	-------	-------	-------	-------	—	----	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	-------	34,660	897	—	----	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	-------	-------	-------	-------	-------	-------	—	----	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	-------	-------	-------	-------	-------	-------	—	----	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,151	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	-------	-------	-------	-------	-------	-------	—	----	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	----	—
30 Sep. '64	7.50	3.40	—	23	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	----	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,715	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	-------	-------	-------	-------	-------	-------	—	----	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	-------	-------	-------	leased.	-------	—	----	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	----	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	----	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	-------	-------	—	----	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	-------	-------	—	----	—
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	-------	-------	-------	—	-------	-------	—	----	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	-------	-------	—	----	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50.439	40	10	51½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	----	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	----	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	----	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200.000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	----	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	----	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	----	31
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	----	33½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	----	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	-------	-------	-------	-------	-------	-------	—	----	—
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	----	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	----	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	----	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	----	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	189,000	125,000	—	95,336	1,418	—	----	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	-------	-------	—	----	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	----	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	93,863	27½	20	74
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	----	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr's F.)	175,610	159,312	15,500	—	79,670	21,297	6	----	35
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	----	22½
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	----	67½
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	-------	31,549	239,059	21,058	—	----	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	-------	-------	-------	-------	-------	-------	-------
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	-------	-------	-------	-------	-------	-------	-------
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	-------	-------	-------	-------	-------	-------	-------
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	-------	-------	-------	-------	-------	-------	-------

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	-------	-------	----
Dorchester:					
Real Estate Mortgage	5,000	6	-------	-------	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	-------	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	---
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	-------	----
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	-------	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	-------	-------	----
Middlesex:					
1st Mortgage	31,000	--	-------	-------	----
Malden & Melrose bonds	51,762	--	-------	-------	----
Real Estate	4,000	--	-------	-------	----
Ninth Avenue:					
1st Mortgage	67,000	7	-------	-------	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	-------	----
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	150,000	---	-------	-------	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City:					----
1st Mortgage	65,500	7	-------	-------	----
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Jan. 31, 1866	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of Jan. 28, 1847 ——registered	$9,415,250	6	Jan. & July.	1867	125
Loan of March 31, 1843 ——registered	8,908,342	6	" "	1868	119½
" " " ——coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850 ——coupon	665,000	5	" "	1865	----
Loan of June 14, 1858 ——registered	20,000,000	5	" "	1874	95½
" " " ——coupon		5	" "	1874	95
Loan of June 22, 1860 ——registered	7,022,000	5	" "	1871	97
" " " ——coupon		5	" "	1871	96½
Oregon War Debt of March, 1861 ——coupon	1,016,000	6	" "	1881	103
" " " " " ——coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ——registered	18,415,000	6	Jan. & July.	1881	104½
" " " ——coupon		6	" "	1881	104
Loan of July 17, & Aug. 5, 1861 ——registered	264,232,250	6	" "	1881	104½
" " " ——coupon		6	" "	1881	104
Loan of Feb. 25, 1862 (5-20s) ——registered	514,780,500	6	May & Nov.	1882	102½
" " " (5-20s) ——coupon		6	" "	1882	103½
Loan of March 3, 1865 (5-20s) ——	50,590,300	6	May & Nov.	1885	103
Bonds, Central Pacific R. R. Co ——	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.) ——	992000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ——registered	172,769,100	5	Mar. & Sept.	1904	91½
" " " " ——coupon		5	" "	1904	94
Loan of March 3, 1864 (5-20s) ——registered	100,000,000	6	May & Nov.	1884	103½
" " " " ——coupon		6	" "	1884	103
Treasury Notes of July 17, 1861 ——coupon	233,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 ——1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ——2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ——3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates ——	60,637,000	6	At maturity.	----	----
One & Two Year Treas'y Notes (legal tender) ——	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64 ——	180,012,141	6	At maturity.	1867	----
United States Notes (greenbacks) ——	428,902,223				
Fractional currency ——	26,553,244				
STATE LOANS.					
Alabama—State bonds ——coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ——coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ——coupon	3,727,500	7	Jan. & July.	1878	116
" — " " 1880 —— "	198,500	7	" "	1880	----
" —War bonds —— "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ——coupon	2,000,000	6	Jan. & July	'71-'82	92
" — " " " ——coupon	1,000,000	6	" "	1882	93½
Florida—State bonds ——coupon	143,000	7	----	----	----
Georgia—State bonds ——coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ——inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds —— "	1,322,085	6	" "	1877	98
" —Interest stock —— "	737,222	6	" "	1860	86
" —Refunded stock ——coupon	2,187,000	6	" "	'63-'80	96
" —War bonds —— "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) —— "	1,778,423	6	" "	1870	----
" — " " (dollar) —— "	1 969,397	6	" "	1870	97
Indiana—State stock ——registered	5,325,500	5	Jan. & July.	1886	80
" — " " —— "	2,058,173	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ——coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock —— "	4,079,500	5	Jan. & July.	----	84
" — " special stock "	1,216,737	5	" "	----	----
— " Deferred stock —— "	1,243,000	5	" "	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ——coupon	200,000	7	Jan. & July.	1868	----
— " " (war loan) —— "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ——	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ——coupon	146,000	7	Jan. & July.	1876	----
" — " " " —— "	54,000	7	May & Nov.	1878	----
" — " " (domestic) —— "	65,000	6	July.	1883	----
Kentucky—State bonds ——coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " —— "		5	" "	'81-'91	----
" — " " —— "		5	" "	'93-'96	----
" — " " (bank) —— "	600,000	5	" "	1891	----
" — " " —— "	67,500	6	" "	'91-'96	95
" — " " (war loan) —— "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ——coupon	516,130	6	----	d'm'd.	85
— " " (R. R. etc.) —— "	3,802,000	6	----	'67-'99	----
" — " " (banks) —— "	5,398,533	6	----	----	----
" — " " (war loan) —— "	670,000	6	----	----	----
Maine—State bonds ——coupon	----	6	Mar. & Sept.	'63-'77	95½
" — " " (war loan) —— "	1,000,000	6	Jan. & July.	'81-'83	94
Maryland—State bonds (st'l'g) ——coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) —— "	200,376	5		1865	----
" — " " (st'l'g) —— "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) —— "	2,490,569	5		'89-'90	----
" — " " (dollar) —— Inscribed	500,000	3		1890	----
" — " " (") —— "	100,000	4½		1888	----
" — " " (") —— "	767,560	5		'42-'58	----
" — " " (") —— "	399,408	5		1880	----
" — " " (") —— "	148,711	5		'89-'90	----
" — " " (") —— "	133,689	6		pleas.	----
— " " (") —— "	3,000,000	6		1870	100½
— " " (") —— "	85,000	6		1885	----
" — " " (") —— "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) "	508,880	6	" "	'88-'90	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	----
" — " " (" ") "	300,000	5	" "	1893	----
" — " " (East'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip —— "	200 000	6	" "	'64-'66	----
" — —— "	247 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ——coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " " ——coupon	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan —— "	500,000	5	May & Nov	1893	93½
" —Coast Defence Loan —— "	1,000,000	5	" "	1883	98
" —Back Bay Loan —— "	168,000	5	" "	1880	----
Michigan—Renewal Loan ——coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ——(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ——(" ") "	587,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ——coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ——coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857 ——	63,000	5½	Jan. & July.	1863	----
" — " " " " ——	199,000	6	" "	1863	78½
" —Capitol Loan of 1857 ——	100,000	6	April & Oct	1863	----
" —Renewal Loan of 1853 ——	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. ——coupon	200,000	6	" "	1883	----
" " " S. W. Branch "	7,000,000	6	" "	'72-'88	79
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri "	3,000,000	6	" "	'73-'87	77
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. "	650,000	6	" "	'87-'89	----
" —Revenue bonds —— "	700,000	6	" "	1889	----
" —State Defense warrants ——	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ——coupon	750,000	----	----	----	----
" " —Notes ——	535,100	6	Feb. & Aug.	1876	93
New Jersey—State stock ——registered	200,000	6	----	----	----
" " —State bonds (war loan) ——coupon	95,000	6	Jan. & July.	Var.	----
" — " " (") "	531,820	6	" "	'65-'71	----
New York—General F'd: Astor Debt ——	200,000	6	" "	1871	----
" " — " " Deficiency Loans ——	561,500	5	Jan. & July.	pleas.	----
" " — " " " " ——	348,107	5	" "	pleas.	----
" " — " " " " ——	900,000	5	" "	1875	----
" " — " " " " ——	442,961	5	May & Nov.	1868	100
" " — " " " " ——	1,169,781	6	Jan. & July.	pleas.	----
" " — " " " " ——	1,300,000	6	" "	'68-'78	100
" " — " " " " ——	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " ——	11,050	5½	----	d'm'd.	----
" " — " " " " ——	14,230	6	----	d'm'd.	----
" " — " " Railroad Loans ——	421,003	6	Jan. & July.	'65-'67	----
" " — " " " " " ——	287,700	4½	J., A., J., & O	1864	----
" " — " " " " " ——	68,000	5	Feb. & Aug.	1876	----
" " — " " " " " ——	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " " ——	320,000	5½	Jan. & July.	1865	----
" " — " " " " " ——	100,000	6	" "	1867	----
" " —Canal Fund Loans ——	6,922,274	5	" "	'63-'74	----
" " — " " " ——	15,889,025	6	" "	64-'76	----
" " — " " " ——	1,200,000	7	" "	1864	----
North Carolina—State bonds ——coupon	9,129,505	6	Various.	Var.	80½
Ohio—State bonds (foreign debt) ——coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") —— "	1,015,000	5	" "	1865	----
" — " " (" ") —— "	379,866	6	" "	1868	----
" — " " (" ") —— "	2,183,532	6	" "	1870	98
" — " " (" ") —— "	1,600,000	6	" "	1875	95
" — " " (" ") —— "	4,095,309	6	" "	1881	95
" — " " (" ") —— "	2,400,000	6	" "	1886	97
" — " " (domestic debt) ——	125,680	6	" "	1863	95
" — " " (war loan) ——coupon	1,500	----	----	1866	----
" — " " (" ") —— "	279,313	----	----	1868	----
" —Irreducib'e debt (school funds, etc.) ——	2,920,403	6	Yearly.	----	----
Oregon—State scrip ——	55,372	----	----	----	----
Pennsylvania—State Stock Loans ——	131,200	4½	April & Oct.	due.	----
" — " " " ——	10,780,095	5	Jan. & July.	due.	86
" — " " " ——	3,886,070	5	Feb. & Aug.	due.	----
" — " " " ——	3,690,614	5	Mar. & Sept.	due.	----
" — " " " ——	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates ——	210,263	6	Feb. & Aug.	due.	----
" —State bonds ——coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans ——	1,177,890	----	" "	1864	----
" " — " " " ——	675,029	5	Feb. & Aug.	1864	----
" " — " " " ——	1,045,629	5	June & Dec.	1864	----
" " — " " " ——	1,558,673	5	Jan. & July.	1865	----
" " — " " " ——	2,277,755	5	" "	1868	----
" " — " " " ——	1,766,214	5	" "	1870	85
" —State bonds ——coupon	4,860,000	5	Feb. & Aug.	1877	85½
" " — " " ——	428,000	5	" "	1878	----
" —Inclined Plane Loan ——	400,000	6	April & Oct.	1879	----
" —State bonds ——coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans ——	360,937	5	----	----	----
" —Relief Notes in circulation ——	97,360	----	----	----	----
" —Military Loan bonds ——coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) ——coupon	2,000,000	6	Mar. & Sept.	1882	93
South Carolina—State bonds (stg) ——coupon	484,444	5	----	1888	----
" " —Inscribed certificates ——	1,708,017	5	----	'68-'90	----
" " —State b'ds (railroads) ——coupon	1,310,000	5	----	1877	----
Tennessee—State bonds (banks) ——coupon	1,125,000	6	----	1882	81
" — " " (interl. impr.) "	2,063,606	5	----	Var.	54
" — " " (railroads) "	12,[illegible]9,000	6	----	Var.	90
" — " " (capitol) "	608,000	5	----	1890	57
" — " " (Hermitage) "	48,000	6	----	1890	92
Texas—Had no debt in 1861 ——	----	----	----	----	----
Vermont—Inscribed certificates ——	175,000	6	----	'63-'64	----
" —State bonds (war loan) ——coupon	58,000	6	----	'62-'63	----
" — " " (" ") —— "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil) ——	404,000	5	Various.	Var.	----
" — " " (railroad) ——	18,264,642	6	Jan. & July.	'83-'93	64
" —State bonds (railroad) ——coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) —— "	1,865,000	5	" "	1892	----
West Virginia—No information ——	----	----	----	----	----
Wisconsin—State bonds (civil) ——coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) —— "	200,000	6	Jan. & July.	1867	----
— " " (domestic) —— "	100,000	6	" "	1877	----
— " " " (" —— "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,783	197,267	214,679	314,521	332,098	408,076	446,044	398,847	381,810	357,556	3,709,970
1865	354,755	283,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,226,061
1863	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	329,879	307,863	252,015	2,770,484
1865	261,903	252,583	288,159	263,149	312,316	243,985	315,944	391,574	399,602	355 075	294,804	224,012	3,703,116
1866	210,171	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,096	146,268	161,503	138,795	135,595	1,423,489
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,990	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	211,180	232,287	283,095	384,290	360,707	261,141	190,272	3,122,692
1866	237,555	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	306,100	281 334	296,169	473,186	551,122	435,945	407 698	2,811,544
1864	273,876	317,839	390,355	421 363	466,630	565,145	490,710	519,306	689,605	729,759	716,378	563,100	6,111,566
1865	541,005	482,164	499,296	468,358	685,623	747,943	702,961	787,508	946,707	921,886	749,191	546,609	7,998,650
Chicago and Great Eastern:													
1859	8,922	9,224	10,759	8 965	7,629	7,698	6,671	10,432	10,443	11,634	9,601	10,206	112,259
1860	9,930	9,947	12,768	12,218	9,207	9,152	9,096	17,495	18,430	16,500	12,883	14,715	151,291
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,234	25,461	211 077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,951	37,440	328,666
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,886	60,895	528,264
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	93,876	94,545	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,292	91,564	1,103,521
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,606	963,859	8,400,354
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,451
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,287	1,451,217	1,503,993	15,295,915
1866	including Buffalo Division...1,187,188	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	419,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,805	478,576	496,433	437,679	424,631	4,571,029
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,238	661,391	657,141	605,402	6,529,447
1865	546,051	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	624,968	------	------
1866	582,828	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55.257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,564	77,112	83,059	76,764	68,833	710,226
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	98,078	23,546	96,908	95,453	1,088,165
1865	98,112	86,626	95,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,387	1,222,017
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,256
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	226,840	------	------
1866	121,776	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	363,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
1866	314,598	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,811	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129.022	2,025,142
1861	142,834	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,233	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175.696	186,039	174,002	172.189	216.624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,188	375,488	339,704	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,302	405,510	276,470	3,970,946
1865	306,324	279,137	344,223	337,241	401,456	365,663	329,105	413,501	460,641	490,694	447,670	328,769	4,504.549
1866	282,438	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46 474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2 536,091
1866	132,000	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,022
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,966	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,227,113	1,187,605	1,116,829	12,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,061	289,987	265,358	234,456	276,209	291,763	278,219	2,905,859
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,824,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,363	3,745,316
1863	337,350	366,598	451,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	486,390	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	886,511	738,107	601,238	650,311	612,123	718,016	759,405	807,382	718,472	570,826	8,438,394
1866	555,488	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129.16	125,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,290	177,625	173,722	162,571	218,553	216,737	222,924	207,093	162,694	2,237,970
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	106,554	116,379	150,595	151,052	134,563	111,339	1,435,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	265,154	2 450,522
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	247,023	2 926,243
1866	226,059	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	23,972	63,862	82,147	68,189	59,562	75,677	92,716	61,770	37,830	689,232
1866	46,102	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	97
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	89
" " $875,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	85
" " $2,500,000	887,000	6	"	"	1889	88
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	90½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	8,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1863	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93½
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	98½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	81
Funded Coupon Bonds	756,000	7	May & Nov.	" "	18?3	83
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,800,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	88
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	75
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	95
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	238,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1891	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	103
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Mariette and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	
1st Mortgage sterling	1,000,000	7	" "	" "	1891	82
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio:						
State (Tenn.) Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,194,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	93
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		43½
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	98½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	505,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63'4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92½
D'bts of former Co's outst'ding.	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	684,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " "	45,550	6		" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	10[illegible]
Bonds of Oct. 1863, (S. F.) a	2,925,000	6	June & Dec	" "	1887	91½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	96
5th Mortgage	1,002,500	7	June & Dec.	"	1888	92½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	93
Consolidated	1,000,000	7	Feb. & Aug.	"		100
2d Mortgage	980,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	"	1875	
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$250,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7	" "	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	83½
Chattel Mortgage	360,000	10	" "		1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	79
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	95
2d Mortgage	2,621,000	6	April & Oct.	"	1876	92
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,806	6	" "	"	1880	86½
" 1844, "	804,000	6	" "	"	1880	86½
" 1848, "	101,000	6	" "	"	1880	86½
1842, "	67,000	6	" "	"	1880	86½
1857, (convertible)	564,000	6	" "	"	1886	86½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	99½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	91
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	82
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	When payable	Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (Western Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	937,500	7	" "	"	1863	24
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	79½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	37
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	85
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	94
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Balance (Total), incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Miles run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,039	518,965	30.2	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.3	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,922	109.6	.....	297,626	111,222	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,701	76,779	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	.....	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	----	----
								CONNECTICUT.													
31 July '64	23.8	—	----	1.9	4	5	47	Danbury and Norwalk	346.299	66,483	—	307,060	95,000	731	.....	23.8	56,625	89,470	43,029	7	----
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936.740	.....	.....	122.4	317,844	517,868	134,506	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	.....	4,654,283	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439.775	*	28,200	2,000,000	191,000	47,000	2,635,456	124.0	293,329	428,518	159,702	—	----
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464.127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	149,591	16	----
28 Feb '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,558	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.3	9.3	—	3	2	—	New Haven and Northampton	2,326,435	41,560	—	1,010,000	650,000	.....	.....	.....	49,665	197,387	85,946	3½	----
31 Dec. '64	66.0	—	5.2	—	8	12	84	New London Northern	724 336	*	—	658,805	51.000	.....	810.932	66 0	211,836	270,672	54.299	8	55
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000.000	.....	6,810,340	117 4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,521	66.4	344,463	631,728	244,471	7½	100
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552.257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.976	41 466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,290	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	8	1	6	*Florida and Alabama*	632,791	30.626	—	191,435	195,000	75,894	619,112	32.0	.....	7,657	3,535	—	----
-- -- '62	59.9	—	5.0	...	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.1	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	128,600	—	1,597,385	86.7	.....	418,636	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	783.700	129,500	—	.....	53.0	.....	166,988	96,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	51.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4.366,800	.....	.....	6,560,173	229.0	379,488	1,715,025	764.574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123.343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 888	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,856	13	----
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	852,240	454,541	—	----
								ILLINOIS.													
31 Dec. '64	220.0	—	----	—	49	32	939	Chicago and Alton	8 308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2.770,454	1,273,518	7½	120
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8.376,510	5,924,964	—	15,494,205	400.0	1,963,105	5,728,910	2,752,273	20	112
31 May, '65	242.0	688 0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,880,472	930.0	.....	6,820,756	1,892,272	—	27½
31 Mar. '65	181.8	—	----	—	69	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000.000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,702	6	103½
31 May, '68	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,479	—	65½
31 Dec. '64	454.8	252.5	----	—	126	78	3,327	*Illinois Central*	29,675,410	*	—	20,808,160	13,232.000	—	38,080,110	708.3	3,388,850	6,329,447	2,468,194	8	113½
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	499,874	210,950	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	956	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,054,074	560,167	—	32
								INDIANA.													
— — --	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,906,125	.....	.....	108.0	.....	.....	.....	—	----
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.6	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110 0	.....	448,858	230,834	9	70
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,558	*	—	1,872,000	997,000	—	2,975,578	84.0	384,529	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,225	108.0	312,259	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,76	132 0	.....	315,172	117,941	6	100
-- -- '58	288.0	—	—	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	—	169,379	1,900,150	88,000	—	3,063,108	75 0	370,555	1,007,979	521,254	18	159½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	...	...	.....	*Burlington and Missouri River*	2,603.589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,600	155,347	—	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	----
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,462,300	7,145,252	118,000	10,715,552	220.5	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,075,993	111.8	.....	426,408	227,534	—	----
30 Jun. '65	29.0	—	3.1	— }	4	13	219	} Lexington and Frankfort	605,298	52,300	—	514,573	72,000	—	736,518	29.0	236,061	188,465	63,774	7	80
30 Jun. '65	65.1	—	5.4	— }				} Louisville and Frankfort	1,532,645	128,735	12,200	1,109,594	276,000	—	1,713,221	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	963,047	4,314,540	2,172,515	8	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,282,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,583,011	248,988	108.434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647.590	—	2,950.000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	----
31 May '65	284.8	—	23.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7,565,489	—	14,781,571	329.3	1,582,795	4,121,213	1,715,063	—	102
31 Mar. '65	246.0	277.8	----	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,157,124	4,289,466	1,881,113	—	66½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756.292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	----
31 Dec. '58	83.2	—	----	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177.600	—	.....	206.8	579.324	1,047,567	429,026	—	87
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	----
31 Dec. '62	152 0	—	8.6	----	...	...	.....	*Platte County*	1,200,000	*	—	500.000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '65	283.0	—	14.4	—	13	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	----
28 Feb. '65	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100.562	197,744	1.895	—	----
30 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2 2	3,501,000	40,558	6,362,102	90.1	220,189	399,291	51 329	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	787,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	95½
May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	—	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,328,338	3,621,755	5,423,197	16,151,962	10,112,584	897,839	36,511,376	286.8	2,938,010	6,509,945	4,544,097	3	112
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	43½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,743	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,758	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	94½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	118
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21 500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	126½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	131½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6	67½
30 Nov. '64	50.0	2.4	9.6	—	12	28	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	166,932	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	100
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	106
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	3	116½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,627	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.8	510,010	964,030	469,932	8	101
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	40½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	136
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	103
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,600,000	61.3	.....	821,985	136,049	8	60
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	107
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	136,500	15,519	3,250,418	82.0	.....	210,265	210,265	7	83½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,468	—	.....	124 2	.....	5,799,980	1,140,788	35	119½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,920	2,221,449	60.2	.....	231,466	71,106	—	54
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,587,184	1,305,630	20	114
31 Dec. '64	53.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	100
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,574,548	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,823	10	135
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	—	—	.....	—	—	—	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	...	—	—	—	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,163	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,888	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,858	*	4,104	24,935,300	17,823,400	1,067,088	43,045,284	807.0	6,916,324	13,429,643	4,594,725	8	79½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	101½
30 Sep. '64	94.0	9.5	08.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,287	14	79
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,594	2,694,714	6	91½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	28½
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	58,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,984	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	2,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	38
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	380,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	84.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	—	—	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	975,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	823,069	477,554	235,201	8	.....
15 Mar. '60	31.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	508,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2,499,848	1,235,162	15	114
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	875,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,765,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,316	438,897	8	78½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	107
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	84.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	0	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,625	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	18.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15.806,316	250.8	456,408	1,088,165	427,406	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,476	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '6*	153.6	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595,400	251,867	3,348,986	1,841,098	14,202	6,172,133	205.9	358,409	719,924	145,900	—	19½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	8 8207	189,488	—	—
31 Dec '64	442.4	.....	.....	—	48	15	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	38

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149.013		25
31 Oct. '64	52.0		9.7		12	18	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193.901	8	83
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	141
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	26½
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	13.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,248	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	145,472		19½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	62½
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	31½
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	64½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.5	320,638	741,977	346,401		37½
31 Dec. '64	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385 315	5,604,810	19,860,060	16,684,840		43,520,356	356.9	5,846,778	14,759 057	4,065,113	10	55½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399		1,358,100	315,000		1,673,100	24.0	253,739	428.147	207,893	8	54
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,760,623	*		5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		29½
30 Nov '64	152 0	46.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,289,341	4,308,160	15	50½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	175,447	824,006	477,658	10	113
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,657,300	692,000		9,349 300	197.0	839,238	3,205,560	1,365,200	10	57
31 Oct. '65	59.5		31 4	89.5	12	11	84	Pittsburg and Connellsville	2,361 764	198,820		1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361		9
31 Dec. '64	468.3		108.5		157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,000		23,942,670	468.3	3,940,778	7,120,466	3,019,067	10	93½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,778	112,824		500,000	791,597	Lease'd t	o Northu	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,232	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,817	8	
								RHODE ISLAND													48
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	110
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,272	250,000	706,365	195.266	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		841,190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	105.0			62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,600	99,110	1,137,707	47.6		29,967	19,187		
1859	80.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,636,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	8,632,882	*		2,056,544	1,731,000			159.0		734.118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz. & Col'rdo								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275 000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	389,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880,277	*		1,679,600	638,500		3,033,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887		
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793.200		1,301,886	23.7	48,996	64,267	26.451		1
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			ope	r.b.Troy	& Bost.	58,852		96½
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36.188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,066		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852		7½
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,059,054	163,753	79,585	6	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	
30 Jun. '64	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967		
																					75
								WISCONSIN.													
31 Dec. '64	195.0	175.0			54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000		9,650,000	370.0	1,125,571	2,113,118	506 855		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,333	6,775,773	607,000		8,452,351	234.4	968,183	1,711,281	505,330		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (4 y	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,463,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242,798	117,842		
30 Jun. '63	1,096	137.0		78.0	204	180	2,399	Grand Trunk	71,310,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,855		
31 July, '63	229.0	115.5	63.0		92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,860	1,649,510	1½	15
31 Dec. '64	94.5	1.6			18	20	337	Northern (O. S. & H.)	6,456,615				4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	100,421	107,840	20,006		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,799,232	60 0		138 565	36,070		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5			20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	158,416	139,107	37,181		
								NEW GRANADA.													
Dec 63	47.				11	22	120	Pan ma	7,000,000	*	1,658	5,000,000	75,000		10 763,722	48.		117,488	1,328,924	11	

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	36
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	45
Chicago & Alton (preferred)	2,425,200	7	7	124
Chicago & Northwestern (pref.)	12,994,720	7	7	54½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	—	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	8
Elmira & William-port (preferred)	500,000	---	—	40
Erie (preferred)	8,535,700	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chieh (1st pref.)	2,773,500	8	8	97
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	0	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	61
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904.473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	90½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	782,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	414,606	6	M. & S.	1870	91½
Six per cent. Loan	2,432,274	6	A. & O.	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	" "	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	83
2d Mortgage	3,980,670	6	J. & J.	1882	76
Improvement	568,500	6	M. & N.	1876	62
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	53
Preferred Interest b'ds	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	26½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	82

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	32½
Delaware and Hudson	100	10,000,000	10	134
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	4,282,950	6	52½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	5	79
" (preferred)	100	1,175,000	10	114
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	23½
" (preferred)	50	2,722,607	—	29½
Susquehanna and Tide Water	50	2,048,260	—	13
Union				3
Union (preferred)	50	2,750,000	—	6
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	48 — @ 50 —
Pig, American, No. 1	48 — @ 50 —
Bar, Refined, English	100— @112 50
Bar, Swedes, assorted sizes (in gold)	— — @ 97 50
Bar, Swedes, assorted sizes	165 — @175 —
Bar, English & American, Refined	125 — @150 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @200 —
Ovals and Half round	145 — @155 —
Band, English	— — @155 —
Horse Shoe	150 — @155 —
Rods, English	127 50 @190 —
Hoop, English	160 — @225 —
Nail Rod per lb.	10 @ — 11
Sheet, Russia per lb.	33 @ — 35
Sheet, English, Single, Double and Treble	7 @ — 8½
Sheet, Am., Single Double and Treble	— @ — —
Rails, English (gold) per ton	— @ 56 —
Rails, American	85 — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 16 @ — 23
English Spring (1st & 2d qlty.)	— 11½@ — 13
English Blister (1st & 2d qlty.)	— 13 @ — 20
English Machinery	— 13½@ — 15
German	— 15 @ — 17
American, Blister	— 12 @ — 14
American, Cast, Hammered	— 19 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 13
American Machinery	— 13 @ — 14
Milan (in bond)	— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— @ — 52
Sheathing, Yellow	— @ — 46
Pig, Chile	— @ — —
Bolts	— @ — 52
Braziers'	— @ — 52
American Ingot (cash)	— 35½@ — 37

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	9 — @ 9 12½
German Refined	9 — @ 9 12½
English	9 — @ 9 12½
Bar per lb.	— @ — 11
Pipe and Sheet	— @ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— @ — 28½
Straits	— 5½@ — 25½
English	— @ — 24½
Plates, Charcoal I. C per box	16 @ 16 50
Plates, I. C. Coke	12 50 @ 14 50
Terne, Coke	11 — @ 11 50
Terne, Charcoal	— @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	— @ 7 50
Clinch (cash)	9 @ 9 50
Copper	— @ — 60
Ausable Horse, Norway Iron, Forged	— @ — 41
Zinc Nails (6 mos)	— @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	29 @ — 30
Refi'd, free, L.S. to pr. Wh. (110@120 test)	73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— @ — —
Naptha, Refined (60@63 gravity)	42 @ — 43

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	Th. 15	F. 16	Sat 17.	M. 19.	Tu. 20	W. 21
Atlantic M. S. S. Co	113½	124	128	129	135	135½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	115
Canton Co.	44½	44½	----	44½	44½	44
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	116	123	118½	----	120	----
" " pref.	120	125	118	124	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	109	----	----	----
Chic. & Northwest'n	28½	28½	28½	29	28	27½
" " pref.	56½	56½	56½	56½	55½	54½
" " 1st M.	81	81	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	106	106½	106½	106	105	105½
" " 1st M. '70	----	----	----	98½	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	81x	82	81½	81½	80½	78½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	83	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	107½	108½	108	108	----	107
" " S.F. 7 p.c.	----	95	95	----	----	----
Cumberland Coal, pref	44½	45½	45½	45½	45	44½
Del. & Hudson Canal	135	134½	134½	----	----	134
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	75½x	80½	80½	82½	80½	79½
" pref.	81½	82	----	----	82½	81
" 1 M. 7 p.c. '67	----	----	----	----	----	100
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '82	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	96	----	----	95	96
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	103½	104½	104	104½	102½	101½
" scrip	----	----	----	----	86	----
" 1M. 7p.c. '69.	100½	----	100½	----	----	----
" 2M. S.F.	----	----	----	100	----	100½
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115	114½	114½	----	114	113½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	25	27	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	12½	----	12	12	12
Michigan Central	102½x	105	----	105½	----	102
" S F. 8p.c. '82	----	----	110½	----	111	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	70	71½	71½	71½	70½	69½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	95	95	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	90	----	----	----	----	----
" " 1st pref.	98	----	97	97	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	78	77½	78½	78½	78½	78½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	78½	79	----	----
New York Central	89½x	90½	91½	93½	92	91½
Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76.	100	----	----	----	100½	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87.	92	----	----	----	----	91½
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	82	81½	81½	81	80½
Ohio & Miss. cer.	----	27	26½	26½	26	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	200	----	----	205	192	202
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	100½x	101½	101½	100½	100½	100½
Pitts. Ft. W. & Chicago	93½x	95	94½	95	93½	93½
" " 1M.	100	----	----	----	99½	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	82	----
Quicksilver Mining Co.	42½	42½	42½	42	41½	40½
St. L., Alton & T. H.	33	35½	35	----	----	32
" " pref.	59	60½	61	----	----	61
" " 1M.	90	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	19½
" " Inc. b'ds.	----	----	74	----	----	----
Tennessee 6s, 1890	89½	90½	----	92½	91½	92
Tol. Wab. & Western	32	40	38	----	----	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	87	----
" " 2M.	----	75	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	63	64½	64	64

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	Th 15	F.16	Sat.17	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.,	94⅛	94⅞	----	----	94⅛	----
U. S. 5s, 10-40s, reg.	----	----	91⅛	----	----	----
U. S. 6s, 1881, reg.	104½	104½	----	104⅞	104⅝	
U. S. 6s, 1881, cou.	104⅛	104⅛	104⅛	104⅛	04⅛	104
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	103	----	----	----	----
U. S. 6s, 1867, reg.	125	125	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	119⅛	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅛	98⅛	98⅛	99	98⅛	
U. S. 6s, 5-20s, c. 1862.	103⅛	103⅛	103⅛	----	103⅛	----
U. S. 6s, 5-20s, c. 1864.	102⅛	103⅛	103⅛	105⅛	103⅛	103
U. S. 6s, 5-20s, c. 1865.	103⅛	103⅛	103⅛	----	103⅛	103
U. S. 6s, " reg.	----	----	----	----	103⅛	----
7.30 Notes, 1st series.	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
" " 2d series.	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
" " 3d series.	99⅛	99⅛	99⅛	----	99⅛	99⅛
American Gold	----	----	135⅛	----	137	137⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 20.

	W. 14.	Th.15	F.16.	Sat.17.	M.19.	Tu.20
Cattawissa	25⅛	25⅛	25½	24⅞	25⅛	25⅛
" preferred	37⅛	37⅛	37	36⅞	37	36⅞
Camden & Amboy	118	116½	118½	120	119⅜	
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	84	----	83	----	----	----
" mort. 6s,'89.	----	----	----	----	----	----
Ches.& Del.Canal os '86	----	----	----	----	----	90½
Del. Div. Canal	----	----	32½	----	----	----
Elmira & W'msport	26	----	26½	----	----	----
" " pref.	40	----	40	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	----	----	62½	o2⅜	62⅜	62½
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'84.	----	----	----	87	----	----
Lehigh Valley R. R.	----	----	----	----	62	62½
" " 6s.	89½	----	----	----	----	----
Little Schuylkill R. R.	31⅛	----	31	31½	----	31½
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	54	----	----	54½	----	----
Morris Canal	----	----	----	----	----	79
" " pref.	114	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36⅜	----	37	37	37½	
" " 6s.	----	----	84	----	84	83½
" " 10s.	----	----	111½	----	----	----
Northern Central	43½	----	----	----	----	----
Pennsylvania R. R.	55⅛	55⅛	55½	55½	----	55⅛
" 1st m.	----	95	----	----	----	----
" 2d m.	----	92	----	----	----	----
Penn. State, 5s	----	86	----	----	----	----
" " 5s, coupon	----	----	----	----	----	85½
" " 6s, W. L.	98⅛	----	----	98	----	----
Philadelphia City, 6s	87	----	----	87	----	----
" " new.	92	92	92	92	92	91⅞
Philad., Germ. & Nor.	----	----	55	54	----	----
Phila. & Reading	50⅛	50⅜	50½	50⅜	51	50⅛
" " 6s,'86.	----	86½	----	----	----	----
" " 6s,'70.	----	----	----	----	----	93
Philadelphia & Erie	29⅜	----	29½	29½	30½	29⅜
" " 6s.	----	----	----	----	----	90
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	23½	----	----	----
" " pref.	29½	29⅜	29⅜	----	----	29½
" " 6s '82.	----	----	----	----	----	----
" " 6s '76	69	----	----	----	----	----
" " 6s '72	----	83	----	----	83	----
Susq. Canal	12½	13	13	----	13	13
" " 6s '78.	----	53	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83.	26	----	26½	26½	26½	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	82
Hestonville, (Horse)	34⅛	----	34⅛	----	----	33½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	74	----	----	----
Spruce & Pine, "	----	35	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 20.

	W.14	Th.15	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875.	----	----	----	----	----	----
" " 1886.	100	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	101	101	101	101	101	101
Balt. and Ohio	----	----	----	112	----	----
" " b'ds,'62.	----	----	----	----	----	----
" " '67.	----	----	----	----	----	----
" " '75.	97	----	----	----	----	----
" " '80.	97	97	----	----	----	----
" " '85.	----	----	----	98	----	----
Northern Central	----	----	44	----	----	----
" " b'ds,'85.	----	84½	----	----	----	84½
" " '93.	----	----	----	----	----	----
City Passenger R. R.	16½	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	Th. 15	F.16	Sat 17.	M.19.	Tu.20.	W 21
Boston and Lowell	----	94½	----	----	----	
Boston and Maine	118⅛	----	117½	----	118	----
Boston and Providence	123	127½	128½	----	----	----
Boston and Worcest.	----	----	131½	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	60	----	----	----	60
Connecticut River	----	----	103½	----	103	----
Eastern, Mass.	----	----	101½	100	----	100
Eastern, N. H.	101½	101½	----	----	----	----
Fitchburg	----	----	105½	106	106	----
Manchester & Lawr'ce.	106½	----	----	----	----	107
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	93	----	93½	93½	----
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	56	56½	57	57½	57	----
Portl'd, Saco & Porta.	----	----	----	----	----	95½
Vermont & Canada	96½	----	95	96½	----	----
Vermont & Mass.	40	40½	40½	40½	----	----
Western	140	139	137	138	136	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	95	----	----
Metropolitan "	----	----	----	46½	47	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26½	----	26½	26	26	----
Franklin "	----	----	88	----	37½	----
Huron "	----	----	----	----	----	----
Isle Royale "	18½	13	----	----	----	13
National "	----	----	----	----	----	----
Minnesota "	10½	12	11½	11	10	----
Pewabic "	36½	37	----	----	35½	----
Pittsburg "	----	----	----	49½	----	49
Quincy "	54½	54	----	54	54	----
Rockland	----	----	----	----	----	3

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of January:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	66⅛	"	66⅜
Virginia State 6s	48	"	52
Do. 6 per cent.	40½	"	41½
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., 2d mort., 1881	74	"	76
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	73	"	75
Erie shares, $100 (all paid)	56	"	56½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	80	"	82
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	75	"	75½
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82 x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	83	"	85
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	75	"	77

American Railroad Journal.

Saturday, February 24, 1866.

Stock Exchange and Money Market.

The financial policy of the Secretary of the Treasury appears to be as simple in purpose as clear in its arrangements. Those most familiar with it are confident of its entire success, if no bad legislation and no foreign difficulties occur to make it necessary to increase the debt of the country. These last might prove damaging to our financial prosperity through several coming generations. A war with France, for example, would be conducted at immense disadvantage. The French have nothing that we could attack to any purpose. It has no commerce and no foreign possessions we could assail, her own coast is well defended, and her iron clads are formidable and numerous. On land or at sea, the contest would be a difficult one for us to maintain with results, and the results would amount to nothing great in our favor, however gallantly we should carry ourselves. Then again, it is very doubtful whether any such menace to our republican institutions has yet been offered in Mexico, as to make the application of the Monroe doctrine a necessity and a duty. About this there is a *real doubt*, and it is worth while to consider whether if there be no actual danger, we should rush into one whose extent no one can foresee, when the rubicon (our Rio Grande) shall be once passed.

Our material interests lie at the bottom of all our political arrangements. Life, liberty and the pursuit of happiness are the objects for which we have formed this Government, sustained it, fought for it and conquered for it. It is questionable whether any political axiom, or abstract political principle, with remote consequences should be allowed to check the current of ordinary events, when it is flowing steadily and smoothly. Certainly our debt and taxation are as heavy as a prudent people can get along with, and an expensive foreign war would not improve our credit or resources. The Secretary of the Treasury even now, has a taste of Mexican expenditure. The army on the Rio Grande, which it is thought necessary to maintain there, a very doubtful necessity in our judgment, costs even now many millions per month, and keeps up the war expenditure on a pretty large scale. The army supplies at that distance from the ordinary sources of supply cost the Government three and four times more than they would at almost any other point, and if the public debt is not lessened more rapidly by the means of retrenchment, we can justly lay it to the Mexican difficulty. We have even now the foretaste of expenditure, and can see how even a doctrine, if merely maintained by an army of observation, can cost more than it comes to.

If then we can escape foreign war through this question, we can assume the following to be Mr. McCulloch's policy. And here we would observe, that while all admit his skill as a practical banker, the breadth of his views on general subjects has been somewhat questioned. But those who are best acquainted with the Secretary assure us, that he is really up to his position in all respects, and that in his knowledge of finance, of banking as a system of currency, exchange, revenue and credit, he is in advance of any of his predecessors. His careful and reticent conduct with regard to the gold market, the steadiness which he has given it, his entire independence of the interests of Wall street, (we mean its private interests,) his large balances, and means on hand which keep him out of the hands of eager capitalists, are not accidental displays of judgment, but their result.

And with regard to the powers asked for him of Congress, while it is very likely some of them may never be exercised, yet their mere possession will be of great service. The Fort Wayne speech has had a large effect on the public mind. It has even done much to increase the value of our currency, and gave it a new purchasing power of many millions.

So if the Secretary has the option of a foreign loan at a low rate of interest, it may be considered as equivalent to an actual addition of just so much specie to the country, if it should require it at the critical moment of resumption. This is all

there is about this loan. With regard to other features of his policy, they are very well understood, to be funding of the immediate debts in a long loan at a cheap rate, and the application of the surplus revenues to the gradual discharge of the debt and retirement of the currency, though it is believed it will never be necessary to withdraw the whole of the legal tenders, as in all probability they will be at par or so near par, as to be retained in circulation by the people of their own accord to a considerable amount. Mr. McCulloch is understood to have said that the *currency* does not give him the least anxiety.

The upshot then of the whole matter is this, that if the Government keeps out of war and fresh loans, our financial career will be a splendid success. A curious fact as to the reproductive power of the country is mentioned to us. One of the Western States which was the victim of the ravages of war two years ago, presented such a spectacle of waste and abandonment, as to make it appear a hopeless task to recover it from ruin. But at this moment it presents a very different aspect. Its last crops, have been so abundant, that all traces of loss appear to be effaced. It is productive labor that must now be carried on; paper money will not make the country rich, but only what the generous earth gives back to earnest toil.

We may confidently expect that the whole agricultural area of the Southern States will be put to use within the next two years, and the waste of war will be fully replaced by the products of industry. It is the conversion of labor into material forms, valuable, marketable, and exchangeable, which makes the real values by which the country is to grow wealthy, and not by the creation of the forms of wealth such as promises to pay, which are either irredeemable or greatly depreciated. The sooner the country understands this, and acts upon it, the sooner we shall be out of danger.

There is another interesting view of our financial system quite worthy of consideration. It is believed that the customs revenue at the present moment is less by at least twenty millions a year than it should be. The cause of this is two-fold; one, the low invoicing of the goods imported, with fraudulent intent, and the other is the incapacity of most of our Consuls at the places of production and export. These persons most commonly have received their appointments as political rewards, and as a general rule are totally unfit for their places. A Consul, if he is capable is a most important commercial agent, and can do his country most valuable service. Not the least necessary is the understanding of the character, and value of the articles sent to his own country for sale. It is said that in consequence of the general incapacity of the American Consuls abroad, the foreign trade is almost entirely leaving our own houses, that it is difficult for these to make any purchases in a direct way, that prices are much higher to them than to the foreign merchant, and that in fact these persons are making large profits and fortunes at the expense of the American dealers.

French wines and Belgian cloths are said to be brought to this country and sold upon invoice, below the real value, and the revenue is materially injured by the system.

As we have for some time supposed, the opinions unfavorable as to the strength of railway securities, has been undergoing a change. A re-action appears to have set in with some spirit.

The New York exports, exclusive of specie, for the week ending February 20, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$7,078,813	$4,928,307
Prev. reported	25,125,354	27,099,880
Since January 1	$22,204,167	$32,078,187

The New York imports compare as follows:

	1865.	1866.
Dry goods	$827,866	$4,792,474
Gen. merchandise	638,600	3,340,821
Total for the week	$1,516,466	$8,133,295
Prev. reported	12,344,887	31,745,008
Since January 1	$13,861,353	$39,878,303

The balance in the Sub-Treasury on Wednesday was $103,046,488.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 85; N. Y. State 7s, Bounty Loan, 100; do., 6s, 1873, 93; Illinois coupon bonds, 1879, 96¼; Tennessee 6s, 1868, 90; Milwaukee and St. Paul 1st mort., 80; Peninsula 1st mort., 75; New Jersey Central, 114; Norwich and WorcesterR. R., 100; Indianapolis and Cincinnati, 70; Morris and Essex, 100; Butler Coal, 16¾; Maryland Anthracite Coal, 15½; American Coal, 60; Schuylkill Coal, 18½; Central Coal, 43; Mariposa pref., 17⅜; Pacific Mail scrip., 190; Western Union Tel., 57; Ocean Bank, 93; Central Bank, 110; Bank of Commerce, 107; Mechanics Bank, 113½; Union Bank, 120; Bank of America, 140; Merchants Exchange Bank, 106; Leather Manuf. Bank, 180; Corn Ex. Bank, 115; Importers and Trades Bank, 100; Bank of Commonwealth, 101; 4th National Bank, 97¾; Park Bank, 145.

Philadelphia.—Allegheny Co. coupon 5s, 72¾; Reading mort., 6s, 86½; Philadelphia and Trenton R. R., 113; 13th and 15th streets R. R., 22½; Union Canal, 3; St. Nicholas Coal, 8⅛; Hazleton Coal 56; New Creek Coal, 1⅛; Fulton Coal, 7; Preston Coal, 20; Green Mt. Coal, 4⅛; Big Mt. 5⅜; Lehigh Zinc, 31; Girard Bank, 52; Commercial Bank, 55; Consolidation Bank, 41; Mechanics Bank, 28¾; Manuf. and Mechanics Bank, 31¼; Bank of Northern Liberties, 92; Corn Exchange Bank, 62; Big Tank Oil, ¼; Corn Planter, 1; Caldwell, ⅜; Curtin, ⅞; McClintock, ¼; Maple Shade, 4⅝; McKean, 8; McElrath, 1⅛; Mingo, 1½; Ocean, 15½; Oak Shade, 2⅝; Phila. and C. R., ½; St. Nicholas, ⅜; Spencer, 2; Sugar Creek, 2½; United Windsor, ¼; Wm. Penn., ¾. The latest quotations are: City 6s, 87@87¾; do., new, 91¾@91⅞; State 5s, 86½@86½; do., coupon, 85½@86; do., 6s, W. L., 99@99¼; Phila., Wil. and Balt., 57; Reading, 50@50⅞; do., 6s, 1870, 93@93¼; do., bonds, 87@88; do., con., 100@107; Camden and Amboy, 119@119¼; Penn. R. R., 55⅝@55¾; do., 1st mort., 95¼@96; do., 2d mort., 92½@93; Little Schuylkill R. R., 31@31½; Morris Canal, 78@82; do., pref., 114@115½; do., bonds, 90@95; Wyoming Valley Canal, 57¼@60; do., 6s, 81@83; Susquehanna Canal, 12@12¼; do., 6s, 51@55; Sch. Nav., 20@22⅛; do., pref., 28⅛@29½; do., 6s, 1882, 75@77; Union Canal bonds, 25@26¼; Delaware Div. Canal, 30@31½; do., bonds, 80@82; Elmira and Williamsport, 26@29; do., pref., 39@41; do., 7s, 1873, 90@93; Lehigh Coal and Navigation, 52⅛@52⅜; do., bonds, 1870, 87@88½; North Pennsylvania, 37¼@37⅝; do., 6s, 84@84¼; Philadelphia and Erie, 29¼@29½; do., 6s, 90@90½; Minehill, 54@54½; Catawissa, 25½@25½; do., pref., 36@36¼; Lehigh Valley, 62@62¼; do., bonds, 89½@90; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 73@74; West Philadelphia, 65@68; Spruce and Pine, 35@36; Green and Coates, 32@33; Chestnut and Walnut, 51@51½; Thirteenth and Fifteenth, 22¼@22½; Girard College, 26@27; Tenth and Eleventh, 50@52½; Norristown, 53¾@54; Union, 23@25; Hestonville, 33½@33¾.

Boston.—Northern (Ogdensburg) 2d mort., 37½; Vermont Central 1st mort., 85; do., 2d mort., 25½; Rutland and Burlington 1st mort., 75; do., 2d mort., 24; N. Y. and Boston Air Line 6s, 30; Boston, Hartford and Erie 7s, 50; Mad River and Lake Erie 6s, 1900, 65; Ogdensburg and Lake Champlain R. R., 37; Conn. and Pass. Riv. pref., 75½; Sandusky, Dayton and Cin. pref., 27; Cape Cod R. R., 67¾; Connecticut 6s, 1880, 92; Massachusetts 6s, 1873@1876, gold, 107; do., 5s, 1891, gold, 93½; Maine 6s, 1880, 94; Rhode Island 6s, 1883, 93; Portland 6s, 92; Boston 5s, 1883, gold, 95; Bath 6s, 1891, 90½; Chicago 7s, 1879, Water Loan, 91½; Boston Water Power Co., 23⅝ Essex Co., 94; Union S. S. Co., 94; Franklin Coal, 20½; Mammoth Vein Coal, 5½; New England Bank, 120; Webster Bank, 107; Revere Bank, 127¼; Bank of Republic, 120¾; 2d National Bank, 143; Traders Bank, 98⅛; Atlas Bank, 107¾; Merchants Bank, 111¼; Blackstone Bank, 121; Shoe and Leather Dealers Bank, 129⅞; Eagle Bank, 111¼; Albany and Boston Mining Co., 18; Bay State, 9⅞; Canada, 75c.; Great Western, 40c.; Hancock, 15¾; Humbolt, 4½; Petherick, 2¼; Phœnix, 10; South Side, 1¼; Star, 1¼; Superior, 3.

Baltimore.—N. W. Va. 1st mort., 97; Marietta and Cincinnati bonds, 82; Central Ohio R. R., 16; Bare Hill Mining Co., 1.10; Springfield, 0.55; Balt. and North Carolina, 0.35; Am. Gas Coal, 0.60; Atlantic Coal, 1.05; George's Creek, 109; Santa Clara, 10; Penn. Oil, 0.60; Baltimore Chrome, 0.48; Farmers and Mechanics Bank, 45; Bank of Commerce, 27; Union Bank, 74; Bank of Baltimore, 106½. The latest quotations are: Balt. and Ohio, 110@111¾; do., 6s, 1867, 97½@97½; do., 1875, 96¾@97; do., 1880, 95@97; do., 1885, 97@98½; Northern Central, 43½@46; do., bonds, 1885, 84¾@85; N. W. Va. 1st mort., 1873, 97@97½; do., 2d mort., 95@98; do., 3d mort., 93@98; Marietta and Cincinnati 7s, 1891, 81½@82; Central Ohio 1st mort., 80@83; Western Md. bonds, 75@79; do., guar., 97¾@98; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97@97½; do., 1873, 97@98; do., 1875, 100½@101; do., 1886, 100@101¼; do., 1890, 100@101; do., coupon, 100@100⅜; do., Park, 101½@101½; do., 1892, 96@96½; do., 5s, 1838–'70, 83@83; City Passenger R. R., 17¾@18; Canton Co. 44@45; Gardner, 0.70@1.00; Am. Gas Coal, 0.50@0.75; Maryland, 0.20@0.25; North State, 0.31@0.40; Springfield, 0.55@0.55; George's Creek, 106@110; Santa Clara, 9¼@11; Balt. Chrome, 0.45@0.55; Bare Hill, 1.10@1.10; Atlantic Coal, 0.95@1.15; Mineral Hill, 0.55@1.00; Baltimore Coal, 150@200.

European and North American Railway.

A dispatch, dated Augusta, Me., Feb. 20, says: All the bills in aid of the European and North American Railway Company have passed the Legislature in a form satisfactory to its friends. The chief interest has centered upon the enabling act, so called, which extends all the rights of the Company, preserving to it its land grants and the claims on the United States; sanctions the contract for absorbing the line in New Brunswick, from the boundary to the City of St. John; authorizes the consolidation of the lines between Portland and Bangor, and the purchase of the lines east and west to Halifax. The Bangor Loan Act of 1864, accepted by the city, is extended two years, authorizing a loan of $500,000 to the Company. A new loan act authorizing a public loan of $500,000 by the City of Bangor, gives two directors to the city, elected by the City Council. The City of Bangor is to hold a first lien on the railway to Union—57 miles. The lands granted amount to 873,112 acres. To the claims of Maine on the United States assigned to the Company is to be added those of Massachusetts, held jointly with Maine, granted in 1865 which, are expected to secure from Congress an appropriation of $15,000 per mile to the mail line and branches.

Baltimore and Ohio Railroad.

At the regular monthly meeting of this company held in Baltimore on the 14th inst., the President stated that the surveys for the Metropolitan Branch Railroad, from Point of Rocks *via* Bladensburg to Washington had been completed, by which a saving of distance (as compared by the route *via* Relay House) of forty-six miles could be effected, and also that the location of the line from Point of Rocks directly into the city of Washington, in the vicinity of the present station of the company, was nearly perfected, and that by this line the distance would be but forty-two miles, thus securing a reduction of the distance from the West, and all intermediate points, of forty-nine miles. He added that the Mayor of Washington had proposed, on behalf of that city, to obtain the necessary legislation and make satisfactory arrangements, so as to secure to that city the latter route.

The Committee on Construction recommended the acceptance of a proposal for a portion of the heaviest work on the Metropolitan branch road. The engineer, by the unanimous action of the Board, was authorized to close the contract for this difficult part of the line upon the Summit Cut, through Parr's Ridge, so that the work upon this important enterprise will be immediately commenced.

The supplement to the charter of the Baltimore and Ohio Railroad Company, passed at the recent session of the Legislature of Maryland, giving it power to alter the location of its road, for the purpose of straightening and improving the line between Camden Station, in the city of Baltimore, and the Western boundary of the State of Maryland, was submitted to the Board and accepted. A resolution was also adopted requesting the President to cause such examination of the line to be made as would show where the location of the same can be altered advantageously so as to dispense with unnecessary curves, and that such work and alterations as are authorized by the act be progressed with as rapidly as may be deemed necessary. Under this action it is designed to proceed promptly in improving the line in the vicinity of Baltimore, and at other points upon the road.

Communications were presented from the leading steamship company upon the European Continent (North German Lloyd) in relation to the establishment of a line of first class steamships to run between Bremen and Baltimore, which communications were referred to the Committee of Finance, with the object of securing such arrangements as will aid in securing the establishment of the line.

Limbert and Leland Brothers.

Messrs. Limbert and Leland having admitted into their firm Mr. Francis L. Leland, the business will be continued as hitherto under the firm name of Limbert and Leland Brothers, at No. 17 Nassau street, New York. These gentlemen offer their services for the purchase and sale of government and other securities, and specie. Four per cent. interest allowed on daily balances. Particular attention given to orders for the purchase and sale of Bills of Exchange on Europe, Negotiation of Commercial paper, and collection of coupons, dividends, etc. Their references are of the best character.

New Railroad between Louisville and Cincinnati.

The Kentucky Legislature have passed the bill authorizing certain amendments to the charters of the Louisville and Lexington Railroad Companies, that will confer upon those corporations the franchise necessary for the construction of a new railroad from this city to Cincinnati. The route has already been surveyed, and commences at Smithfield, in Henry County, on the line of the Lexington road, crosses the Kentucky River at Drennon, then passing up the valley of Eagle, in Owen, enters Boone, and terminates at Covington, a distance of 110 miles.

The Little Miami and Louisville and Nashville Railroad Directories have offered to guarantee a sufficient subscription of stock, and indorsement of bonds, to insure the immediate completion of this important work. These companies consider it of the highest moment that a direct and rapid route should be established as a connecting link between the North and the South. The present one is embarrassed by great length, and the difficulty of transit at the river, between the city and Jeffersonville. All ferriage will be obviated by the new road, as the great suspension bridge at Cincinnati will soon be finished.

We understand that it is the intention to commence work upon this road as soon as the spring opens, and prosecute it to an early completion.—*Louisville Democrat.*

Dighton and Somerset Railroad.

The Dighton and Somerset Railroad is being rapidly pushed to completion. The rails have been laid for some weeks from the junction in Braintree to Randolph, and other parts of the road are in an equal state of forwardness. The ledges in Easton and Stoughton are the only remaining obstructions to the immediate completion of the road, and these are being overcome as rapidly as the nature of the circumstances will admit. It is expected that cars will be running over the entire length of the line some time in April.

☞ The *Times* says that "the Atlantic and Great Western Railroad Company have purchased the Richmond and Chicago Road, and intend laying a double track from Dayton, Ohio, to Richmond, Ind."

Mexican Railroads.

We are informed that the track laying on the New Line beyond Gaudaloupe has commenced, and is now progressing finely. Mr. Jacob Camming, who is now engaged upon this line, says that the utmost efforts will be used to complete the road as soon as possible.

The project of the horse car railroad between Vera Cruz and Puebla, passing by Jalapa, Perote and San Juan de los Llanos, has been approved by the Emperor.

The road between Vera Cruz and Jalapa must be completed in January, 1867, and to Puebla at the end of the same year.

New Castle and Franklin Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: R. W. Cunningham, A. G. Egbert, Geo. W. Cass, S. M. Kier, A. L. Crawford, James C. Shaw, D. M. Courtney, Wm. Stewart, Samuel Griffith. President, R. W. Cunningham, Vice President, A. G. Egbert; Secretary and Treasurer, J. H. Robinson. It is the intention of the company to have the road built as speedily as possible.

☞ The Board of Trade of Philadelphia has memoralized the Legislature of Pennsylvania to fix the legal rate of interest in that State at 7 per cent. A suggestion is also before the Finance Committee of the Ohio Senate for consideration as to the propriety of advancing the legal rate of interest in that State. Several rates have been named—7, 7.30 and 8 per cent. The Boston papers are also agitating the subject of an increase in the rate from 6 to 7 per cent. in Massachusetts, complaining that much capital is transferred from that State and city to New York, in consequence of the higher rate obtained here.

☞ The seven per cent. 1st mortgage bonds of the Terre Haute and Richmond (now Terre Haute and Indianapolis) railroad company, which mature March 1, 1866, will be paid in full of principal and interest on that day at the office of the Farmers' Loan and Trust Company this city, after which date interest will cease, as also the privilege of converting said bonds into the capital stock of the company.

☞ A locomotive passed over the Hudson River Bridge for the first time on the 15th inst. On the 21st another loaded locomotive with two loaded lumber cars passed over. On the 22d the formal opening of the Bridge was to have taken place.

☞ The Marietta and Cincinnati Railroad Com have completed their track from Loveland to Cincinnati. The first train passed over the road on the 17th inst.

☞ The Franklin and Warren Railroad is being pushed downward from Irvine towards Tideoute, which place it will probably reach about May next.

☞ The Buffalo Branch of the Atlantic and Great Western Railway from Buffalo to Randolph, is to be continued down the Conewango to Warren, Penn.

☞ The Danville Railroad bridge, across James River, at Richmond, will probably be completed by the 1st day of March next.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway for the week ending Feb. 16, 1866, was as follows:

Passengers	$23,278 66
Freight and live stock	35,461 99
Mails and sundries	2,395 29
Total	$61,135 94
Corresponding week of 1865	22,963 72
Increase	$38,172 21

The earnings of the Chicago and Northwestern Railway for the second week in Febuary, 1866, were $109,902 38
Corresponding week of previous year. 124,587 74
Decrease $14,685 36

The earnings of the Grand Trunk Railway for the week ending Feb. 10, 1866, were:

Passengers	$28,390 00
Express, freight, mails and sundries	4,750 00
Freight and live stock	84,793 00
Total	$117,933 00
Corresponding week, 1865	102,128 00
Increase	$15,805 00

For the week ending Feb. 3d the earnings were $111,113, against $100,515 in 1865—an increase of $10,598.

The earnings of the Western Union Railroad, for the week ending Feb. 7, 1866:

	1866.	1865.
From freight	$6,488 21	$4.874 27
" passengers	2,465 45	2,680 10
" express	130 22	162 80
" mail	296 58	296 58
Total	$9,380 46	$8,013 75

Receipts from Jan. 1, to Feb. 7:

1866	$54,482 10
1865	51,729 48
Increase	$2,752 62

The earnings of the Michigan Central Railroad for the 2d week in Feb., 1866, were. $66,273 29
Corresponding week of previous year.. 67,094 17
Decrease. $820 88

Tennessee Bonds.

It is announced that the interest payments on all the bonds of the State of Tennessee will be resumed on the 1st of July next, the arrearages on which, from 1861, to January 1, 1866, shall have been funded into new 6 per cent., due in 1892. The railway companies to whom the bonds of the State were originally advanced, as a first mortgage lien of $10,000 per mile on the roads, nearly all of which have been repaired and put in full operation again, are required to provide the next interest by the 15th of June, and the mortgage lien upon them is increased to the extent of the funded coupons in arrear. The new arrangement extends to the endorsed mortgage bonds of the Chattanooga and one or two other roads, and the endorsed bonds of the City of Memphis loaned to the Little Rock road. These endorsements amount together to $2,550,000, the State holding itself responsible to see the interest paid. The railways are also released from the arrearages, 2½ per cent. a year, to the sinking fund since 1861. but are required to pay 4 per cent. a year, by way of sinking fund, after the 1st of January, 1867. The old bonds of 1890–'92, now selling in New York at 88@89, carry interest coupons in arrear, and the holders will receive new bonds of the same tenor to this extent. The Legislature has provided a system of taxation to meet the expenses of the State Government, and any default of interest which the roads themselves may hereafter throw upon the State. The Treasury holds about $700,000 in United States 7-30's, of which sum it is proposed to invest half a million in the bonds of the State, though this has not become an act of the Legislature.

The Union Pacific Railroad and Connections.

We have received from Silas Seymour, Esq., Consulting Engineer of the Union Pacific Railroad, a communication fully describing the various organizations and projects known as Pacific Railroads, which at the present time are no less than seven in number. The following is his description of them taken in geographical order:

1. The Pacific Railroad of Missouri, a State organization, extending from the city of St. Louis to the east line of Kansas, at or near Kansas City, a distance of 283 miles. This road is now completed and in operation.

2. The Union Pacific Railway, Eastern Division, extending from the western terminus of the Missouri Pacific Railroad, at the eastern boundary of Kansas, to an intersection with the Union Pacific Railroad, "at a point on the one-hundredth meridian of longitude west from Greenwich, between the south margin of the Republican River and the north margin of the valley of the Platte river, in the Territory of Nebraska, at a point to be fixed by the President of the United States after actual surveys." The total distance is about 360 miles. This is also a State organization, and was formerly known as the "Leavenworth, Pawnee and Western Railroad Company of Kansas;" but the company, in 1863, assumed the name of "Union Pacific Railway, Eastern Division," by which title it has since been recognized. This company receives the same amount and kind of aid from the general government as the Union Pacific Railroad, which, to avoid repetition, will be described in connection with that road. The laying of track was commenced in 1863, since which sixty-two miles have been completed, and the road is now open for public use to Topeka, the capital of the State.

3. The Union Pacific Railroad, extending from the western boundary of the State of Iowa, at Omaha "to the western boundary of the Territory of Nevada, there to connect with the line of the Central Pacific Railroad Company of California," a distance of about sixteen hundred miles. The capital stock is one hundred million dollars. This organization is entirely the creation of Congress, and being located within the Territories, is not subject to any State or municipal regulations. To aid in its construction the government grants "every alternate section of public land, designated by odd numbers, to the amount of ten alternate sections per mile, on each side of said railroad on the line thereof, and within the limits of twenty miles on each side of said road, not sold, reserved, or otherwise set aside by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed." The law further provides that "said company shall designate the general route of said road, as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within twenty-five miles of said designated route or routes to be withdrawn from pre-emption, private entry and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the said lands hereinbefore granted to be surveyed and set off as fast as may be necessary for the purposes herein named."

To aid further in the construction of this road the law provides that as certain portions therein specified are fully completed and equipped, the Secretary of the Treasury shall "issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest, (said interest payable semi-annually,) which interest may be paid in the United States Treasury notes, or any other money or currency which the United States have or shall declare lawful money and a legal tender," as follows: "For three hundred miles of said road, most mountainous and difficult of construction, to wit: one hundred and fifty miles westwardly from the eastern base of the Rocky Mountains, and one hundred and fifty miles eastwardly from the western base of the Sierra Nevada Mountains, said points to be fixed by the President of the United States," forty-eight thousand dollars per mile; "and between the sections last named of one hundred and fifty miles each," thirty-two thousand dollars per mile; and for the entire balance of the road, sixteen thousand dollars per mile. These bonds constitute a second mortgage upon the whole line of the railroad, rolling stock and fixtures, and "one-half of the compensation for services rendered for the government shall be required to be applied to the payment of the bonds issued by the government." The company is also authorized to "issue their first mortgage bonds to an amount not exceeding the amount of the bonds of the United States, and of even tenor and date, time of maturity, rate and character of interest," with the government bonds, "and the lien of the United States shall be subordinate to" these first mortgage bonds; and it is also authorized to issue these bonds "to the extent of one hundred miles in advance of a continuous completed line of construction." The work of construction has been materially hindred during the past year by the delay of the President of the United States in deciding upon a question of location near the eastern terminus. The laying of track was commenced in July last, and forty miles were completed and examined by the government commissioners on the 6th instant. Since that time the track has been extended to Fremont, fifty miles from Omaha. The grading of the first one hundred and ten miles is now completed, and arrangements are perfected for opening one hundred miles to the public before the 4th of July next. The progress of the work is very much retarded and embarrassed by the want of an easterly railroad connection; but it is hoped that this will be remedied in the present year. Large and commodious brick shops, engine and station houses have been constructed by the company at the Eastern terminus of the road, and these will be repeated as often as may be necessary to operate the road successfully.

The surveys of several routes have been extended as far west as the meridian of Salt Lake City, and of one line to the Humboldt Valley; but the location cannot be regarded as definitely fixed beyond the first two hundred miles.

4. The Central Pacific Railroad of California, extending "from the Pacific coast, at or near San Francisco or the navigable waters of the Sacramento River, to the eastern boundary of California." This is a State organization, but it receives from the general government the same aid as the Union Pacific Railroad. It has also been authorized by Congress to extend its road one hundred and fifty miles eastward into Nevada, in case the Union Pacific Railroad is not completed to the State line, when it arrives there. This company has transferred to the Western Pacific Railroad Company the right to construct the road to the Pacific coast, and is now engaged in the construction of the line easterly from Sacramento to the State line, a distance of 164 miles. The laying of track was commenced in June, 1864, and 56 miles of road have since been completed and accepted by the government. Seventeen additional miles of grading are now completed, and the balance of the grading is well under way. The line, as established by the company, intersects the easterly boundary of California in the valley of the Truckee River.

5. The Western Pacific Railroad of California, extending from Sacramento to San Francisco, by way of San Jose a distance of 170 miles. This is also a State organization, and receives through an assignment from the Central Pacific Railroad Company (which has received the sanction of Congress,) the same aid from the government as the Union and Central Pacific Companies. The line from San Jose to San Francisco, a distance of 50 miles, is completed. From San Jose eastward, 20 miles is about completed, and the iron for the balance of the distance to Sacramento is already purchased and going forward. The grading is entirely out of the way.

6. The Southern Pacific Railroad of California, extending from the bay of San Francisco to the port of San Diego, and thence to the east line of the State of California, a distance of about 420 miles. Capital, $30,000,000. This is a State organization, and receives no aid from the general government. Very little if any work has been done up to the present time.

7. The Northern Pacific Railroad Company, extending from the head of Lake Superior to Puget Sound, "with a branch *via* the valley of the Columbia River to a point at or near Portland, in the State of Oregon." Capital stock $100,000,000. This company was chartered by Congress in 1864. The company receives from the government "every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile on each side of said railroad line, as said company may adopt, through the Territories of the United States; and ten alternate sections per mile on each side of said railroad whenever it passes through any State, and whenever on the line thereof the United States have full title, not reserved, sold, granted or otherwise appropriated, and free from pre-emption or other claims or rights at the time the line of said road is definitely fixed, and a plat thereof filed in the office of the Commissioner of the General Land Office; and whenever prior to that time any of said sections or part of sections shall have been granted, sold, reserved, occupied by homestead settlers or preempted or otherwise disposed of, other lands shall be selected by said company in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections."

I am not aware that anything further than an organization of the company has been effected up to the present time.

In addition to the above it may be proper to mention the old organization known as the Southern Pacific Railroad, which was intended to run from Memphis to San Diego, about which very little has been heard for some years.

Flint and Holly Railroad.

This road was opened for business November 1, 1864. For the eleven months ending September 30, 1865, according to a recent report of the directors, the gross earnings were $90,967 37. The ordinary expenses of operating the road, including repairs, &c., were $23,777 98; miscellaneous expenses, including an interest dividend to stockholders, $28,286 25—making the total outlay, $51,764 23, and leaving a balance of $39,203 14. The total cost of the road with franchises appurtenances, &c., was $430,423 06. Besides the interest dividend, before mentioned, a dividend of four per cent., exclusive of Government tax, has been declared. The report says:

It will be necessary to increase our rolling stock as the business of the road increases; and even now great inconvenience as well as loss of business is sustained in consequence of the limited supply of such stock.

But the directors are clearly of the opinion that all our future wants can be supplied from the earnings of the road, and that a sufficient sum will be left to pay the stockholders very liberal and satisfactory semi-annual dividends, until the road shall be thoroughly completed and equipped with all necessary and requisite appurtenances.

In regard to the cost of the road, the directors would add that, although the sum has very much exceeded the original estimates, yet, all things considered, the company can have no just reason to complain. The enterprise was undertaken during the prevalence of a terrible civil war, when labor of all kinds was scarce and very high; and when the prices of everything were inflated to a degree never before witnessed in this country. By entering into contracts for all the materials and labor immediately upon the organization of the company, which could at that time be made the subject of contract, the prices paid by us were far below their actual value at the time of their delivery to, or use by us; and which lessened by so much the cost of the road to the company.

Central R. R. Co. of Penna.

A bill has been introduced into the Pennsylvania Senate having for its object the construction of another road through the interior of the State. The company is to be known as the Central Railroad Company of Pennsylvania, and it is to build a line of railroad from a point on the Atlantic and Great Western Railway on or east of the western State Line to Northumberland Co. The right is to be accorded to connect anywhere with other roads, and to equip and use any unfinished railroads extending through the counties through which the road may pass. It is provided in one of the sections that Franklin and Mercer boroughs are to be points on or near the line. The following persons are named as incorporators: H. B. Wright, Galusha A. Grow, Jacob Black, Wm. Reynolds, J. M. Fleming, A. W. Owens, A. Plumer, C. V. Culver, Jas. S. Myers, Wm. Stewart, Samuel Griffith, W. C. Trout, G. W. Arnold, Jno. S. McCalmont, J. Patton Lyon, K. L. Blood, Isaac Gordon and John Patton.

Fox and Wisconsin Rivers Improvement Company.

The heaviest and most important transaction which has occurred in this region for many years, has been the sale at auction at Appleton on the 1st, 2d, 3d and 5th instants, of the unsold lands, works of improvement, water power and other property of the Fox and Wisconsin Rivers Improvement Company, by the Trustees (Messrs. Butler, Spaulding & Davis) appointed on the part of the State under the act of October 3d, 1856. The property was purchased by the construction creditors and cash subscribers to the purchase, all represented by Hiram Barney of New York, for $410,000—an amount sufficient to pay all the State indebtedness, so called, upon the work, and to complete the improvement according to the plans approved by the State authorities. The money for the completion of the work will be applied at once. The State indebtedness is canceled by the sale.

It is understood that all investments heretofore made in this work by Eastern capitalists have been a total loss.

This looks to us like a decided step toward the long desired consummation of the hopes of all the Northwest—the opening of this great water route from the Mississippi to the Lakes. The sale of last week clears the great work of all embarrassments and complications, and puts it into the hands of a fresh company made up of able and energetic men, who buy it, not because it is a handsome river, but because it has the elements of a great national thoroughfare between States, and will *pay* to be opened to commerce.—*Green Bay (Wis.) Advocate.*

Ohio and Lake Superior Railroad.

We alluded, a short time ago, to the project o building a railroad from this city *via* Saginaw and Mackinaw to the head of Lake Superior, and stated that it was supposed Mr. Latourette, of Fenton, Mich., was one of the leading spirits of the enterprise. This gentlemen has written a lengthy communication, which appeared in the *Detroit Advertiser*, in which, after speaking of the proposed route, he says he wishes it distinctly understood, as the "record" of this company, that they propose either to bridge or tunnel the straits of Mackinaw, so as to afford a railroad passage. He estimates that this bridge or tunnel can be constructed for $15,000,000, and predicts that the wants of trade and commerce will demand it; Detroit, and the interests of the upper and lower peninsulas will demand it; the Pacific seaboard, the Atlantic seaboard, and Asia and Europe demand it; and ventures the further prediction that "the time will come when cars will pass from Puget's Sound to Boston without ferriage or breaking bulk."

Immense land grants and a Government loan will be asked for; he says they are necessary, but it is not expected this aid will extend to that part of the route from Toledo to Saginaw. The aid desired is the same as that sought for the North Pacific Railroad.—*Toledo Blade.*

Interest and Dividends.

The Chicago and Alton Railroad Company have declared a cash dividend of five per cent. on the preferred and common stock of the company, payable at the office of M. K. Jesup & Co., 84 Broadway on the 13th of March.

The Wrightsville, York and Gettysburg Railroad Company has declared a dividend of 2 per cent. for the last year, less 10 per cent. thereof for national and State taxes.

☞ The New Jersey Legislature have confirmed the contract made between the Morris and Essex and Atlantic and Great Western Railways.

☞ The Woodstock (N. B.) Branch railway was formally opened on the 8th inst.

☞ The Paterson and Newark Railroad bill has passed both branches of the New Jersey Legislature.

☞ The suspension bridge across the Allegheny River, at Oil City, is to be completed by the first of September next.

Debt of California.

The debt of the State of California on the 30th of June, 1865, was as follows:

Civil bonds of 1857 in private hands		$3,121,500 00
Civil bonds of 1857 in custody of State Treasurer for school fund	606,000 00	
Civil bonds of 1860	198,500 00	
Soldiers' relief bonds in private hands	144,500 00	
Soldiers' relief bonds in custody of State Treasurer for school fund	59,000 00	
Soldiers' relief bonds in custody of State Treasurer for seminary fund	10,000 00	
Soldiers' bounty bonds	45,000 00	
Total funded debt		$4,184,500 00
Warrants outstand'g on Capital fund	18,116 46	
Warrants outstanding on soldiers' relief fund	386,178 63	
Warrants outstanding on soldiers' bounty fund	236,040 00	
Warrants outstanding on line officers' fund	500 00	
Warrants outstanding on military f'd	71,518 72	
Unfunded scrip due school fund	31,020 00	
Due swamp land fund	57,079 88	
Grand total		$4,974,953 69
From which deduct:		
Balance in general fund	$152,852 38	
Balance in interest and sinking funds after payment of July int.	86,970 40	
Total cash on hand	240,822 78	
Net State indebtedness July 1, 1865		$4,734,130 91

In the estimate of expenditures for the eighteenth fiscal year, $500,740 is for general expenses of State Government, and for the nineteenth fiscal year $770,740 will be required for the same purpose. These expenditures are payable out of the general fund. During the sixteenth fiscal year (the last for which complete returns have been received,) there was received into the general fund from all sources of revenue, exclusive of the ad valorem tax of 48¾ cents of each $100 of taxable property, $388,334 08. The assessed value of real and personal property for the year 1864 (the last for which complete returns have been received at this office) was $180,484,949 85. After deducting 20 per cent. for exemptions, delinquencies and costs of collection, an ad valorem tax of 30 cents on each $100 of taxable property will produce a revenue of $432,000. This sum, added to the amount received from miscellaneous sources named above, will make the annual revenues of the general fund $820,248 08, an excess of $267,503 08 over the estimated expenditures for the eighteenth fiscal year, and of $47,503 08 over those for the nineteenth year. It is therefore recommended by the controller that the rate of taxation for general purposes be reduced from 48¾ cents to 29¾ cents on each $100 of taxable property; thereby reducing the total State tax from $1 50 to 96 cents on each $100 valuation. Unless the Legislature imposes extraordinary burdens upon the general fund, or levies taxes for objects not embraced in existing laws, this reduction may be made with entire safety to the credit of the State; for the estimated expenditures of the eighteenth and nineteenth fiscal years, are in excess of the actual expenditures for the sixteenth, and the appropriations made for the seventeenth fiscal years; and there is every probability of an increase rather than a decrease in the revenues from miscellaneous sources and ad valorem tax.

The revenue derived from stamps has increased from $111,685 94 during the fourteenth fiscal year, to $190,205 71, during the sixteenth fiscal year.

NOTICE.

East Pennsylvania R. R. Co.

290 shares of the capital stock of this Company are to be sold at auction by ADRIAN H. MULLER, P. R. WILKINS & Co., Auctioneers, at Exchange Sales Room, No. 111 Broadway, in city of New York, on the 28th February inst. at 12½ o'clock.

This road is one of the connecting roads between this Metropolis and the West, *via* Allentown Route, in actual operation, and is included among the roads with which the Atlantic and Great Western Railroad Company recently made arrangements.

The statement of their affairs at their last annual meeting in January last showed that after the payment of every floating debt they have a surplus of profits of $494,918 90 on a capital stock of $654,400.

The road has in the past and is still earning sufficient to pay as large dividends as any railroad in the country.

It is worth by their annual statement nearly two dollars for one.

It also has the advantage of being in point of time the quickest route to Washington, when all arrangements now in progress are completed.

Property of every kind after the payment of every floating debt		$1,724,218 90
Capital stock	$654,400	
Bonds	574,900	
		1,229,300 00
Surplus profits, undivided		$494,918 90

NOTICE TO HOLDERS OF THE BONDS OF THE Vicksburg, Shreveport and Texas Railroad Co.

NOTICE is hereby given that the undersigned, are ready to pay the distributive or pro rata shares of the amount of the price bid for the property of the Vicksburg, Shreveport and Texas Railroad Company, at Sheriff's sale on 3d February, 1866; and that Joseph F. McGuire, will pay said sums on presentation to him at Monroe, La.

The following bonds were taken from the Company's safe by the U. S. Marines, and were never sold by the Company:

No. 51	having	29	coupons	attached.
No. 76 to 89 inclusive	" on.	40	"	"
No. 93		40	"	"
No. 672 to 700	" "	40	"	"
No. 808 to 1000	" "	40	"	"
No. 1101 to 1150	" "	40	"	"
No. 1451 to 1600	" "	40	"	"
No. 1701 to 1958	" "	40	"	"

JNO. T. LUDELING & Associates.
February 10, 1866. 4t8

LIMBERT & LELAND BROTHERS,

17 NASSAU STREET,

Dealers in Government and

OTHER SECURITIES AND SPECIE,

BROKERS IN FOREIGN EXCHANGE,

COMMERCIAL PAPER NEGOTIATED.

COUPONS, DIVIDENDS, ETC., COLLECTED.

NOTICE TO CONTRACTORS.

RAILWAY CONTRACTORS are invited to submit to GEORGE M. BRAGGIOTTI, 117 Pearl Street, New York, Agents for Messrs. BELLOT DES MINIERES BROTHERS & Co., of Bordeaux, France, between now and the 5th of March next, proposals for the completion of the grading, bridging, &c., of the **AMERICAN CENTRAL RAILWAY OF ILLINOIS**, about 190 miles in length, from the City of New Boston, on the Mississippi River, to the Eastern Illinois State Line in the direction of Fort Wayne, Indiana. Contracts will be granted in Sections, and proposals must be accompanied with first class references as to competency, otherwise they will not be considered. For further particulars apply to the Chief Engineer of the Road, at his office in Galva, Henry County, Illinois, where profiles and specifications can also be inspected. 7t3

THE Chicago and Great Eastern RAILWAY COMPANY.

OFFER FOR SALE

$1,350,000

of their First Mortgage Sinking Fund Convertible Bonds, due April 1, 1895, bearing seven per cent. interest, payable in the city of New York on the first days of April and October in each year; being the *entire balance* of the Bonds which the Company is authorized to sell under the provisions of a mortgage to George N. Titus and James D. Fish, trustees, for $5,600,000, covering the whole line of the Company's road from Chicago, Illinois, to Richmond Indiana, 224 miles, with the franchises, equipment and appurtenances, and all other present and future acquired property.

The proceeds of these bonds now offered will extinguish the whole existing floating debt of the Company, and provide for the purchase of a large amount of additional rolling stock.

For copy of mortgage and further particulars apply at the office of the Company, No. 37 William street, New York, where subscriptions for the bonds will be received.

New York, February 13, 1866. 4t7

OFFICE OE THE

Chicago and Northwestern RAILWAY COMPANY, No. 8 Wall Street.

OFFERS WILL BE RECEIVED UNTIL THE FIRST day of March proximo, for $350,000 of the CONSOLIDATED SINKING FUND CONVERTIBLE MORTGAGE BONDS of this Company. These bonds are a portion of $2,000,000, issued for the purpose of providing additional rolling stock required to accommodate the growing business of the Company, and for the equipment of the additional road now in course of construction to Omaha on the Missouri, and the mortgage provides for the further issue of $500,000 more of said bonds ($2,500,000 in all) hereafter, for the same purpose, if such issue shall be found necessary.

The bonds bear date January 16, 1865, carrying seven per cent. interest payable quarterly in New York, have fifty years to run, and are secured by a deed of trust to Samuel J. Tilden, esq., upon all the Company's lines of road and equipment in the States of Illinois and Wisconsin, amounting to about 650 miles of road, more than 100 miles of which are subject to no other mortgage. This mortgage, together with all other liens, amount in the aggregate to only $20,000 per mile upon said roads.

Provision is also made in the mortgage for the absorption, at the discretion of the Board of Directors, of all prior liens into this class of bonds, in the expectation that eventually all the other bonds of the Company will be exchanged for these, leaving this class of bonds the only mortgage lien upon the Company's entire lines of road.

These Bonds are convertible into the Preferred stock of the Company, at the option of the holder, any time prior to January 1, 1870. For further particulars, inquire at the Company's Office.

By order of the Board of Directors.

H. H. BOODY, Agent.

New York, February 14, 1866. 2t7

RARITAN AND DELAWARE BAY R. R.

ON and after Monday 12th February, 1866, the Express Train for Camden will be discontinued.

The Steamer will leave Pier No. 8, North River daily (Sundays excepted), at 4.00 o'clock P. M., connecting with train for Manchester, Toms River, Long Branch, &c.

FREIGHT for CAMDEN and intermediate stations, will be taken at LOW RATES on the 4.00 o'clock line, reach Camden the next morning.

J. N. POTTER, President.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 3, 1866.

Pennsylvania Railroad.

The annual meeting of the stockholders of this company was held in Philadelphia on the 20th ult., at which the Nineteenth Annual Report of the Directors, for the year ending December 31, 1865, was presented:

OFFICE PENNSYLVANIA RAILROAD CO.,
PHILADELPHIA, Feb. 18, 1865.

To the Stockholders of the Pennsylvania Railroad Company:

The following statements exhibit the earnings and expenses during 1865, of the railways and canals owned and leased by the Pennsylvania Railroad Company:

PENNSYLVANIA RAILROAD.

And branches worked by it, except the Philadelphia and Erie Railroad.

EARNINGS.

From passengers, first class	$4,055,872 06
" emigrants	118,320 81
" United States troops	1,278,844 60
" " mails	80,130 55
" expenses—under contract	113,410 00
" extra express freight	370,313 85
" general freight	11,193,565 37
" miscellaneous sources	248,712 25
Total earnings	$17,459,169 49

EXPENSES.

Conducting transportation:

Ordinary expenditures	$3,490,847 07	
Erection of passenger and freight stations and extension of existing buildings	245,439 02	
		3,736,286 09
Motive power:		
Ordinary repairs and renewals, including eleven new engines, costing $284,142 12, charged to this account to meet depreciation, &c.; also erection of the machine shop and engine house at West Philadelphia.	$3,268,957 76	
Additional tools and shop machinery, chiefly outfit of Philadelphia & Erie Railroad	111,394 61	
Addit'nal locomotives purchased for Philadelphia and Erie Railroad and other railroads	1,434,561 03	
		4,814,913 40
Maintenance of cars:		
*Ordinary repairs and renewals, including erection of car shops at West Philadelphia.	$1,330,467 52	
Addit'nal freight cars	146,403 56	
Additional pass. cars.	180,754 31	
		1,657,625 39
Maintenance of road:		
Ordinary repairs of railways and renewals of struct's.	$2,625,520 35	
Additional 2d track and sidings	269,575 97	
		2,895,096 32
General expenses		166,137 34
Total expenditures connected with the business of the Pennsylvania Railroad Company, including addition to the facilities for transportation on its own road and that of the railroads it operates.		$13,270,058 54

RECAPITULATION.

Gross earnings	$17,459,169 49
Total ordinary exp.	$10,881,930 04
Total extraordinary expenses, consisting of additional second track and sidings, additional locomotives, cars, &c.	2,388,128 50
	13,270,058 54
Leaving a balance of	$4,189,110 95

The gross revenue of the line for 1865 is equal to $48,768 62 per mile of main line of road (358 miles,) and exceeds in the aggregate that of 1864 $2,700,111 83.

This increase is $839,297 73 upon passengers and emigrants, $3,300 39 upon United States mails, $831,566 05 upon ordinary, and $188,312 73 on express freights, $767,070 72 upon United States troops, and upon miscellaneous receipts $120,564 21.

The whole number of passengers carried over the road during the year was 2,861,836, and the average distance traveled by each passenger 71 5-10th miles.

The number of tons of freight moved (including 243,104 tons of fuel and other material transported for the company) was 2,798,810, embracing 1,074,757 tons of coal. The decrease in the coal traffic is 12,022 tons, and the whole tonnage of the road exceeds that of the last year 33,934 tons.

The ordinary expenditures for working and maintaining the company's roads were $10,881,930 04, which is equal to 62 32-100ths per cent. of their revenues, or including the expenditures for construction done on its own line and the outfit of the Philadelphia and Erie and other railroads, 76 6-100ths per cent.

The earnings of the company's canals were:

From Susquehanna Division	$140,912 38
" Juniata "	22,186 42
" Western Division (now aband'd)	105 00
" Miscellaneous sources	17,811 58
Total earnings	$181,015 38

—against $308,615 23 in 1864.

The cost of maintaining, enlarging and operating the canals was:

For Susquehanna Division	$183,779 36
For Juniata Division	87,268 69
For Western Division	8,795 46
	$279,843 51

Showing a loss during 1865 of $98,828 13. This loss is wholly due to an extraordinary freshet that occurred in March last upon all the tributaries of the North and West branches of the Susquehanna, causing a rise in the main river at Harrisburg three feet above any previous flood upon record, destroying navigation upon the only profitable portion of the company's canal until July.

This company has owned the Pennsylvania canals since August, 1857, during which time they have yielded revenues amounting to $1,882,826 72, and have cost for repairs and renewals $1,886,208 73; showing a small loss in operating them up to the 1st ultimo. Included in these expenditures, however, is the cost of enlarging the Susquehanna Division and rebuilding the structures upon the whole line, nearly all of which had been suffered to fall into decay by the original

* This includes $62,148 49 expended on cars in use on the Philadelphia and Erie Railroad.

owner of these works. It is proposed to continue the enlargement of the canal as far west as Huntingdon, to meet the demands of the coal traffic the Broad Top and Allegheny coal fields, as fast as it can be done without trespassing upon the net revenues of the railroad. This object could be effected at an earlier date by the organization of a separate company for these works, and raising by a mortgage upon them the amount necessary for this enlargement. The canal when so enlarged will be of increased importance in the development of the mineral resources of the interior, affording as it will, the capacity for the passage of boats of double the present tonnage with a comparatively slight increase in the cost of moving it to the transporter. As the bituminous coal fields of Pennsylvania are about twice the distance from tide water at Philadelphia that the anthracite coal fields of Schuykill county are, this company has felt the importance of thus affording cheaper water transportation of the former article to this market.

The earnings of the Philadelphia and Erie Railroad in 1865 were:

From passengers	$828,590 21
" troops	94,451 46
" freights	1,083,925 31
" express matter	26,887 20
" mails	19,085 61
" miscellaneous sources	21,201 00
Total earnings	$2,074,140 79

The operating expenses during the same period were:

Conducting transp	$537,517 74	
Motive power	562,648 89	
Maintenance of way	627,050 09	
†Maintenance of cars	18,835 56	
	$1,746,052 28	
30 per cent. due on lease to meet interest on bonds, taxes, &c.	598,708 00	
		$2,344,760 28
Showing a loss in operating the line (including 30 per cent. of receipts to pay interest on the debt of the Philadelphia and Erie Railroad Company and taxes) of		$270,619 49

This loss is largely due to the March freshet in the Susquehanna, already referred to as so destructive to the canals, but still more disastrously felt throughout the line of the Philadelphia and Erie Railroad. Five spans of superstructure of the bridge at Williamsport, and one at Muncy, over the west branch of this stream, were swept away by the force of the county and toll bridges driven against them by a rapid current. The whole line of road from Sunbury to Erie presented innumerable evidences of the destructive effect of this flood; piers of bridges were undermined and destroyed, culverts swept out, banks broken, and the slopes of excavations and embankments badly washed.

The effects of this extraordinary flood in the streams followed or crossed by the road have shown that the changes made in its profile during the construction of its unfinished portions were judicious, and that the location of the line is now such as to render it safe from serious disaster hereafter from a similar rise of waters. Most of the injury sustained was from insecure foundations to piers of bridges, insufficient drainage, too narrow banks, and the incomplete condition of the work generally, except to the superstructure of bridges, all of which would have passed uninjured but for the force with which other bridges were driven against them.

From a very natural desire to see this work in operation—which had been so many years in progress—the directors of the Philadelphia and Erie Railroad Company opened the middle division of their line long before it was in a condition for effective service, and at the beginning of a winter of unusual severity; hence its business, small and unorganized, had to be conducted through a wilderness, unprovided with accommodations for labor, and with an undisciplined force at a very heavy increased cost to this company. These difficulties, added to the increased cost of maintaining a line unfinished in all of its details, and the disastrous flood which followed the breaking up of winter, have resulted in the loss above stated, nearly all of which is properly chargeable to construction account.

The whole revenue of the Pennsylvania Railroad Company, from its several lines, is as follows, viz:

From the Pennsylvania Railroad and branches	$17,459,169 49	
From Pennsylvania canals	181,015 38	
From Philadelphia and Erie R. R.	2,074,140 79	
		$19,714,325 66
And expenses of operating these lines:		
Pennsylvania Railroad ordinary	$10,881,930 04	
Pennsylvania Railroad, extraordin'y	2,388,128 50	
Pennsylvania canal	279,843 51	
Philadelphia & Erie Railroad	1,746,061 28	
Thirty per cent. reserved to pay interest on debt of P. & E. R. R. Co	598,708 00	
		15,894,671 33
Balance		$3,819,654 33
The payments made during the year to the shareholders, of two semi-annual dividends of 5 per cent. each, the balance of interest and coupon accounts, the lease of Harrisburg and Lancaster Railroad, taxes on dividends and coupons ($515,433 01,) and the annual sum due to the State ($460,000) for the purchase of the Main line amounted to		3,597,496 98
Leaving a surplus of		$222,157 35

This result is exhibited after charging all expenditures for new work, and additional rolling stock, &c., amounting in the aggregate to $2,388,128 50, together with an instalment of $100,000 upon the principal of the debt due the State, and losses on leased railroads, to expense account; which added to similar charges made during the last four years, gives $8,125,915 15 thus disposed of.

With a view to prevent an undue enlargement of the capital of the company, so difficult to restrain in corporate enterprises, all interest paid during the construction of the company's railroads, together with all discounts allowed upon bonds sold, and all doubtful investments, have from time to time been charged to and paid out of the annual net revenues of the road. There is nothing therefore in the accounts of the company representing fictitious values; on the contrary, its property is worth in specie much more than it is represented at upon its books. The main line and branches of your road were constructed under small contracts for cash, when labor was low, and at rates fully one-half less than those now prevalent. In consequence of the conservative policy mentioned, the shareholders have from the day of payment of each instalment received six per cent. interest free of taxes upon their investment *from the net revenues of the road* until May, 1862,* since which time the regular and extra dividends have averaged over eighteen per cent. per annum.

If the increase of rolling stock, &c., paid for from the net revenues of the road, as already stated, were added to the surplus profits as shown by the Treasurer's statement, it would exceed the original cost of the company's road and outfit between Harrisburg and Pittsburg, when finished with a single track and siding.

The present condition of the company's property, therefore, cannot but be viewed with great satisfaction by its shareholders. Estimated at its specie value it may be safely stated as follows:

Main line of railway, branches and extensions, including shops and depots, Harrisburg and Lancaster Railroad, and canal		$13,000,000
Equipment of all the company's railway		8,000,000
Real estates		3,000,000
Material on hand, cash and cash bal		3,500,000
Investments in other lines		9,500,000
		$56,000,000
Liabilities.		
Capital stock	$20,000,000	
Stock Harrisburg and Lancaster Railroad Co	1,182,500	
Funded debt	16,585,000	
Bonds of Harrisburg and Lancaster Railroad Company ($700,000) and other obligations, say in all	2,232,500	
		40,000,000
Surplus		$15,000,000

Which added to the capital stock would make its real value $35,000,000, instead $20,000,000.

If this estimate was predicated upon the cost of creating this property at present values, it would present a much larger balance.

For the past two years the actual net revenues of the company have been equal to legal interest upon one hundred millions of dollars. But in consequence of the abnormal condition of the traffic from which they were derived, it has not been deemed prudent to fully represent them by an increase of capital stock. They have mainly been appropriated to the increase of the company's property, and the amount thus disbursed charged to current expenses. In justification of this policy it will be borne in mind that the increase in the traffic of the line for the past four years is not due to a natural development of its business, but is mainly to be accounted for by the acts of the Southern States, which, at the commencement of hostilities, immediately closed the markets of the Southwest, heretofore enjoyed by the producers of the northwestern States, under the vain expectation that they will thus seduce the patriotic feeling of that section from its allegiance to the Union. This object signally failed, while the unusual demand for western products in Europe, that immediately followed, stimulated by high prices (enhanced by the continually increasing volume of the currency), threw this business on the East and West trunk lines, which at an early period were reduced to three, by interruptions to the Baltimore and Ohio railroad.

This increase of traffic was quickly met by enlarging your equipment, notwithstanding the high prices demanded for rolling stock, and a continued apprehension that an early termination of the rebellion might render the construction of many miles of sidings necessary for its accommodation while out of service. If the rebellion had ceased, as every indication seemed to warrant, in season for a full cotton crop during the past year, this would now, to a considerable extent be the condition of things. But the southern planter having been required by the rebel government to continue to devote his labor to raising provisions until too late to put in cultivation a crop for the past year, he has not yet become, to a material extent, a customer of the Northwest. The exhaustion produced by the long continuance of the war, added to the loss of this crop, has thus

† In addition to this amount $62,148 49 was expended by the Pennsylvania Railroad Company for repairs to the cars in use on the Philadelphia and Erie Railroad.

* One dividend was passed during the financial crisis of 1857, to compensate for which three semi-annual dividends of four per cent. had been paid.

deferred the full transfer of traffic to its original channels to a more distant period. Still this diversion of freights, as small as it has been, is now felt in the reduced quantity and rates charged for transportation. At present neither of the trunk lines have their rolling stock for through traffic fully employed.

The capacity of the East and West trunk lines, at present, is not only ample for the through traffic offering, but, with the addition of the new road already opened from Erie, and the second tracks to the present lines now in progress, they will be found largely in excess of the business requirements of the country. Their construction during a period of low prices will prevent any competitor that may hereafter enter the field from meeting the contest upon equal terms.

Whatever may be the immediate effects of competition between railways, its ultimate result, when capital is brought into the contest in excess of the demand for its use, is to tax commodities with the increased interest which such capital in the end always exacts. Under the influence of a speculative feeling in England some years since, railways were built so largely in excess of the legitimate demand for their use, that with all the advantages of cheap labor and materials for operating them, the rates now charged are generally nearly twice those prevalent on similar lines in this country, while they still continue, in most cases, comparatively unremunerative to the shareholders.

As the cost of transportation is largely dimished by the quantity and regularity of the supply of freight, it follows that the local traffic of the State can be more cheaply accommodated by branch lines to the existing trunks (which occupy the only natural routes of intercommunication between the East and West within the State, and in the success of which the Commonwealth and the city of Philadelphia are deeply and directly interested,) than in any other way. These branches can be located so as to accommodate a larger extent of country than additional through routes would afford.

At an early stage in the history of this Company, its directors, under the influence of an enlightened policy, by subscriptions to their stock, extended efficient aid to the construction of railways from its terminus to the sources of traffic in the West. The investment made to the Marietta and Cincinnati line, from a misappropriation by that Company of the means thus furnished, proved unproductive, and it has long since been charged to profit and loss upon our books. The credit of the line between Pittsburg and Chicago, in which this Company held $816,000 of stock, also gave way in 1857, with eighty-two miles of its line west of Plymouth scarcely begun, bringing this large investment into great jeopardy. Your directors, however, promptly agreed that this Company would furnish the iron, required for the completion of the road, while the president, with the use of his individual credit and exertions, brought the whole line into early use, thereby not only saving the original investment and largely increasing the traffic of this Company, but enabling it subsequently to dispose of its interest in the line at a profit. The result of this operation has been applied to the completion of the line between Pittsburgh and Steubenville, commenced under the patronage of the city of Pittsburg and Allegheny county, but abandoned after a much heavier expenditure of municipal bonds than of cash. The cost of completing this work, in consequence of the late period of the war at which it was commenced, has greatly exceeded our anticipations, but the outlay, it is believed, will eventually prove remerative in its direct profits, as well as upon the traffic of our line, which has already felt its influence beneficially upon the current of travel since it was opened for use in October last.

In addition to the assistance afforded to these lines, and the completion of a second track of its own road (except eleven and a half miles), this Company has furnished the means for the extension of the Broad Top railroad to Bloody Run; for the completion of the Bald Eagle Valley Railroad, between Tyrone and Lock Haven; the Tyrone and Clearfield railroad; the Ebensburg and Cresson railroad; the Western Pennsylvania railroad to Freeport, and the Philadelphia and Erie railroad, besides other lines of less extent, all of which have been brought into successful operation.

The Company is also extending its road to the Delaware river at Greenwich Point, in the city of Philadelphia, for the accommodation of the oil and other heavy traffic, from which line a short branch can connect with League Island, an object of much importance in the event of the general government locating a navy yard at that point It is also furnishing the means for the construction of a road to join the Philadelphia and Trenton railway at Frankford, by which it is expected to return to the Philadelphia division much of the business that has avoided this city in consequence of interruptions to its transit through it. No new project has been undertaken during the year, except the conversion of the abandoned canal below Freeport into a railway to connect with the Fort Wayne railway, in Allegheny City. This line will be cheaply built, and it is believed that it will prove remunerative from its local business alone.

It is to this liberal and progressive policy that the prosperity of this Company is in a large measure due. The construction of these various works, and the large equipment purchased for them, have, in consequence of the high prices of and materials, required a much larger outlay than anticipated when they were undertaken. The unexpectedly large traffic during the past summer and autumn alone caused an immediate increase of equipment, &c., above our estimate, of over $1,200,000, and from present indications this will have to be increased this year for the accommodation of the coal, oil, and lumber interests, a further sum of one and a quarter millions of dollars. The equipment for the through business seems to be sufficient.

The business of the Philadelphia and Erie railroad is now nearly twice what it was estimated at when you were asked to authorize its lease, fully justifying the belief that its stock, at no distant period, will prove a remunerative investment.

The expenditures upon these several enterprises, including the equipment of the Philadelphia and Erie railroad and other lines, have heretofore been met (without any material enlargment of the obligations of this Company) from the revenues of the Pennsylvania railroad and from the sale of securities received from these companies; but the popularity and large supply of United States bonds, bearing a high rate of interest, continually pressed upon the market during the past year has precluded the sale of even the best railway securities at ordinary rates. To meet future outlays, it may, therefore, be necessary to change to some extent the usual means for raising funds to meet the obligations of the Company.

The expenditures for new work (including equipment, &c., charged to expense account) amounted in 1865 to $6,010,287 12, which have been met from the surplus revenues of the road and the sale of securities held by the Company. The outlays for similar objects this year will not be less than $3,000,000.

After many years of unsuccessful efforts to induce the New York trunk lines to abandon their policy of committing a share of their freight business to private freight expresses, the Pennsylvania Railroad Company, for the purpose of counteracting the diversion of traffic from its route, caused by these organizations, and to provide at least equal facilities for the merchants of Philadelphia, assented to the introduction of similar lines upon your railways. The cars to be provided at their own expense, and of a compromise gauge, that they might reach all important points in the West or Northwest without transhipment. These fast freight lines were to maintain agents in all the western cities, who would personally superintend the prompt and proper delivery of freights, and see to the settlement of claims for damages or delays. The result has been to secure a class of business, without interfering with the ordinary tonnage of the Company, that has not heretofore been reached.

In consequence of partisan representations originally made during an important litigation, and then shown to be false, having since been wantonly and industriously persisted in, from interested motives, we feel it to be due to you to reiterate, in as few words as possible, the policy which has ever governed the directors in relation to the traffic over your line to and from Philadelphia and the West.

Neither the inclinations of your directors or officers nor the interests of the Company have permitted them to entertain for a single moment the policy of discriminating against the commercial or manufacturing prosperity of this city. On the contrary, the Company has always kept the prosperity of these interests steadily in view, as conducing to its own; and in this connection has sacrificed many hundred thousand dollars in their support and defense. In the memorable contest between the east and west trunk lines, in 1859, the New York railroad companies attempted by a reduction of their rates from and to New York to those charged by the Pennsylvania Railroad Company from and to Philadelphia, to break up our discrimination in favor of this city. But these reductions were met by similar reductions on the part of this Company at Philadelphia, and the competition was thus continued on both sides by further reductions, until the losses became so heavy that the New York lines deemed it expedient to surrender the point contended for. Our western connections participated in this contest, and in the final adjustment of rates that followed, the policy of a minimum discrimination in favor of Philadelphia was secured, as large as practicable, which differences have not, with the consent of this Company, been departed from, but from many points and at different periods have been very largely increased.

It is quite true that the Pennsylvania Railroad Company may have carried freights upon the same day out of New York for less rates than from Philadelphia, while at other times the rates from Philadelphia are much less than the established differences would indicate. This is due to the vicious practice or want of system existing among railway companies for regulating rates on through traffic, under which they may be suddenly reduced or raised at one point before the act is communicated to the other. The rates of the Pennsylvania railroad are always kept under the control of its officers, and whenever reductions are made by the New York lines they are promptly met at Philadelphia by the invariable policy of the Pennsylvania Railroad Company. This policy will of course require any competing line, old or new, to conform to it, but contracts to secure an object that both parties may be interested in violating can be of no value, however carefully drawn up. The only security is in the disposion of the controlling parties to meet the object desired.

It is confidently affirmed that no case of seeming discrimination against Philadelphia has occurred which, on examination, will not find its full explanation in the reductions of a rival line, or a comparison of rates of different dates.

The commercial and manufacturing interests of Philadelphia have been largely promoted by the operations of the Pennsylvania Railroad Company in the establishment by it of rates of freight already far below those anticipated when the work was undertaken. But this is not the only thing required to centre commerce in this city, as seems to be the general belief. The rates of freight have really but little to do with this question, provided they are fixed so as to meet fully the efforts of competing avenues to divert traffic from her route. The large receipts of the Company are the best evidence that such a diversion has not taken place. Mercantile enterprise must seize hold of the products of the West, so abundantly flowing over this avenue, and by its activity, aided by capital, purchase or secure by actual consignment, and ship them to other markets. There is no other way to add to the commerce of Philadelphia, and any

movement to that end will meet the hearty co-operation of this Company.

If the advantages of locality possessed by this city are permitted to pass by unimproved by her merchants, they must not complain that those of the West seek other markets to sell and buy in. The Pennsylvania Railroad Company has offered every facility to bring to the city the products of the great West, as well as for their storage while here, and will feel deeply interested in any corresponding effort upon the part of our merchants and capitalists to avail themselves of the advantages thus provided.

Although this Company was organized only for the purpose of carrying freight and passengers to and from the interior and the West, yet it has repeatedly signified its disposition to aid in the establishment of a steamship line between this port and Europe, that the necessity for sending western products to New York for shipment abroad might at least be diminished. This aid has been offered by subscription to the shares of a company to be raised for that object, or by paying six per centum upon the amount of capital so invested, together with other valuable and important business facilities, and they still hope that the mercantile community will co-operate in such manner to render aid efficient. In the success and profitableness of such an enterprise, commenced and managed upon a proper basis, your directors have no doubt, and with the consent of the shareholders, this Company will, unaided, establish such a line of steamers.

Since your last annual meeting the General Superintendent of your main line of works (Enoch Lewis, esq.,) has resigned his office, a post which he had acceptably and efficiently filled for nearly six years. His successor, Edward H. Williams, esq., has acted for nearly a year past as Assistant General Superintendent, and in that capacity has evinced quantities that it is believed will give to his administration a success equal to that of his predecessors.

The General Superintendent of the Philadelphia and Erie Railroad Company, Joseph D. Potts, esq., has also left the service of the company for more profitable employment elsewhere. His place has been filled by the appointment of Alfred L. Tyler, esq., whose previous success in the management of railroads commended him to the notice of your directors.

The acknowledgment of the Board are due to the untiring efforts of the officers of the Company generally for the efficient manner that the business of the line during the past year has been conducted, notwithstanding the disorganization that existed in the labor of the country during the first half of the year.

By order of the Board.

J. Edgar Thomson, President.

GENERAL ACCOUNT.

Capital stock		$20,000,000 00
Bond Account ($16,584,840) viz:		
First Mort. 6 per cent. Dollar Bonds, payable 1880	4,980,000 00	
Second Mort. 6 per cent. Dollar Bonds, payable 1875	2,621,000 00	
Second Mort. 6 per cent. Sterling Bonds, payable 1875	2,283,840 00	
Bonds due the State of Pennsylvania, bearing five per cent. int.	6,700,000 00	
Mortgages and ground rents on real estate	165,284 32	
Total shareholders' capital and funded debt of company		$36,750,124 32
Accounts payable, including pay rolls for Dec. 1865	$3,024,917 99	
Bills payable	577,130 08	
Dividend due to stockholders, unpaid	49,399 00	
		3,651,447 07
Contingent fund		1,000,000 00
Balance		4,449,224 74
		$45,850,796 13

Cost of road, including engineering, land damages, fencing, machine shops, engine houses, station and warehouses, car sheds, water stations, foremen and tool houses, and shop machinery, from Harrisburg, to Pittsburgh, and station and warehouses on the Philadelphia Division		$17,334,276 68
Less profits of road, after paying interest to stockholders up to November 1st, 1865, credited to cost of construction, as required by charter		589,185 79
		$16,745,090 89
Amount paid State of Pennsylvania for Philadelphia and Columbia Railroad	$6,500,000 00	
Amount paid State of Penn. for Canals & Portage R. R.	1,000,000 00	
	$7,500,000 00	
The above division being made upon their presumed relative value.		
Less payment made of debt to State for purchase of Main Line, and charged to profit and loss	800,000 00	
		6,700,000 00
Equipment of road, consisting of locomotives, freight, road, and passenger cars		3,375,023 85
Cost of real estate of company		3,021,202 51
Cost of telegraph line		45,264 28
Extension of Penn. R. R. to Steubenville and Pittsburgh R.R.		1,153,256 41
Extension of Penn. R. R. to Delaware River and Gas Works, including wharves and grain elevator		769,495 66
Total cost of company's roads, canal, and their appendages		$31,809,333 60
Amount of first mortgage bonds of the Pittsburgh and Steubenville Railroad Co		438,527 70
Amount of second mortgage bonds of the Pittsburg and Steubenville Railroad Co		137,050 00
533 Sterling bonds, of £200 sterling each, of the Philadelphia and Erie Railroad Co		597,420 31
Philadelphia and Erie R. R. 7 per cent. bonds		1,312,000 00
8,939 shares of stock of the Steubenville and Indiana R. R. Co		130,696 00
484 bonds of the Steubenville and Indiana R. R. Co., 6 per cent.		440,651 52
537 bonds of the Steubenville and Indiana R. R. Co., 7 per cent.		537,000 00
Amount of other bonds and stocks of Municipal and Railroad Corporations		2,650,548 62
Amount of bills and accounts receivable		2,441,715 33
Amount due from other roads		81,487 98
Amount to debit of sinking fund		1,840,917 87
Amount of fuel and materials on hand for shops, repairs to locomotives and cars, and maintenance of way		1,462,555 44
Amount advanced to purchase materials and fuel to construct and operate the Philadelphia and Erie Railroad		926,712 17
Balance in hands of agents		530,333 97
Balance in hands of Treasurer, December 30th, 1865		513,846 52
		$45,850,796 13

Thomas T. Firth, Treasurer.

Philadelphia, December 30, 1865.

☞ The Shreveport *Gazette*, of the 9th inst., says: "Business has revived, and cotton still continues to come in from the country. Shreveport is now the centre of trade for a large and fertile country."

Housatonic Railroad.

The receipts and expenses of this road for the years ending December 31, 1864 and 1865, were:

Receipts:	1864.	1865.
From freight	$263,476 82	$303,873 84
" passengers	147,849 48	160,210 92
" mails	7,186 00	7,186 00
" express	4,791 67	6,000 00
" rents	576 67	655 00
" dividends	1,085 17	146 30
" miscellaneous	3,551 92	23 31
	$428,517 73	$478,095 87
Expenses, viz:		
Repairs of road	$47,035 28	$88,016 39
" engines	8,605 88	13,770 49
" cars	19,121 94	11,160 68
" build'gs, etc.	3,529 55	3,012 94
Wood	60,707 17	23,685 95
Coal	6,004 85	10,776 51
Oil and waste	5,815 56	7,403 75
Freight expenses	40,355 83	48,996 93
Passenger "	17,667 99	22,127 15
General "	6,688 24	7,752 70
Damages	1,171 67	39,406 00
Miscellaneous	3,589 22	5,918 89
	$180,293 18	$282,033 28
Balance	$248,224 55	$196,062 09
From which deduct—		
National, State & other taxes	$21,440 27	$20,056 45
Rent of Stockbridge & Pittsfield R. R.	31,409 00	31,409 00
Rent of Berkshire R. R.	42,000 00	42,000 00
" West Stockb'ge Railroad	674 17	675 81
Interest	1,346 28	5,891 54
Coupon interest	14,000 00	14,000 00
Sundry items charged to profit and loss	652 50	566 09
	$111,522 22	$114,598 89
Net gain	$136,702 33	$81,463 20
Dividend on pref. stock	94,400 00	
	$42,302 33	$81,463 20
Bal. from previous year	306,243 65	348,545 98
Total amount at credit of profit and loss December 31, 1865	$348,545 98	$430,009 18

Compared with 1864 the gross earnings of 1865 show an increase of $49,578 64; with an increase in expenses of $101,740 10—making the decrease in net earnings, $52,162 46.

The company have 10 locomotives; 12 passenger, 6 baggage, and 261 freight cars. The report says:

On the 15th of August last a collision occurred, about five miles from Bridgeport, between a passenger train and an engine going out on a trial trip, which resulted in the death of eleven persons and the injury of about twenty-seven others. It was not deemed advisable to contest our liability for the damages ensuing therefrom, and up to the close of the year 1865, the sum of $30,727 97, had been expended towards their settlement, by which amount the item of "damages" has been increased. It is probable that the further sum of about $45,000 will be sufficient to discharge the remainder of the claims for damages from this accident. By reference to the balance sheet hereto annexed, it will be seen that the indebtedness of the Housatonic Transportation Company has been increased, $44,615 68 during the year, and that of the "Bills receivable, $115,000 consist of the notes of this company, from

which it appears that our investment in the said company had up to the 1st of January been increased, to $186,696 26." Since that date an arrangement has been made, to close up the affairs of that company about the 15th of March, 1866, and to take $100,000 of the stock of the "Bridgeport Steamboat Company," a new corporation with a capital of $250,000, and comprising among its remaining stockholders many of the leading manufacturers and merchants of Bridgeport and of the Naugatuck Valley. The losses which we have thus far experienced from our connection with steamboats have mainly resulted from the sinking of our propellor in 1864, which cost about $30,000, and from the very destructive competition to which our line has been subjected, during the whole time of its continuance, up to the 23d of November last, at which time it was terminated by the withdrawal from the route of the competing line, and the subsequent forced sale of their boat, which was purchased by the new company, the organization of which is such that very little apprehension is felt of any renewal of competition. The Bridgeport route, under these circumstances, is one of the best leading out of New York, and sanguine expectations are entertained that the operation of the route will be very profitable. When a full settlement shall have been made, it will probably appear that our stock in the new company has cost us about $180,000.

For the purpose of funding the floating debt of the company, bonds were issued on the 1st of August, payable in 20 years at 7 per cent., but only 11 500 have been sold.

Very large expenditures have been made during the year for renewals of bridges, iron, ties and other materials, and the condition of the roadway is now superior to what it has been at any former time. The number of miles run during the year was 192,989.

CONDENSED BALANCE SHEET.

Road and equipment	$2,439,775 33
Real estate	16,317 26
Wood lots	1,624 89
Materials on hand	32,288 05
Bills receivable	130,830 78
Stockbridge and Pittsfield Railroad	2,200 09
Housatonic preferred stock	425 00
" Transp. capital stock	26,000 00
" " account	45,696 26
Sinking fund	33,838 24
United States	3,183 33
West Stockbridge Railroad	450 72
Bank of New York	5,000 00
Due from stations	32,550 13
Sundry accounts	3,259 02
Cash	14,155 48
	$2,787,594 49
Capital stock, old	$820,000 00
" preferred	1,180,000 00
Bonds due 1877	191,000 00
Bonds issued in 1865 and due 1885	11,500 00
Bills payable	30,149 89
December expenses; paid in Jan.	18,804 10
Coupons	7,280 00
Rent of S. & P. R. R., paid in Jan.	15,704 50
" Berkshire R.R. "	3,500 00
" W. S. R. R. "	59 68
National taxes "	2,073 63
Unclaimed dividends, old stock	54 00
" pref. stock	2,568 00
Due connecting roads	15,175 86
Ketchum, Son & Co	54,709 12
Book accounts	768 83
Accumulated sinking fund profits	4,237 70
Profit and loss	430,009 18
	$2,787,594 49

President and Sup't.—CHARLES HUNT, Huntsville, Ct.

Directors.—Charles Hunt, Geo. B. Hunt, George W. Peet, Daniel Marsh, J. Z. Goodrich, Morris Ketchum, D. Leavitt and John L. Stewart.

Sec. and Treasurer.—CHARLES K. AVERILL, Bridgeport, Ct.

Chicago and Great Eastern Railway.

The contract recently entered into between the Atlantic and Great Western and Chicago and Great Eastern Railway Companies is to the following effect:

The Atlantic and Great Western Company are to establish forthwith a through line over the two roads between the Atlantic cities and Chicago and the Northwest, making the Western connection *via* Richmond and Dayton, or *via* Richmond and Urbana, and the eastern connection *via* Salamanca. In case the line should be shortened by the construction of a new link in Ohio and Indiana, the Atlantic and Great Western Company has the right to lay a third rail, to make a six foot track from Chicago to New York and Philadelphia; and has also the option of leasing the Chicago and Great Eastern Railway Company from Chicago to Richmond in perpetuity.

Hudson River Bridge.

The Bridge over the Hudson River at Albany, was opened rather informally on the 22d ult. Shortly after 3 o'clock, a train consisting of a locomotive, and two passenger cars, with a baggage car, started from the depot at Albany for a trip across the bridge. The directors of the Bridge Company, several of the officers and directors of the New York Central Railroad, together with the officers of the Hudson River, New York and Harlem and Albany and Boston roads, and a few invited guests were passengers on the train.

The Hudson River Bridge Company was chartered in 1856. In May, 1864, the work of construction was commenced. The following is a brief description of the Bridge: There is an open structure of truss work 2,020 feet in length, and supported on 21 piers, or 23, including that at each end. The piers are 50 or 60 feet high from the base, and the floor timbers of the bridge are 25 feet above ordinary tide water, and 5 or 6 feet above the point reached by the highest freshets. The piers have sufficient width for a double track, though only one has been laid for the present. The material used is oak and pine, heavily braced with iron and apparently of great strength. Add to the above length the approaches on each side, and the whole length of the structure is nearly one mile. There are 13 spans 87 feet long, one of 142 feet and three of 172 feet, while the two spans at the draw are 110 feet each.

The cost of this structure thus far is estimated at $1,100,000, including the purchase of a considerable tract of land; and a further expenditure will be required to complete the contemplated arrangements of the Bridge Co. The property is owned in common by the New York Central, the Hudson River and the Western Railroads—one-half by the former, and one-fourth by the two latter companies. The first regular passenger train—the Cincinnati Express—consisting of four passenger cars and a baggage car, passed over the bridge on the 25th. A freight train, consisting of eight loaded cars, belonging to the "Red Line"—through cars from Chicago to New York—also passed over safely. The bridge has nobly withstood the action of the ice, and has not been conquered by the freshet, as certain sage philosophers have prophesied it would be. On the contrary, the ice from above was broken up by coming in contact with the heavy stone piers and abutments of the bridge. It would roll up the abutments, says our informant, and crumble in pieces, falling back with a crashing sound, and pass down the stream. There will be no interruption to travel on this account. Trains cross the bridge while the ice is in motion.

Tennessee Bonds.

The following letter from the Secretary of the State of Tennessee has been received in this city by a bondholder:

A law has been passed and published by which the State debt now due in bonds or coupons, is to be funded by the issuance of new bonds, bearing the same interest as the old. The engraving is now progressing in your city, and as soon as it is completed and the bonds filled out, they will be ready for negotiation at my office. But as the bonds and coupons are all payable in New York, the proper officers of the State will, after giving public notice for sixty days attend in New York for the purpose of issuing the new bonds. This notice will be given in New York papers, and the negotiation will take place in June.

Railroad Earnings—Monthly.

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of Jan., 1866, were	$178,119 22
Corresponding month of previous year	170,078 62
Increase	$8,040 60

☞ Private advices from San Francisco state that the Western Union Telegraph has been extended, under the supervision of Colonel Bulkly, over 400 miles above New Westminster, on Frazier River. Reports from Col. Bulkly's exploring parties show that the obstacles to be overcome are of far less magnitude than predicted by some, and it is believed that a connection between Russia and America will be complete before a twelvemonth.

☞ The works of Mr. Krupp, in Prussia, the largest steel-maker in the world, in 1852, produced 68,000 tons; in 1861, the production was 454,000 tons, and in 1865, the works turned out nearly 2,500,000 tons of steel. This immense establishment contains 350 casting places and muffles, 136 steam engines, 31 steam hammers, and other appointments in like proportion.

☞ The Lower House of the Kansas Legislature has passed the Senate bill granting 300,000 acres of land to the Leavenworth, Lawrence and Galveston road, the northern tier road and border tier road. Track laying has commenced on the Lawrence and Leavenworth branch of the Union Pacific Railroad.

☞ The net earnings of the Norfolk County Railroad for the year 1865, were $12,040 41. It paid no dividends, and is in the hands of Isaac Davis and others, trustees of the bondholders of the corporation.

☞ All the railroads in Alabama have been repaired except the Selma and Meridian road. Repairs on this road near Demopolis and the Tombigee are being rapidly pushed forward.

☞ Resolutions favorable to the construction of the "Herkimer, Mohawk and Ilion Railroad," were adopted at a recent meeting of interested citizens of those localities.

☞ The Prescott *Journal* says that measures are being taken "to ensure the building of a branch Railroad to connect Prescott with the river road from St. Paul to Winona."

☞ The Woonsocket branch of the Boston, Hartford and Erie road earned in 1865, $18,868 97 less than its expenses. This branch is thirty-four miles long.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ——Ca.	200,000	5	——	10c
Acton Vale——Ca	50,000	5	——	5c
Adventure ——L. S.	20,000	——	——	——
Albany and Boston "	20,000	——	20	1½
Algomah —— "	20,000	——	2	25c
Alliance ——Ca.	200,000	2½	——	——
Allouez ——L. S.	20,000	——	1	1½
American ——Ca.	200,000	2½	——	5½
Amygdaloid ——L. S.	20,000	——	——	25
Annapolis——Md.	50,000	10	——	——
Arizona——Ariz. T.	10,000	100	——	——
Ascot ——Ca.	20,000	20	——	——
Astor ——L. S.	20,000	——	1	6½
Atlas —— "	20,000	——	1	2½
Aztec —— "	20,000	——	1	3
Balt. and N. C——N. C	2.,000	5	——	35c
Bare Hill —— "	——	——	——	110c
Bay State——L. S.	20,000	——	3½	9
Beaver —— "	20,000	——	1	——
Bedford ——Ca.	125,000	5	——	50c
Black River —— "	200,000	2½	——	10c
Bohemian——L. S.	20,000	——	7½	12
Bolton ——Ca.	200,000	5	1½	3
Boston ——L. S.	20,000	——	5*	52½c
B. and Corinth ——Vt.	20,000	10	——	——
Brooklyn——L. S.	20,000	——	2	——
Brome ——Ca.	100,000	5	——	2
Cabot ——L. S.	20,000	——	½	——
Caledonia —— "	20,000	——	——	6
Cambridge—— "	20,000	——	5	15c
Canada ——Vt.	100,000	4	90c	55c
Carp Lake——L. S.	20,000	——	——	1½
Cascade —— "	20,000	——	——	——
Central —— "	20,000	——	40	——
Champlain ——Ca.	200,000	1½	——	15c
Chatham —— "	200,000	2	——	——
Chaudiere —— "	100,000	1	——	50c
Chester —— "	200,000	1	——	12c
Chester ——"	30,000	5	——	1½
Chetteamp ——	20,000	——	——	——
Chippewa——L. S.	——	——	——	——
Cleveland——Ca	100,000	5	——	——
Cliff——L.	20,000	——	——	——
Clifton —— "	20,000	——	——	1
Collin —— "	20,000	——	½	——
Columbian —— "	20,000	——	4½	10½
Consolidated —— "	20,000	——	5	5c
Copper Falls —— "	20,000	——	2½	2½
Copper Harbor—— "	20,000	——	1	——
Copper Hill —— "	200,000	1	——	15½
Copperas Hill—— "	50,000	10	——	——
Cornwall ——Vt.	100,000	2	——	25c
Dacotah——L. S	20,000	——	——	5
Dana —— "	20,000	——	3½	60c
Deep River——N. C.	——	5	——	15c
Delaware ——L. S.	20,000	——	——	10
Derby —— "	20,000	——	——	1½
Devon —— "	20,000	——	1	4½
Dorchester —— "	20,000	——	6	7
Douglas —— "	20,000	——	——	——
Dover ——Ca.	200,000	——	1	3½
Dudley ——L. S.	20,000	——	¼	75c
Dunham——Ca.	200,000	2	——	25c
Durham —— "	200,000	5	——	25c
Eagle River——L. S.	20,000	——	3½	2
El Dorado (Silver) "	20,000	——	——	——
Escot ——Ca.	25,000	20	——	4
Essex ——	200,000	——	——	20c
Etna ——L. S.	20,000	——	——	12½
Eureka —— "	20,000	——	——	——
Everett —— "	20,000	——	5*	——
Evergreen Bluff—— "	20,000	——	——	12
Flint-Steel —— "	20,000	——	——	13
Forest City —— "	20,000	——	3	1
Forest Shepherd —— "	20,000	——	6	11c
Franklin——L. S.	20,000	——	6½	38
French Creek——Pa.	100,000	5	——	50c
Gardner City ——L. S.	20,000	——	——	——
Gardner Hill —— "	20,000	——	5	50c
Girard —— "	20,000	——	——	——
Glade —— "	20,000	——	1	——
Glencoe ——Ca.	200,000	1	——	10c
Globe ——L. S.	20,000	——	1	——
Grand Portage —— "	20,000	——	1	40
Grand Trunk——Ca.	100,000	5	——	80c
Great Western——L. S.	20,000	——	2	40c
Green Mountain——Vt.	20,000	10	——	4½
Guilford ——L. S	20,000	——	5	40c.
Hamilton —— "	20,000	——	——	1
Hancock —— "	20,000	——	6½	15½
Hanover —— "	20,000	——	¼	2½
Hartford —— "	20,000	25	12½	——
Hazzard —— "	20,000	——	——	——
Highland —— "	20,000	——	7	3½
Hilton —— "	20,000	——	——	1½
Hope —— "	20,000	——	½	1½
Hudson —— "	20,000	——	——	2
Hulbert —— "	20,000	——	——	3½
Humboldt —— "	20,000	——	2	4½
Hungarian —— "	20,000	——	1	62½
Huron ——	20,000	——	16	35
Indiana ——	20,000	——	——	6
Iuverness ——	200,000	2½	——	——
Isle Haute——	40,000	——	——	——
Isle Royale ——L. S	20,000	5	16	13½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ——L. S.	20,000	——	——	——
Keweenaw —— "	20,000	——	——	4
Kickapoo —— "	20,000	——	——	——
King Phillip ——?	20,000	——	1	——
Knowlton —— "	20,000	——	2	——
Lafayette——Ca.	200,000	1	1	6
Lake —— "	200,000	1	——	1½
Lawrence ——L. S.	20,000	——	——	14c
Lennoxville——Ca.	100,000	5	——	——
Logan —— "	100,000	3	——	50c
Lyster —— "	200,000	2	——	2½
Madison——L. S.	20,000	——	1	——
Malden —— "	20,000	——	1	1
Mandan —— "	20,000	——	2½	45c
Manhattan —— "	20,000	——	2½	2½
Marquette —— "	20,000	——	——	3½
Maryland ——Md.	——	5	——	40c
Mass ——L. S.	20,000	——	——	——
Massachusetts —— "	20,000	——	——	——
Mendota —— "	20,000	——	——	4
Merrimac —— "	20,000	——	——	4
Meteor —— "	20,000	——	——	——
Mesnard —— "	20,000	——	5½	2½
Michigan —— "	20,000	——	——	——
Middlesex —— "	20,000	——	——	——
Mineral Hill ——	——	——	——	40c
Minnesota——L. S.	20,000	——	3½	10
Missisquoi——Ca.	150,000	2	——	1½
Montezuma——N. Mex.	300,000	5	——	——
Morrison——L. S.	20,000	——	——	——
Nashua —— "	20,000	——	——	——
National —— "	20,000	——	——	19½
Native —— "	20,000	——	3	5½
Naumkeag —— "	20,000	——	1	50c
Nelson——Ca.	200,000	1	——	10c
Nequaket——L. S.	20,000	——	1	2
Nevada (Silver)—— "	20,000	——	——	——
New England —— "	20,000	——	2	50c
Newton ——Ca.	200,000	1	——	5c
New York——L. S.	20,000	——	——	½
N. Y. & Passaic——N. J.	100,000	5	——	——
North Cliff ——L. S.	20,000	——	4	1½
North Silver Lake "	20,000	——	——	——
North State —— "	20,000	——	3	10c
North Sutton——Ca.	100,000	5	——	1
North Western——L. S.	20,000	——	——	32
Norwich —— "	20,000	——	——	4
Ogima —— "	20,000	——	——	5½
Ontonagon —— "	20,000	——	——	2
Ottawa ——Ca.	200,000	1	——	23c
Pacific——L. S.	20,000	——	——	——
Pennsylvania —— "	20,000	25	2½	14½
Petherick —— "	20,000	——	2½	2½
Pewabic —— "	20,000	——	2½	25½
Phila. & Boston—— "	20,000	——	——	2
Phœnix —— "	20,000	——	15	10
Pittsburg & Boston "	20,000	——	5½	49
Pontiac —— "	20,000	——	3½	1½
Prince of Wales——Ca.	200,000	——	——	——
Providence——L. S.	20,000	——	——	½
Quincy —— "	20,000	——	10	53
Reid Hill ——Ca.	200,000	1	——	——
Reliance ——L. S.	20,000	——	——	7½
Richford ——	60,000	5	——	——
Ridge —— L. S.	20,000	——	——	——
Rockland —— "	20,000	——	5	3
Roscoe ——Ca.	200,000	1	——	——
Rudisell ——	——	——	——	50c
St. Clair——L. S.	20,000	——	3	1
St. Flavien ——Ca.	100,000	5	——	——
St. Francis —— "	100,000	5	——	——
St. Mary's (L. & M.)L.S.	20,000	——	——	8½
Salem —— "	20,000	——	1	——
Sharon Consol —— "	20,000	——	——	3
Sheldon —— "	20,000	——	——	16
Silver Creek —— "	20,000	——	1	——
Silver Hill —— "	20,000	——	——	30c
Silver Lake —— "	20,000	——	——	——
Silver Valley —— "	20,000	——	——	10c
Southampton——Ca.	100,000	5	——	——
South Bedford —— "	200,000	2	——	20c
South Side——L. S.	20,000	——	3	——
Springfield——Md.	——	5	——	——
Stadecona——Ca.	100,000	5	——	——
Star——L. S.	20,000	——	——	1½
Stark——Vt.	100,000	2	——	——
Strafford ——	30,000	10	——	50c
Superior ——L. S.	20,000	——	4	2½
Sussex —— "	20,000	——	——	——
Sutton——Ca.	100,000	5	——	85
Toltec——L. S.	20,000	——	20	37½
Tremont —— "	20,000	——	5*	1
Union (L. & M.)—— "	20,000	——	——	——
Vernon —— "	25,000	10	——	——
Victoria——L. S.	20,000	——	1½	——
Vulcan —— "	20,000	——	——	——
Washington —— "	20,000	——	——	——
Waterloo——Ca.	100,000	3	4*	15c
Waukegan——L. S.	20,000	——	——	——
West Minnesota—— "	20,000	——	2½	2½
Wickham ——Ca.	200,000	5	——	20c
Wickopee —— "	100,000	5	——	5½
Winthrop ——L. S.	20,000	——	3½	1
Wyandotte —— "	20,000	——	——	——

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake——N. Y.	50,000	50	——	½
East River ——	6,000	50	——	——
George's C'k C. & I.Md.	10,000	100	——	118
Harewood ——	20,000	5	——	——
Kahtadin——Me.	3,000	100	——	——
Lake Superior——L. S.	20,000	25	——	——
Massachusetts ——	25,000	1	——	——
Mount Pleasant——Pa.	10,000	50	——	——
Teal Lake——L. S.	——	——	——	2
Tyson ——	20,000	10	——	3
LEAD AND ZINC:				
Amenia ——N. Y.	100,000	5	——	8½
Bucks County——Pa.	——	——	——	½
Canada —— ——Ca.	50,000	5	——	2½
Clute ——	——	——	——	½
Crystal Lake ——	——	——	——	——
Erie ——	——	——	——	21
Gay's River ——	100,000	2	——	——
Hampton ——	100,000	5	——	——
Keystone——Pa.	——	——	——	1
Lancaster ——	——	——	——	——
Macomb ——N. Y.	100,000	5	——	45c
Mineral Point ——	100,000	5	——	½
Mount Hope ——N. Y.	80,000	5	2½	——
National ——	200,000	1	——	——
New Jersey ——N. J.	12,000	100	——	110
N. Y. & Boston——N. Y.	100,000	5	——	2½
Oswegatchie ——Ca.	100,000	5	——	1
Placentia Bay——N. F.	——	——	——	½
Ramsay ——Ca.	20,000	25	——	——
Rossie —— "	100,000	5	——	——
Shawangunk —— N. Y.	100,000	5	——	——
Sussex ——N. J.	——	——	——	40c
Union ——	100,000	5	——	67c
Wallkill ——N. Y.	——	——	——	25c
COAL & ANTHRACITE:				
American ——Pa.	37,500	25	——	60½
Ashburton —— "	50,000	50	——	13½
Atlantic & G. C ——Md.	——	——	——	1.5c
Baltimore —— "	——	100	——	2
Bear Valley —— "	40,000	12½	——	14
Beaver Meadow ——Pa.	100,000	50	——	——
Belmont —— "	10,000	50	——	9
Big Mountain——Pa.	——	——	——	5½
Blackhall ——N. S.	8,000	25	——	——
Boston & Pictou—— "	100,000	5	——	——
Bridgeport ——Pa.	30,000	10	——	——
Broad Mountain —— "	30,000	10	——	——
Butler —— "	——	——	——	15
Cape Briton——N. S.	200,000	2½	——	——
Carbondale——Pa.	——	——	——	3
Central —— "	——	——	——	42
Clinton —— "	——	——	——	1
Coal Brook —— "	4,000	50	——	——
Continental ——	10,000	50	——	73½
Cumberland (pref.)Md.	50,000	[illegible]	——	45
Daniel Webster ——	5,000	100	——	——
East Mahanoy——Pa.	——	——	——	——
Everhart ——	20,000	25	——	——
Franklin ——Pa.	5,000	100	——	20½
Fulton —— "	60,000	5	——	7
Gilbertson ——	5,000	100	——	42
George's Creek——Pa.	10,000	——	——	109
Grand Tunnel ——	4,000	100	——	60
Green Mountain——Pa.	——	——	——	4
Hampton & Balt.—Md.	——	——	——	91
Hazleton —— Pa.	32,300	50	——	56
Henry Clay ——	3,000	100	——	——
International ——N. S.	20,000	50	——	——
Lawrence ——Pa.	2,000	100	——	6½
Locust Mountain —— "	——	——	——	41
Lorberry —— "	4,000	100	——	11
Macan —— "	2,000	100	——	——
Mahanoy —— "	1,000	20	——	6
Metropolitan —— "	——	100	——	——
Middle Coal Fields. "	——	——	——	6½
Milford ——	2,500	50	——	——
Mill Creek——Pa.	——	——	——	——
Mulgrave ——	2,000	——	——	——
Narragansett ——R. I.	8,000	10	——	——
New Creek——Pa.	——	——	——	1½
North. & Luzerne "	——	——	——	——
Penn. —— "	100,000	50	——	15½
Penn. Cannel —— "	6,000	50	——	——
Picton —— "	4,000	100	——	——
Pine Knot——Pa.	4,000	50	——	——
Port Hood ——	4,000	100	——	49½
Potomac —— ——Md.	40,000	10	——	5½
Powell —— Pa.	——	——	——	——
Preston —— "	——	——	——	10
Princess Alex.——N. S.	5,000	100	——	——
Ridgeway ——	——	——	——	——
St. Clair —— Pa.	5,000	100	——	10
Schuylkill Valley—— "	20,000	10	——	16
Shawmut ——	6,000	50	——	——
Short Mountain ——Pa.	10,000	50	——	26½
Stafford ——	——	——	——	——
Suffolk ——	4,000	100	——	93
Sugar Loaf ——Pa.	——	——	——	——
Summit —— "	40,000	20	——	——
Susq. Coal & C. Mt. "	——	——	——	4½
Tamaqua —— "	——	——	——	——
Vandermark ——	20,000	50	——	——
Wyoming Valley—Pa.	22,760	50	——	49

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.)——Col.	50,000	10	——	——
Acadia (G.)——N. S.	100,000	3	——	——
Albion (G.)——	100,000	3	——	¾
Alpine (G.)——Col.	150,000	10	——	——
Alps (G.) —— "	100,000	5	——	——
American —— "	200,000	2	——	——
Am. & Mex. (S.)—N. M.	——	——	——	——
Am. Pioneer——A. T.	——	——	——	——
Arizona (Silver) "	——	——	——	——
Atlantic (G.)——N. S.	100,000	2	——	2
At. & Pac. (G.& S.)Nev.	50,000	10	——	33
Bay State (G.) ——Col.	200,000	5	——	——
Beacon (G.) ——N. S.	200,000	2	——	——
Benton (G.)——Col.	100,000	5	——	45c
Black Hawk (G.) "	50,000	100	——	——
Boston (G.) —— "	10,000	50	——	105
Briggs (G.) —— "	10,000	100	——	——
Bullion (G.)—— "	200,000	25	——	——
Burroughs (G.) —— "	100,000	10	——	——
Canadian (G.)——Ca.	200,000	2	——	50c
Central (G.)——Col.	50,000	20	——	17½
Chaudiere (G.) ——Ca.	100,000	5	——	90c
Chebucto ——N. S.	100,000	5	——	65c
Colonial (G.)——Ca.	100,000	2½	——	25c
Colorado (G.)——Col.	50,000	10	——	4½
Consol. Greg'y (G.)Col.	50,000	100	——	9½
Copalinsho (G.)—— "	200,000	20	——	——
Corisannic (G.)—— "	100,000	10	——	6
Corydon (G.)—— "	100,000	25	——	1
Day & Bushnell (G.)C.	300,000	10	——	——
Denver (G.)——Ca.	50,000	20	12½	15
Dorset (G.) —— "	170,000	5	——	——
El Dorado (G.)—Nev.	100,000	5	——	——
Empire (S.)—— "	——	——	——	——
Empress (S.)—— "	——	——	——	——
Eureka (G.)——Cal.	——	——	——	60½
Excelsior (G.)——Col.	30,000	10	——	11
Frankfort (G.)———	100,000	2	——	——
Garrison's (G.)——Col.	100,000	5	——	——
Gilbert River (G.)—Ca.	100,000	5	——	1
Gilpin (G.) ——Col.	100,000	5	——	1½
Gold —— "	100,000	5	——	3½
Gold Field ——	50,000	10	——	——
Gold Hill ——	50,000	10	——	——
Gold River ——	100,000	3	——	——
Gould & Curry(G.S.)N.	——	——	——	——
Gunnell (G.)——Col.	300 000	10	——	1½
Halifax (G.)——N. S.	200,000	2	——	50c
Holman (G.) ——Col.	150,000	2	——	——
Hope (G.)—— "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	——	55c
Isabella (G.) ——Col.	——	——	——	——
Kennebec (G.)——Ca.	100,000	5	——	——
Kent (G.)——N. S.	200,000	1	——	——
Lake (G.) ——Col.	——	——	——	——
Lake Major——N. S.	12,000	50	——	——
Libertad (G. & S.)Mex.	——	——	——	——
Manhattan (G.)——Col.	100,000	10	——	——
Mariposa (G.)——Cal.	100,000	100	——	12
Massachusetts (G.)—Ca.	500,000	5	——	50
Mex. Pac. (G. & S.)Mex.	100,000	100	——	——
Montague (G.) ——N. S.	50,000	10	——	——
Montana (G.)——Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	——	——
Mt. Alpine (G.) ——Col.	250,000	5	——	——
Mt. Vista (G. & S.)Nev.	50,000	10	——	——
New England (G.) Col.	50,000	5	——	2½
New Gregory (G.) "	50 000	10	——	——
New York (S.) —— "	100,000	10	——	——
N. Y. & N. S. (G.) N.S.	100,000	5	——	10c
Nova Scotia (S.)—— "	100,000	2	——	1½
Oldham (G.)—— "	100,000	2	——	——
Otate (S.) ——Mex.	——	——	——	——
Palma (S.)—— "	——	——	——	——
Peck (G.) ——N. S.	100,000	5	——	——
Peninsular (S.)—L.Cal.	——	——	——	——
Picacho (S.) ——A. T.	50,000	50	——	——
Pontiac (G.)——Col.	50,000	20	——	——
Prince Albert (G.)—Ca.	100,000	2	——	14
Quartz Hill (G.) —Col	40,000	25	——	2
Quicksilver ——Cal.	100,000	100	——	43½
Renfrew (G.) ——Ca.	120,000	2½	——	50c
Riviere du Loup (G.) "	20,000	10	——	——
Rocky Mt. (G.)——Col.	——	——	——	10
Sacramento (S.)—Nev.	——	——	——	——
San Antonio (S.)—A. T.	60,000	50	——	——
Santa Clara (Q.)—Cal.	——	——	——	——
Santa Rita——Ariz. T.	——	——	——	——
Scottie (S.)——Ariz. T.	——	——	——	——
Sherbrooke (G.) N. S.	100,000	10	——	——
Sierra Nevada (G.)Col.	——	——	——	——
Silver Hill (S.) ——Nev.	——	——	——	——
Sonora (S.)——Ariz. T.	——	——	——	——
Southam (G.)——N. S.	100,000	5	——	——
Stafford (G.)——Ca.	100,000	5	——	——
Star (G.) —— ——Col.	100,000	25	——	——
Stewart (G.) ——Ca.	100,000	5	4	75c
Smith & Parm. (G.)Col	125,000	20	20	——
Tascher (G.) —— "	50,000	10	——	——
Victoria (G.)—— "	100,000	2	——	——
Waverly (G.)—— "	50,000	10	——	——
Windsor (G.) ——Col.	100,000	10	——	——
United States (G.)— "	75,000	20	——	——

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	45
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	737,800	150,000	94	(Union Co.)		9	....	94
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	60
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11.000	—	(Middlesex)		50	25	—
30 Nov. '64	31.85	—	341	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	47
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	....	42
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,360	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	..	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100.000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5.782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400 000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	— — —	12.000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'k'w'y	90,000	53,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfl'd.	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,350	550,000	.....	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	....	....
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	....	....
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	17.50	—	—	137	8	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	344,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	.....	.....	leased.	.....	—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,956	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50.439	40	10	51½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 630	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166.776	51,494	20	....	32
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	35
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	—	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pitts'urg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	58,006	1,418	—	....	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	95,336	—	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	....	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	73
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	....	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gras F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	35
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	52½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	22½
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	67½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	ps	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Jan. 31, 1866	Interest.—Rate.	Interest.—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	103
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	119
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ..... coupon	665,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	95
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97
" " " ..... coupon		5	" "	1871	97½
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,232,250	6	" "	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	103½
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1865 (5-20s)	50,500,300	6	May & Nov.	1885	103
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	992,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,769,100	6	Mar. & Sept.	1904	91½
" " " ..... coupon		5	" "	1904	90½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	103½
" " " ..... coupon		6	" "	1884	103
Treasury Notes of July 17, 1861 ..... coupon	233,500	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 .. 1st series	300,000,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series	300,000,000	7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series	230,000,000	7.3	Jan. & July.	1868	99½
Debt Certificates	60,637,000	6	At maturity.	----	98½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	180,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	423,902,223				
Fractional currency	26,553,244				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	92
" — " " ..... "	1,000,000	6	" "	1883	92½
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,987	6	Jan. & July.	1870	98
" " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" " " (dollar) ..... "	1,969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" " " ..... "	2,058,173	2½	" "	1886	80
—State Int. Imp. bonds (not adjusted)	391,000	---	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	------	84
" — " " special stock "	1,216,787	5	" "	------	----
" — " Deferred stock ..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	95
" — " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	85
— " " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	------	----
" — " " (war loan) ... "	670,000	6	----------	------	----
Maine—State bonds ..... coupon	----------	6	Mar. & Sept.	'63-'77	94½
" — " " (war loan) ..... "	1,009,000	6	Jan. & July.	'81-'83	94
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	85,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	503,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
— " " (N. & W. R.R.) "	400,000	6	" "	1870	----
— " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
— " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	----
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200 000	6	" "	'64-'66	----
— ----------	247 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107½
" — " " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	93½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) .... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	77
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	77½
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	77
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----------	----------	----------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	93
" " —Notes ..... "	200,000	6	----------	----------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" " " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " " " " " "	900,000	5	" "	1875	----
" " " " " " "	442,961	5	May & Nov.	1868	100
" " " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " " " " " "	1,300,000	6	" "	'68-'78	100
" " " " " " "	700,000	7	" "	1870	----
" " " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " " " " "	11,050	5½	----------	d'm'd.	----
" " " " " "	14,230	6	----------	d'm'd.	----
" " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " " " " "	68,000	5	Feb. & Aug.	1876	----
" " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " " " " "	320,000	5½	Jan. & July.	1865	----
" " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63-'74	----
" " " " " "	15,889,025	6	" "	'64-'76	----
" " " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	82
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	6	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	93
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,309	6	" "	1881	95
" — " " (" ") ..... "	2,400,000	6	" "	1886	97
" — " (domestic debt)	125,680	6	" "	1863	95
" — " (war loan) ..... coupon	1,500	---	" "	1866	----
" — " (" ") ..... "	279,318	6	" "	1868	----
" —Irreducib'e debt (school funds, etc.)	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----------	----------	----------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	86
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	85
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	85½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	6	----------	----------	----
" —Relief Notes in circulation ...	97,360	----------	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	92½
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" —State b'ds (railroads) .. coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	81
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	54
" — " " (railroads) .... "	12,799,000	6	----------	Var.	90
" — " " (capitol) ..... "	608,000	5	----------	1890	57
" — " " (Hermitage) .. "	48,000	6	----------	1890	92½
Texas—Had no debt in 1861	----------	----------	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" " " " (" ") ..... "	751,000	6	Jan. & July.	1870	93
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	64
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----------	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) ..... "	200,000	6	Jan. & July.	1867	----
— " " (domestic) .... "	100,000	6	" "	1877	----
— " " (") ..... "	1,100,000	6	" "	'78-'83	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,968,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	301,803	252,615	2,770,484
1865	261,908	252,583	288,159	263,149	312,316	343,985	315,944	391,574	399,602	355 075	294,804	224,022	3,703,116
1866	210,171	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,574	375,860	324,865	336,617	321,027	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	291.334	296,169	473,186	551.122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421 363	466,830	565,145	480,710	519,206	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	685,623	747,942	702,651	767,608	946,707	921,886	749,191	546,6 9	7,958,980
Chicago and Great Eastern:													
1859	8,932	9,224	10,759	8,965	7,629	7,696	6,671	10,432	10,443	11,634	9,601	10,703	112,289
1860	9,930	9,947	12,798	12,218	9,207	9,152	9,096	17,405	18,430	16,500	12,883	1 ,715	151,281
1861	13,316	11,965	13,670	12,188	10,703	15,520	16,110	20,055	20,895	26 762	26,534	25,461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,495	61,787	51,386	60,895	528 364
1864	47,393	56 565	67,822	61,812	59,182	58,178	53,518	88.458	87,037	97,476	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	964,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,264,126	1,345,456	1,466,287	1,451,217	1,503,993	15,295,915
1866	including Buffalo Division...1,187,188	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,820	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	406,373	510,100	424,578	640,179	709,236	661,391	657,141	603,407	6,329,447
1865	546,051	522,555	592,276	491,297	454,604	590,061	531,996	661,548	706,740	621,849	624,968	------	------
1866	582,828	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33.904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76.764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90 972	93,078	93,546	96,908	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	78,842	110,186	108,652	112,156	120,051	117,604	114,512	104,587	1,222,017
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,916	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,182	44,925	88,177	106,967	111,260	71,587	69,353	105,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140.418	186,747	212,209	139,647	113,399	168,218	178,536	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,159	170,554	228,020	310,595	226,840	------	------
1866	121,776	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
1866	314,598	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,095	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,214
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,824	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,653	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,869	4,504 549
1866	282,438	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51.965	46.474	64.993	83,202	131,948	124,970	99,662	86,482	164,710	221,638	198,135	129,227	1.402.106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	132,000	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,785
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,093,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	1.059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187.505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163.551	171,841	257,410	248,110	265,011	278 270	314,806	337.495	339,911	368,956	321,206	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	335,685	361,894	396,771	429,920	506,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,340	397,525	401,299	364,331	370,983	3,745,210
1863	337,350	366,598	461,955	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,132,924
1864	290.676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,126,466
1865	684,260	696,788	886,511	738,107	601,238	650,311	612,124	718,016	759,405	807,382	713,472	570,826	8,488,394
1866	555,488	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	152.470	144.736	143,748	162,921	1,564,918
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170.076	153,908	202,771	169,299	177,625	173,722	162,571	218,553	216,737	222,924	207,098	162,694	2,237,977
1866	178,119	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1860	43,513	42,084	64,414	73,679	67,946	67,428	84,879	122,785	136,100	125,027	77,599	51,296	926 738
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,258	127,036	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106.845	113,578	115.214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105.554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,332
1865	144.084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	247,023	2 926,243
1866	226,059	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43.716	37.265	32,378	33,972	62,862	82,147	68,189	59,862	75,077	92,715	61,770	37,830	689,292
1866	45,102	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1892	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	93
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	93
" " " 1850	676,000	6	Jan. & July.	"	1880	97
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £413,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $300,000	423,550	6	"	"	1870	89
" " $375,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	82
" " $2,500,000	867,000	6	"	"	1889	83
Consolid. Mort. Loan $6,000,000	4,289,400	6	"	"	1889	90½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.		1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	94
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	98½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	90
General 1st Mortgage	3,600,000	7	" "	" "	1885	81
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	83
Consolidated Sinking Fund	943,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244.200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	800,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	88
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	497,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	94
Columbus and Xenia:						
Dividend	36,800		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1883	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102½
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6½	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,0 0	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	199,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	7,975,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,086,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1853	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	61	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1831	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1866	
Memphis Branch 1st Mortgage	236,000	7			'70-'75	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	
1st Mortgage sterling	1,000,000	7	" "	" "	1891	82
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio:						
State (Tenn.) Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$167,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	93
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,194,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	93
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		48½
2d Land Grant	691,000					
Income bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
***New Albany and Salem:**						
1st Mortgage	500,000	10				
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92
D'bts of former Co's outst'ding.	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	101½
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	83
Real Estate Bonds & Mortgages	192,773	7	var.		var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,394,000	7	Feb. & Aug.	" "	1876	100½
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	91½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98½
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage	3,644,000	7	April & Oct.	" "	1880	96
5th Mortgage	1,002,500	7	June & Dec	"	1888	92½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	99
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	950,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1875	
N. York, Providence and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-'76	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92½
2d Mortgage	3,077,000	7	"	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84
Chattel Mortgage	360,000	10	" "		1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	77½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	95
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Conpon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynch'b'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,100	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	87
" 1844, "	804,000	6	" "	"	1880	87
" 1848, "	101,000	6	" "	"	1880	87
1849, "	67,000	6	" "	"	1880	87
1857, (convertible)	564,000	6	" "	"	1886	87
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	98
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	90½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	80
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,220,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	76
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201.500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631.000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	77
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	87
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,555	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	84
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	193,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1.000.000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	95½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'78	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	91
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,708	54.0	.....	101,102	37,806	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	238,791	76,775	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,888	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	....
31 Jan. '65	122.4	—	17 0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	577,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	454,238	1,459,711	413,528	12	170
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,000	2,685,438	124.0	203,329	428,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9 3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	3½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810 982	66 0	211,536	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '64	59.4	7.0	8.2	—	16	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,466	631,728	244,471	7½	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	570,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	53.0	.....	168,988	95,612	—	—
— — '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	*	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	—	53	62	697		Central of Georgia (and Rank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	379,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	220,241	404 618	212,676	19	72
31 July '59	50.0	—	—	7	2	107		Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	3	4	33		Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	28.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	—	9,896,598	281.0	1,104,197	2,770,484	1,273,518	7½	113
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,96	—	16,464,265	400 0	1,963,105	5,728,910	2,762,273	20	112
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	330.0	.....	6,820,75	1,802,272	—	27½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	105½
31 May, '63	174.5	5.5	14.3	—	21	24	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,34	180.0	.....	742,097	377,476	—	65½
31 Dec. '64	454.8	252.5	....	—	126	78	3,327	*Illinois Central*	29,675,110	*	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,465,194	8	115½
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	459,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	35
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	.....	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	70
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384.539	771.763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,979	521,254	18	154½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	.....	*Burlington and Missouri Rive*	2,603,589	173,737	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200.813	412.156	162,268	—	—
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	}	..	....	} Lexington and Frankfort	605,298	52,300	219	514,573	79,000	—	736.513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—	}	..	....	} Louisville and Frankfort	1,532,645	126,735	.12,200	1,109,594	276,000	—	1,713,324	65.1	.....	419.548	139.817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,514,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	58.7	—	....	185.3	..	..	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	248,939	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	—	9,008,369	188.6	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7.565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	102
31 Mar. '65	246.0	277.8	.....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,116	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	—	70½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	—	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	87
1 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
8 Feb. '65	283.0	—	14.4	—	45	26	568	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649.212	12,580,308	283.0	598,415	1,097,783	211,310	—	—
8 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
0 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2 2	3,501,000	40,558	6,362,10	90. 1	250,189	399,291	51,3 9	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	75	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,953	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	96
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,428,197	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	112½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '61	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,689	1,085,387	11	43½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,906,000	169,363	12,475,363	—	—	—	—	—	11½
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,218	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	117
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	126½
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,567,510	83.6	638,624	1,471,985	487,864	10	132
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	65
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	40	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	101½
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	106½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,485	809,362	71.0	185,647	291,618	63,019	8	118½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	384,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	102
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	40½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 919	218.0	1,430,223	2,996,854	1,178,712	10	138½
30 Nov. '64	45.7	—	9.8	—	10	12	148	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	103
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	....	821,986	136,049	8	60
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	198
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	....	52.7	....	....	....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166 500	15,519	3,250,418	82.0	....	210,265	210,265	7	83½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	....	....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,255	*	—	997,112	2,193,000	252,584	3,442,697	75 2	....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,468	—	....	124 2	....	5,799,980	1,140,788	35	117½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,073,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	113
31 Dec. '64	53.0	—	—	45.5	21	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	100
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,574,548	5,000 000	805 000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	135
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	55
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,208,300	—	—	1,405,300	800,000	—	2,608,300	18.2	....	290,022	130,510	6½	46½
31 Dec. '64	88.5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	588.400	700.000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	32.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173.722	2,794,607	32.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,551,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,946,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	85½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	103½
30 Sep. '64	94.0	9.5	98.3	—	15	32	110	Long Island	2,587,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,287	14	79
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,384	2,694,714	6	92
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,353	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,355	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	23	34	398	Rome, Watert'n & Ogdensb'g.	2,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	288.1	432,370	827,615	360,764	10	33
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,456	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,925	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	....	108,953	38,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	....	223.0	....	....	....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	....	97.0	....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	....	469 458	219,688	—	.....
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	....	1,241,857	503,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2,499,348	1,235,162	15	114
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	875,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,352	203.5	1,256,812	2,512,315	438,897	8	77½
31 May '65	109.	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	108½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	....	2,366.705	3,782,430	....	6,214,525	142.0	....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	586,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.5	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	....	829,932	119,032	—	.....
31 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	....	125.0	....	....	....	—	.....
30 Jun. '61	158.5	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595,400	251,867	3,343,966	1,341,093	14,202	5,172,133	205.9	858,409	719,924	145,900	—	19½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	1 8207	189,488	—	—
Dec 64	272.4	—	.....	—	48	18	939	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,333	—	10,243,015	250.0	1,244,258	2,050,322	945,492	2½	55

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies a Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		28½
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	141
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	28½
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007	10	
30 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	168,502	55,456		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	335,280	143,472		19½
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	63
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868			2,646,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	31½
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(	"	"	")	7½	54½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,101		36½
31 Dec. '64	300.8	86.1	319.0		290	173	4,926	Pennsylvania	27,839,576	3,336 315	5,504,810	19,860,050	16,644,840		43,520,356	356.9	5,846,778	14,759 057	4 065,113	10	85½
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139.079	232,399		1,135,100	315,000		1,673,100	24.0	253,739	423,147	207,895	8	57
31 Oct. '64	237.6		29 1					Phila. and (Sunbury) Erie	15,76 ,623			5,013 054	9,940,009	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)		30½
30 Nov. '64	162 0	46.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	784,788	20 072 323	7,271,879		27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	50
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	176,447	824,006	477,658	10	114
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,647,300	692,000		9,349,300	197.0	839,238	3,206 660	1,365,200	10	66½
31 Oct. '65	59.5		11 4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820		1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394 362	130 361		9
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*		8,181,126	12,857,000		23,942,670	468.3	3,940,773	7 1:0,468	3,019.067	10	92½
31 Dec. '64	23.0		6.2		5			Shamokin Valley & Pottsville	1,178.773	112,824		500,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,985		684,036	1 009,095	162,312	1,855,443	26.4	118,6 8	273,282	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,127	29.6	95,566	293,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	114
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	127,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719.046	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		341,190	126,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859	80.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	678,069	129,364	3,809,949	2,669,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		20.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	80,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,360		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	3,632,582	*		2,056,544	1,731,000			169.0		734.118	337,284	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		596,922	860,000	204,544		45.8	57,950	127,953	67,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz.& Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275-000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,830 277	*		1,679,600	638,500		3,033,466	105.6	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,065	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887		1
31 May, '63	47.0	6.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	ope	r. by Vt.	Central		8	96½
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,995	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,033,500	*		332,000	700,000			ope	r.b.Troy	& Bost.	53,852		
								VIRGINIA.													
1 Aug. '59	41.8			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2		Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,351,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 903	6,753,655	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	28,853		43.5	1,058,054	168,763	79,586	6	
30 Sep. '59	23.7		0.2	14.0	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,490,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		
								WISCONSIN.													
31 Dec. '64	195.0	175.0			54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000		9,650,000	370.0	1,125,571	2,113,118	508 555		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607,000		8,452,351	234.4	958,183	1,711,281	505,230		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	486,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*		11,750,000	188,000		11,938,000	16.10		236,798	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242.798	117,842		15
30 Jun. '63	1,096	137.0		78.0	204	130	2,899	Grand Trunk	71,210,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,855		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,860	1,649,510	1½	
31 Dec. '64	94.5	1.6			18	20	327	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,132		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	160,421	107,640	20,005		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,232	60 0		132 455	36,670		
								NOVA SCOTIA.													
Dec. '62	61.5	30.5			20	18	160	Nova Scotia	4,278,401	*		4,278,281			4,278,281	92.0	158,416	120,107	37,181		
								NEW GRANADA.													
Dec 63	47				11	22	120	Pan ma	9,900,000	*	668	5,000,000	75,000		10,761,728	43.7		327,423	1,328,924		

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St.Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	33½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,425,200	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	55
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	71
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,466	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	40
Erie (preferred)	8,535,700	7	7	82
Hannibal & St. Joseph (preferred)	5,253,856	7	—	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	97½
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	80
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	61
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	----	----
" " " (2d pref.)	904,473	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,40?,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	90½
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	----		18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	79
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	600,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb. RR.	----	--	----		----	----
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,608	6	M. & S.		1870	91½
Six per cent. Loan	2,432,274	6	A. & O.		1884	87
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	455,500	6	A. & O.		1876	95
2d Mortgage	295,750	6	----		----	90
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	82
2d Mortgage	3,980,670	6	J. & J.		1882	75½
Improvement	568,500	6	M. & N.		1876	68½
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	63
Preferred Interest b'ds.	227,569	6	"	"	1878	24
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	25
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,600	6	J. & J.		1878	89½
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1878	82

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	32
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	8	51½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	79
" (preferred)	100	1,175,000	10	114
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	23½
" " (preferred)	50	2,722,607	—	29
Susquehanna and Tide Water	50	2,048,260	—	12
Union	----	----	----	4
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 47	— @ 50 —
Pig, American, No. 1			48 — @ 50 —
Bar, Refined, English			100— @110 —
Bar, Swedes, assorted sizes	(in gold)		— — @ 97 50
			Store Prices.
Bar, Swedes, assorted sizes			165 — @175 —
Bar, English & American, Refined			120 — @125 —
Bar, English & American, common			110 — @115 —
Scroll, English			150 — @200 —
Ovals and Half round			145 — @155 —
Band, English			— — @150 —
Horse Shoe			150 — @155 —
Rods, English			127 50 @190 —
Hoop, English			160 — @225 —
Nail Rod		per lb.	— 10 @ — 11
Sheet, Russia		per lb.	— 33 @ — 35
Sheet, English, Single, Double and Treble			— 7 @ — 8½
Sheet, Am., Single Double and Treble			— — @ — —
Rails, English	(gold)	per ton	— — @ 56 —
Rails, American			85 — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	— 18 @ — 23
English Spring	(1st & 2d qlty.)		— 11 @ — 12½
English Blister	(1st & 2d qlty.)		— 13 @ — 20
English Machinery			— 13½@ — 15
German			— 15 @ — 17
American, Blister			— 12 @ — 14
American, Cast, Hammered			— 18 @ — 22
American, Cast, Rolled			— 13 @ — 15
American Spring			— 11 @ — 13
American Machinery			— 13 @ — 14
Milan (in bond)			— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	— 52 @ — 55
Sheathing, Yellow			— — @ — 40
Pig, Chile			— — @ — —
Bolts			— 52 @ — 55
Braziers'			— 52 @ — 55
American Ingot	(cash)		— 35½@ — 35½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	— — @ — —
Spanish			— 9 @ 9 12½
German Refined			— 9 @ 9 12½
English			— 9 @ 9 12½
Bar		per lb.	— — @ — 11
Pipe and Sheet			— — @ — 15

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	— — @ — 26
Straits			— 25½@ — 25½
English			— — @ — 24
Plates, Charcoal I. C		per box.	16 50 @ 17 —
Plates, I. C. Coke			12 50 @ 14 50
Terne, Coke			— — @ 11 50
Terne, Charcoal			— — @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d	(cash)	per 100 lb.	— — @ 7 50
Clinch	(cash)		— 9 @ 9 50
Copper			— — @ — 60
Ausable Horse, Norway Iron, Forged			— — @ — 41
Zinc Nails	(6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity			— 27½@ — 28½
Refi'd, free, L.S. to pr. Wh. (110@120 test)			— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)			— — @ — —
Naptha, Refined (60@63 gravity)			— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	Th. 22	F. 23	Sat 24.	M. 26	Tu. 27	W. 28
Atlantic M. S. S. Co	----	135½	134½	132	131	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	94	
California 7s	----	----	115	----	----	
Canton Co.	44½	44½	----	----	----	
Central Am. Transit	22	----	----	----	----	
Chicago & Alton	113	----	----	----	----	
" " pref.	----	----	----	----	119	
" " 1 M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	----	----	----	----	----	
" " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	27½	27½	27½	27½	27½	
" " pref.	55½	54½	54½	54½	55	
" " 1st M.	----	----	81	----	81	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	90	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl.	103½	103½	103½	104½	106½	
" " 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	----	----	----	----	----	
Clev. and Pittsburg	79½x	77½	77	78½	78½	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	107½	106½	107	107½	108	
" " S. F. 7 p.c.	----	----	----	----	94	
Cumberland Coal, pref	45	44½	44½	45	45½	
Del. & Hudson Canal	----	135	135½	136	----	
Del., Lack. & West.	----	----	----	----	----	
" " 1 M. 8 p.c. '71-5	102½	----	----	----	----	
" " 2 M. 8 p.c. '81	----	----	----	----	----	
Erie	81½x	80½	81½	84½	85½	
" pref.	----	80	----	----	82	
" 1 M. 7 p.c. '67	----	----	----	----	99½	
" 2 M. 7 p.c. '79	----	----	102	----	----	
" 3 M. 7 p.c. '83	99	----	98½	----	----	
" 4 M. 7 p.c. '80	----	----	----	----	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7p.c. '82	----	----	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	53	52½	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	103	----	103	----	103½	
" scrip	----	----	----	----	----	
" 1M. 7p.c. '69	----	----	----	100	----	
" 2M. S.F.	----	100½	101	----	----	
" 3M. 7p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	114	113	----	114½	114½	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	12	12	----	12	12	
Michigan Central	103x	102½	----	----	----	
" S F. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	70	68½	69	69½	70½	
" " guar'd.	----	----	----	----	----	
" " 1M. S.F.	----	----	----	93	95	
" " 2 M.	----	----	----	----	----	
Mil. and P. du Chien	93	----	----	----	----	
" " 1st pref.	----	----	----	97½	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L.G. bonds	----	----	----	----	----	
Missouri 6s	78½	78	77	76½	77	
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	78½	77½	76½	----	77½	
New York Central	91½x	91	91½	92½	92½	
" Real Estate	----	----	----	----	----	
" " 7s, S.F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	100½	----	----	
" " 6s, S.F. '83	----	----	92	----	----	
" " 6s, S.F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" " 1M. 7p.c. '73	----	98	----	99	----	
" " 2M. 7p.c. '84	----	----	----	----	----	
" " 3M. 7p.c. '67	----	----	----	----	----	
North Carolina 6s	76	76	75½	76	79½	
Ohio & Miss. cer.	25½	25½	25½	25½	25½	
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	----	----	203	201	202	
Panama	245	----	----	----	243	
Penn'a Coal Co.	----	----	----	----	155	
Phila. and Reading	100½x	99½	100½	100½	101	
Pitts. Ft. W. & Chicago	94x	92½	92½	93	93½	
" " 1M.	----	----	----	99½	98	
" " 2M.	----	----	91	90½	----	
" " 3M.	----	----	82	----	80	
Quicksilver Mining Co.	41	41½	----	42½	44	
St. L., Alton & T. H.	----	----	----	----	33½	
" " pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	77	----	
" " Inc. b'ds.	----	----	----	----	----	
Tennessee 6s. 1890	91½	92½	91½	92	----	
Tol. Wab. & Western	----	----	----	----	----	
" Pref.	----	----	----	----	----	
" " 1M. ex.	----	----	87	----	----	
" " 2M.	----	----	----	----	----	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	65	----	----	----	64	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	97⅞	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	94¼	94¼	93⅞	....	94⅛	
U. S 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	104⅛	....	
U. S. 6s, 1881, coup.	104¼	....	....	104	104⅛	
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ly.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	124	123½	122	....	
U. S. 6s, 1868, reg.	....	104¼	119⅞	....	119	
U. S. 6s, 1868, coup.	....	120	....	....	....	
U. S. 6s, 1 year certif.	98⅝	98⅝	....	....	98⅛	
U. S. 6s, 5-20s, c. 1862	103	102½	102⅛	103	103	
U. S. 6s, 5-20s, c. 1864	....	....	102⅞	....	102⅞	
U. S. 6s, 5-20s, c. 1865	....	102⅞	102⅛	103	103	
U. S. 6s, " reg.	....	....	....	....	....	....
7.30 Notes, 1st series.	99⅛	99⅛	99⅛	99⅛	99⅛	
" " 2d series.	99⅛	99⅛	99	99⅛	99⅛	
" " 3d series.	99⅛	99⅛	99⅛	99⅛	99⅛	
American Gold	....	....	....	....	137	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 27.

	W 21.	Th.22	F.23.	Sat.24.	M.26.	Tu.27
Cattawissa	....	....	....	24⅛	25⅛	26⅛
" preferred	36⅛	....	35⅛	32⅛	32⅛	32⅛
Camden & Amboy	119	....	118⅛	117⅛	119⅛	117⅛
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83	....	....	....	82	82	....
" " 6s,'89	....	....	....	....	....	....
" mort. 6s,'89	....	....	....	....	....	....
Ches.& Del.Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	51⅛	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	91	....
" " 7s	....	....	....	....	91	....
Lehigh Navigation	52⅛	....	52⅛	52⅛	52⅛	52
" 6s, '70	....	....	....	....	....	....
" 6s, '84	....	....	....	....	....	....
Lehigh Valley R. R.	....	....	....	....	....	62⅛
" 6s	....	....	89⅛	....	....	....
Little Schuylkill R. R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
Minehill	....	....	....	54⅛	54⅛	54⅛
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s '76	....	....	....	....	....	....
North Pennsylvania	37⅛	....	37	36⅛	....	....
" 6s	....	....	84	....	....	....
" 10s	....	....	....	....	....	....
Northern Central	43⅛	....	....	....	43⅛	....
Pennsylvania R. R.	55⅛	....	55⅛	56	56⅛	57
" 1st m.	....	....	93	....	....	....
" 2d m.	....	....	....	....	....	93
Penn. State, 5s	86	....	86⅛	....	....	86⅛
" " 5s, coupon.	85⅛	....	85⅛	86⅛	85⅛	....
" " 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	87⅛	....	87⅛	....	87⅛	87⅛
" new	91⅞	....	91⅞	91⅞	....	91⅞
Philad., Germ. & Nor.	54	....	54	54	....	....
Phila. & Reading	49⅞	....	49⅞	49⅞	50	50⅛
" 6s, '86	....	....	....	....	....	....
" 6s, '70	....	....	93	....	93⅛	....
Philadelphia & Erie	29⅛	....	30	29⅛	30	30⅛
" " 6s	....	....	90	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	....	....	....	....	29	....
" " 6s '82	....	....	....	....	75⅛	....
" " 6s '76	....	....	....	....	....	68⅛
" " 6s '72	....	....	....	....	82	....
Susq. Canal	12⅛	....	....	12	12⅛	12⅛
" " 6s '78	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	4⅛
" " 6s '83	....	....	....	....	25	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	34	....	35	55⅛	35⅛	34⅛
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	32	....
2d and 3d streets, "	....	....	....	75⅛	....	73
Spruce & Pine, "	....	....	....	....	35	35

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 27.

	W.21.	Th.22	F.23.	Sat.24.	M 26.	Tu.27
Baltimore City 6s, 1875	....	....	....	....	100⅛	....
" " 1886	....	....	....	....	....	99⅛
" " 1870	....	....	....	....	....	97
" " 1890	....	....	101	....	100⅛	100⅛
Balt. and Ohio	111⅛	....	112	....	112	111⅛
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
" " b'ds, '85	85	....	....	....	....	....
" " " 95	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	Th. 22.	F.23.	Sat.24.	M.26.	Tu.27.	W 28
Boston and Lowell	94¼	....	....	95	....	....
Boston and Maine	118½	117½	....	117½	117½	117
Boston and Providence	....	....	126½	....	126½	....
Boston and Worcest.	....	....	....	....	132½	....
Cheshire, pref.	....	....	....	....	44½	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	102½	....	103	....
Eastern, Mass.	102	....	....	....	102	101½
Eastern, N. H.	100	....	100½	....	100	....
Fitchburg	106½	....	106½	....	....	....
Manchester & Lawr'ce.	....	....	....	....	....	108
Michigan Central	....	....	....	....	....	104
Northern, N. H.	....	....	....	93½	....	93½
Old Colony and Fall R.	102	102	102	....	102	102
Ph., Wil. & Baltimore	57	56⅛	56½	....	....	56⅛
Portl'd, Saco & Ports.	....	96	....	....	....	....
Vermont & Canada	....	96½	96	96	....	....
Vermont & Mass.	41	40⅛	....	41	....	40⅛
Western	137	....	....	137	....	138½
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	94	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	42	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	26	25⅛	26	25⅛	25⅛	25⅛
Franklin "	37⅛	....	28	....	....	....
Huron "	....	....	....	....	....	36
Isle Royale "	....	....	....	12⅛	13	13⅛
National "	....	....	....	....	....	....
Minnesota "	10	10	....	....	....	....
Pewabic "	....	....	....	....	....	....
Pittsburg "	49	49	....	....	49⅛	....
Quincy "	54	....	53⅛	53	53	....
Rockland	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of February:

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	67⅛	"	67⅛
Virginia State 6s	48	"	52
Do. 6 per cent.	41	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	75	"	77
Do., 2d mort., 1882	72	"	74
Erie shares, $100 (all paid)	52⅛	"	53
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	74½	"	75
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82.x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	35	"	37
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	75	"	77

American Railroad Journal.

Saturday, March 3, 1866.

Stock Exchange and Money Market.

We are satisfied that the real dangers to which this country is yet most exposed, and against which we have mainly to guard, are those of finance. In other words, that the monetary condition of the country requires more consideration and care than any other question. It is true that political agitation, is for the time being, very exacting, very engrossing; it seems as if ready to engulf and swallow up even the most revered institutions. We have witnessed many times before a very intense feeling in the Nation under the influence of party excitement. Certainly there never was a fiercer condition of opposing sentiment than occurred during the struggle on the Missouri compromise. That again, with regard to Kansas, actually took the shape of a local war as a part of the question running to the extreme of party excitement and rage, and ready to do its worst. Yet both these questions were settled in their turn, and have given way to still more important ones which are also being settled by our old and reliable philosophy, the "logic of events," and by force. *But* political economy, which is after all the science of our material interests, steps in as a sound regulator and needed balance wheel, and by its inexorable movement and counteraction of forces, compels men to think, to pause, to legislate and to reform. In this JOURNAL of October 25, 1862, we endeavored to show that this principle would decide the contest with the South, and that political economy should alone decide it in our favor. We did not even allude to the question of slavery as the disturbing element. This article was republished by the league publishing committee of this city, as a part of its series, and has since, as we know, found favor at the South from the nature of the arguments used, which were not partizan, not heated, not in the interest of any class, but which could be understood and appreciated by all reflecting persons. We then said that "under the surface of all National glory, under all the glare of Governments, and all the patriotic devotion of loyal citizens to their country, there is at the bottom a common sense principle on which even the noblest sentiments and the very obligations of duty rest." In other words, however great or honorable may be the character or conduct of any people, it will be found that whatever is admirable has arisen out of and from their material stability, the constant development of their resources, the extension of their enterprise, their uninterrupted progress, and their security in "life, liberty and the *pursuit* of happiness." "Take these away from any Nation, and it retrogrades at once into anarchy, or sinks into the grave of oblivion. All the renown we have gained hitherto, has been accompanied by a solid and accumulating success, the result of our enterprise and industry, of our natural resources developed, of our genius for appreciating them, and a Government strong enough for their protection." In this spirit it is that we have written on finance during the whole of the late struggle, and have had confidence in its result. In this spirit we have watched the operations of the Treasury, and study its policy now. It is with these convictions that we stand by the measures of the Secretary, founded on the immutable principles of honesty and justice, the real interests of industry and commerce, of public and private morals.

The necessities of war compelled us to renounce for a time the usual honest forms of business. We issued obligations to pay money to be raised in future years, without immediate provision for its payment, currency nominally of par value, and compelled its circulation at that rate when it was not actually worth more than 30 cents on the dollar; we in fact, committed one of the greatest crimes of National power, for the debasement of coin is no more nor less a wrong than ours has been; and as a consequence we have subjected the people to a system of taxation more rigorous, searching, and often unequal than is known to any other civilized Nation. The four or five hundred millions of dollars now annually taken from

the earnings and savings of the people are so much taken from their wealth, and are going into the hands of the non-productive classes by the force of accumulation. A large portion of this is destined to become the wealth of unfriendly foreigners, and to become that of Nations which are willing enough that we shall be their debtors and dependents.

To return then to the spirit and teachings of the article of 1862, already quoted, we may see that the danger of the country is in its finance, in the disturbance of its material interests, and therefore in the actions of those parties whose conduct endangers them. Though no particular admirer of the policy of Mr. Seward, we cannot withhold our admiration of the philosophic temper with which he recently spoke at the Cooper Institute. He very calmly regards our difficulties as sure to be settled in the course of time. He looks with a sort of contempt at the ephemeral nature of political power, of the short-lived greatness of Presidents and Secretaries, and the certainty of a solution of our political troubles in due season.

"Time and the hour run through the roughest day," though the day may be extremely stormy. It is not so certain that others are as willing to be the prisoners of hope as Mr. Seward; on the contrary, it is to be feared that a very different spirit prevails, and that measures may be followed up which will necessarily impair the material interests which we contend are the foundations on which the best Governments repose. Thus two measures in particular have endangered the future to a very great extent; the one, the refusal thus far of Congress to permit the return of eleven States to the Union, although we fought to bring them back—successfully too; and the other, the attempt to establish an enormous and expensive system of regulating the labor of the freedmen of the South, interfering with the interests of employer and employed, filling the land with swarms of officeholders, under a pretence of benevolence, and taxing the people from twenty to fifty millions a year to keep up this system.

The loyal States cannot bear this enormous additional drain; rich as they are, they have to work; the earth has to be stirred up annually, or it does not yield its fruits. The South is bound to contribute its share of the common burdens but yet there is a party in Congress which is determined to prevent this result. We are told there shall be no representation from these eleven States, and we see thus far there is no taxation. Till there is restoration, there will be but limited cultivation and little production; with small production there will be small taxation, and indeed beyond the revenue collected at a few Southern ports, the receipts into the Treasury are trifling, and will continue so to be.

And yet we have legislators who are willing to shut off the supplies of these eleven States forever; and if not forever, yet for a long period, while they are willing to tax the other States from twenty to fifty millions a year to keep up a political scheme of their own in those States.

No Secretary can work miracles in this material age, without the means. One-half the resources and some of the greatest natural and most valuable products of the country are to be excluded from his calculations as a resource, until extreme parties are sure of a future triumph by the exercise of the old tyrannical principle of ostracism. Against any such policy we protest. It is a wrong to the credit and resources of the country, a direct attack on its good faith, when it has all along declared to the world that the Union had not been dissolved, and should not be; that the States were still one, though separated for a time, and that their whole wealth and industry were pledged, and should be employed to meet the public engagements. This solemn engagement to which the Government has always been pledged, is now sought to be violated. If the Union was worth what it cost, what we have said it was worth, what it *has* cost to maintain it, it must be retained, and now by the arts of peace. War has done its entire and dreadful duty, conciliation and forgiveness always follow in the train of wise and enlightened victory. The Romans did not hesitate to incorporate vanquished Nations into the empire, we should not refuse to acknowledge our own repentant brethren, who are ready once more to keep step with us to the music of the Union.

Finally, we repeat that the question of finance really underlies everything just now, and we should not look with complacency on any political action which is likely to endanger our present stability by further disruption, or the injury of our returning material interests.

We notice the gradual decline of gold the previous week, and a tendency downwards. The dealers in gold after all, only want a margin to play with. It is of no consequence to *them* whether the range is between 30 and 35, or 40 and 45. They can make as much money in the one case as the other. But the people gain largely by the appreciation of the paper dollar. It makes a very great difference whether a man can get 5 or 6 more loaves of bread for his dollar to-day than he could yesterday; and this is a material question which every consumer can appreciate. Mr. McCulloch understands this perfectly, and as gold declines, he finds less and less embarrassment with his currency. It is of less consequence as to the amount of paper which can be kept afloat, for that will be regulated finally by the demands of business and the wants of commerce, than that it should be sound and redeemable. There is no doubt we can employ more paper usefully than any other nation in the world, but there is no reason or necessity for our using a depreciated currency one day longer than the necessity requires. Mr. McCulloch, happily for us, recognizes the soundest principles of finance, which is in fact a study of morals as well as business. We should never forget this.

Governments stand firmly both at home and abroad, and in London are far ahead in character, to consols themselves. There is considerable inquiry for railway securities, which if we have no fresh political disasters will be sure to come up to their proper value. Every man who holds a dollar of any monied security is bound to give his whole heart and influence to the speedy restoration of the Union. This is the skeleton key of our finance and of our prosperity. It is nothing less than treason to postpone it unnecessarily for a single day.

The New York exports, exclusive of specie, for the week ending February 27, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$5,168,465	$3,199,051
Prev. reported	32,204,167	32,028,187
Since January 1	$32,367,632	$35,227,238

The New York imports compare as follows:

	1865.	1866.
Dry goods	$1,128,584	$4,619,244
Gen. merchandise	2,044,077	2,651,599
Total for the week	$3,172,661	$7,250,843
Prev. reported	13,861,353	39,878,303
Since January 1	$17,034,014	$47,129,146

The balance in the Sub-Treasury on Wednesday was $106,128,646.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, 99⅞; Rhode Island 6s, 92½; Tennessee 6s, 1868, 90; Louisiana 6s, 85; Milwaukee and St. Paul, 46; New Jersey Central, 113; do., 1st mort., 100; Norwich and Worcester R. R., 102; Morris and Essex, 100; Central Coal Co., 42; Butler Coal, 15; Wilkesbarre Coal, 58; Schuylkill Coal, 16; Wolf Creek Diamond, 93¼; American Coal, 60½; Maryland Anthracite Coal, 15½; Mariposa pref., 17½; Pacific Mail scrip., 194; Western Union Tel., 28; Bank of New York, 112½; Shoe and Leather Bank, 108; 4th National Bank, 98; Bank of Commerce, 106; Park Bank, 145; Ocean Bank, 93¼; Metropolitan Bank, 122; Continental Bank, 96¾; Nassau Bank, 107; Bank of America, 137; 9th National Bank, 108; Importers and Traders Bank, 102; Central Bank, 108¾; Union Bank, 118; Mechanics Bank, 118½; Pbœnix Bank, 100.

Philadelphia.—Pittsburg 5s, 89; Phila. and Sunbury 7s, 88; Phila. and Reading 6s, 1880, 87; Philadelphia and Trenton R. R., 114; North Branch Canal bonds, 80; Delaware Div. bonds, 79; Fulton Coal, 7; Hazleton Coal, 56; Clinton Coal, 1; Lehigh and Mahanoy Coal, 56; St. Nicholas Coal, 8; N. Y. and Middle Coal Fields, 6½; Green Mt. Coal, 4; Lehigh Zinc, 30; Washington City Gas, 26; Bankers and Brokers Tel., 8⅛; Girard Bank, 53; Mechanics Bank, 28¾; Penn Township Bank, 52; Manuf. and Mechanics Bank, 31; Consolidation Bank, 40; Farmers and Mech. Bank, 121; Philadelphia Bank, 140; Caldwell Oil, ⅞; Corn Planter, ⅞; Dalzell, 1¾; Feeder Dam, ⅝; Junction, ⅝; Mingo, 1⅜; Maple Shade, 4⅛; McClintock, 1¼; McElrath, 1; Oak Shade, 2⅜. Ocean, 14⅜; Sugar Creek, 3; Spencer, 2. The latest quotations are: City 6s, 87¼@87¾; do., new, 91⅝@91¾; State 5s, 86¾@87½; do., coupon, 85½@86; do., 6s, W. L., 99⅜@99¼; Phila., Wil. and Balt., 56⅜; Reading, 50@50⅛; do., 6s, 1870, 93¼@93½; do., bonds, 87½@88; do., con., 100@107; Camden and Amboy, 117⅜@117½; Penn. R. R., 56¾@56⅞; do., 1st mort., 95@95¾; do., 2d mort., 93@93¼; Little Schuylkill R. R., 30¾@31¼; Morris Canal, 77@79; do., pref., 114@115½; do., bonds, 90@95; Wyoming Valley Canal, 57½@60; do., 6s, 79½@83; Susquehanna Canal, 11¾@12¼; do., 6s, 51@55; Sch. Nav., 21@23; do., pref., 29@29½; do., 6s, 1882, 75@76; Union Canal bonds, 24¾@25; Delaware Div. Canal, 30@32; do., bonds, 80@82; Elmira and Williamsport, 26@28; do., pref., 38@41⅛; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 51¾@52; do., bonds, 1884,

87@88; North Pennsylvania, 35¾@36; do., 6s, 84@85; Philadelphia and Erie, 30⅝@30¾; do., 6s, 90@93; Minehill, 54¼@54½; Catawissa, 25¼@25½; do., pref., 33@33⅛; Lehigh Valley, 62¾@63¼; do., bonds, 90@90¼; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 73@74; West Philadelphia, 68@69; Spruce and Pine, 35@36; Green and Coates, 31@33; Chestnut and Walnut, 51@51½; Thirteenth and Fifteenth, 17@21; Girard College, 25@27; Tenth and Eleventh, 50@52½; Norristown, 53¾@54; Union, 26@26; Hestonville, 34½@35.

Boston.—Vermont Central 1st mort., 84; do., 2d mort., 25½; Rutland and Burlington 1st mort., 76; do., 2d mort., 23¾; Northern (Ogdensburg) 1st mort., 92½; do., 2d mort., 37¼; Western R. R., 6s, 1875, 95¾; Mad River and Lake Erie 6s, 1900, 65; Conn. and Pass. Riv. pref., 71; Troy and Greenbush, 50¼; Stonington, 114; Boston and Lynn (horse), 60; do., bonds, 88; Summit branch, 11; Ogdensburg and Lake Champlain, 36; South Shore, 10½; do., 6s, 90¾; Cape Cod, 65; Rhode Island 6s, 1883, 93¼; Connecticut 6s, 1884, 93¾; Massachusetts 6s, gold 1876, 107⅛; do., 5s, gold, 1883, 93¾; do., 1891, 94; Maine 6s, 1871, 94½; Cambridge 6s, 1875, 95¾; St. Louis 6s, 1880, 85 Boston 6s, 1874, 100; Chicago 7s, 1889, 91; Bath 6s, 1891, 90¾; Albany 6s, 1870, 85; Boston Water Power Co., 22¾; Essex Co., 93; Mammoth Vein Coal, 5; Lackawanna Coal, 9¼; Chelsea Gas, 93; Cambridge Gas, 94¾; Bank of Commerce, 113½; Merchants Bank, 113; Blackstone Bank, 122; 2d National Bank, 145; Atlantic Bank, 115½; Eagle Bank, 112½; State Bank, 107; Shoe and Leather Dealers Bank, 132; Union Bank, 115¼; 3d National Bank, 104; Traders Bank, 95; Mt. Vernon Bank, 106½; Old Boston Bank, 97; Tremont Bank, 114¾; Bay State MiningCo., 9; Boston, 52½; Hancock, 15½; Humbolt, 3⅜; Madison, 1; Superior, 2¾; St. Clair, 1; Tremont, 1; Toltec, 37½c.; Winthrop, 1.

Baltimore.—Marietta and Cincinnati bonds, 82¼; N. W. Va. 1st mort., 97½; Central Ohio R. R., 20; Bare Hill Mining Co., 1.05; Guilford, 0.35; Maryland Anrhracite, 16; Penn. Oil, 0.55; Baltimore Chrome, 0.50; Peoples Bank, 18; Merchants Bank, 108; Union Bank, 73⅛; Franklin Bank, 12½; Mechanics Bank, 23. The latest quotations are: Balt. and Ohio, 111¼@111⅜; do., 6s, 1867, 97½@97½; do., 1875, 96@97; do., 1880, 95@97½; do., 1885, 97½@98¾; Northern Central, 43½@44½; do., bonds, 1885, 85@85½; N. W. Va. 1st mort., 1873, 97@97½; do., 2d mort., 95@98; do., 3d mort., 94@98; Marietta and Cincinnati 7s, 1891, 82@82¼; Central Ohio 1st mort., 81½@85; Western Md. bonds, 75@79; do., guar., 97¾@98; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97@97½; do., 1873, 97@98; do., 1875, 100@100½; do., 1886, 99¼@101¼; do., 1890, 100@100½; do., coupon, 100@100⅜; do., Park, 101¼@101½; do., 1892, 96@96½; do., 5s, 1838–70, 83@83; City Passenger R. R., 17¾@18½; Canton Co. 44¼@45; Gardner, 0.70@0.95; Am. Gas Coal, 0.50@0.75; Maryland, 0.20@0.25; North State, 0.31@0.40; Springfield, 0.55@0.55; George's Creek, 106@115; Santa Clara, 9¼@11; Balt. Chrome, 0.45@0.65; Bare Hill, 0.95@1.10; Atlantic Coal, 0.90@1.05; Mineral Hill, 0.60@0.80; Baltimore Coal, 150@200.

The Great Railroad Controversy.

The case of the Philadelphia and Erie Railroad Co., and the Pennsylvania Railroad Co., *vs.* the Catawissa Railroad Co., the Atlantic and Great Western Railway Co., and the Philadelphia and Reading Railroad Co., was decided in Philadelphia on the 26th ult., by Judge Read, of the State Supreme Court in favor of the plaintiffs—the injunction prayed for being granted. The purpose of the suit was to test the validity of the contract by which the Catawissa Railroad was leased to the Great Western for 999 years, at a fixed rent of $1,000 per day. During the time of the trial it was announced that the decision, whichever side it favored, would not end it. Now, however, the decision of Justice Read, being so very decided on all material points, it is pretty generally conceded that the decision, so far as the Courts are concerned, is final. On the strength of the validity of the contract the preferred stock of the Catawissa road advanced to nearly par; and after many fluctuations in prices during the progress of the trial, on the announcement of the decision, which was against the validity of the lease, sold largely as low as 32 for the preferred, and about 26 for the common.

The Philadelphia *Ledger* of 1st inst., says that there is, since the decision, a more pacific relation, between the litigant parties, and some probability exists that an arrangement will be made by the Great Western with the Philadelphia and Erie Railroad Co., that will give to the former the right of way over the latter's road—either by transhipment at Corry or by the substitution of a third rail on the Philadelphia and Erie road.

Reno, Oil Creek and Pithole Railroad.

We learn from the Reno *Times* that gangs of workmen are engaged on the line between Rouseville and Plumer, and the grading is nearly complete. Ties and rails are laid most of the way, as far as the Humboldt Refinery, where it is probable there will be a station and switches. To build the several bridges over Cherry Run is now the principal task. The piers of the bridge at McClintockville are being filled with stone, and the rails are laid entirely across.

Another locomotive for this road has arrived and been put to service. It is from the Locomotive Works of Danforth, Cooke & Co., Paterson, N. J. Four new locomotives are now in operation upon the new line, beside the second-hand construction engine that was the pioneer. Work is rapidly going forward upon the line.

Memphis, Clarksville and Louisville R. R.

The work of repairing this road south of Cumberland River, is being pushed forward as fast as circumstances and the means at the disposal of the receiver will permit. The Tennessee and Cumberland River bridges have been let out to Bristol & Co., who have also contracted to rebuild all the defective trestle work between Clarksville and Paris. The roads will be in running order from Clarksville to Paris, and all connections completed by the first of April, with the exception of the bridge across the Tennessee River, which will be finished by the first of July.

☞ Of the $383,680 of certificates of indebtedness issued by Wisconsin under the law of last winter, all but about seven thousand dollars have been redeemed at the State Treasury.

Portland and Rochester Railroad.

The Legislature of Maine has amended the charter of this company, allowing them to change the location of their road, and extend it as they deem best, also empowering the city of Portland to subscribe to not over $300,000 of stock, provided $150,000 be taken otherwise. The Boston *Journal* says "the road will be built to Alfred the coming season and it is thought will reach Rochester next summer. If continued to Nashua, as intended, Boston will lose much of the trade of Portland, which will go to New York. The enterprising managers of the Eastern, the Boston and Maine and the Portland, Saco and Portsmouth roads should be wide awake if they would counteract the new movement."

Interest and Dividends.

The Chemung Railroad Company will pay a dividend of three per cent. on demand, free of the Government tax, at the Treasurer's office, No. 9 Broad street, Room No. 11.

Interest on the bonds of the Central Railroad and Banking Co., of Georgia, due 1st March, will be paid at the National City Bank of New York.

The Pacific Mail Steamship Co., have declared a quarterly dividend of five per cent., payable Feb. 28.

The coupons on the bonds of the Cleveland and Pittsburg Railroad Co., due March 1, will be paid at the Ocean National Bank.

☞ The Wilmington (N. C.) *Journal* notices the arrival at that port of 175 tons of iron for the Wilmington and Manchester Railroad, and also 175 tons for the Wilmington and Weldon road, both from New York. The Presidents of the two companies are now at the North, making arrangements for the complete restoration of their roads, so as to place them in a condition to accommodate the public, both in travel and the freighting business, on a more ample scale than can be expected of them at present.

☞ An act was passed by the Legislature of this State on the 19th ult., authorizing the city of Utica to take stock in the Utica, Chenango and Susquehanna Valley Railroad, and to sell its bonds to provide for the payment thereof. The amount not to exceed $500,000, for a term not exceeding 20 years, at a rate of interest not exceeding 7 per cent. per annum. The acceptance or rejection of this act is to be decided by the citizens of Utica at the polls on the 8th, 9th and 10th of March.

☞ The Jackson County *Banner* says that the Tomah and Lake St. Croix Railroad Co., have made a new arrangement with the contractor, Mr. D. A. Baldwin, of New York, which "secures the expenditure of $25,000 in grading and ties upon the *east* end of the road before the first day of June, 1866; the completion of one-third of the entire line on or before May 5, 1867. Mr. Baldwin is backed by prominent and heavy capitalists connected with the Pennsylvania Railroad, and the assurances are that *the road will be built.*"

☞ The bill incorporating the Valley Railroad Co., also the bill to incorporate the Lynchburg and Danville Railroad Company, has passed both branches of the Virginia Legislature. The former with an amendment prohibiting the construction of the road beyond a point within twenty miles of the Virginia and Tennessee Railroad.

Finances of Wisconsin.

The following abstract of the message of the Governor to the Legislature of Wisconsin, will show the financial condition of the State, September 30, 1865. At that date the whole amount of the State debt was as follows:

State bonds held by individuals	$747,700
" " " trust funds	194,100
Certificates of indebtedness, trust funds	700,000
Temporary loan from trust funds	663,000
Currency receipts issued by treasurer	359,753
Total State debt	$2,664,553
Of which there is due to the school fund	$156,100
" " " Normal school f'd	313,000
" " " University fund	88,000
Whole amount due trust funds	$1,557,100

Of the State Bonds, $568,200 have been taken up and cancelled by the State during the year.

Provision has been made for the payment of $528,000 of the temporary loans of the Trust Funds, and the receipts ($359,753) issued by the State Treasurer, from the taxes collected for 1865.

Both amounts will be paid in February next, and when paid the State debt will amount to $1,776,779, a little more than two dollars for each individual in the State.

The balance of the temporary loan from the Trust Funds, $135,000, was made after the levy of the tax for 1865.

The revenues of the State for the fiscal year 1865–'66 are estimated as follows:

Balance in Treasury, Sept. 30, 1865.	$185,263 01
Bank tax (estimated	36,000 00
From Railroads and Insurance Co's.	196,000 00
Tax on suits, licenses and boarding U. S. convicts	4,500 00
Trust f'ds, available for war purposes	200,000 00
State tax	900,278 76
Due from the U. S. on war claims	160,000 00
Total revenue	$1,682,041 77

There was received during 1865, from the United States, on account, the sum of $300,238 26.

The Secretary of State estimates that the whole amount of expenditure from the State Treasury for this fiscal year will be $1,677,900, for the following purposes, for current expenses of State Government, viz:

Salaries and permanent appropriat'ns	$64,450 00
Legislative expenses	70,000 00
Miscellaneous expenses	57,650 00
	$192,100 00
Balance due on corporations	$61,800 00
Appropriations not anticipated	30,000 00
Interest on State debt	160,000 00
Payment of temporary loan	528,000 00
Due on currency receipts	384.000 00
State Prison & charitable institut'ns.	122,000 00
War expenses	200,000 00
Total expenditures	$1,677,900 00
The whole amount received into the General Fund during the last fiscal year was	$1,918,615 49
Balance in the fund Sept. 30, 1864.	32,349 85
	$1,650,965 34

The disbursements amounted to $1,491,536 20. Balance in the fund Sept. 30, 1865, $159,429 14.

The whole amount expended during the year for ordinary State expenses was $234,687 14, of which $88,000 were for the last Legislature.

There was paid to the State Prison and charitable institutions the sum of $127,325 50.

The balance of the disbursements were for transfers to other funds, payment of State debt and interest, and for other extraordinary purposes not connected with the usual expenses.

The amount of productive Normal School Fund on the 30th of September, 1865, was:

Due on certificates	$130,547 87
" mortgages	186,034 00
" State bonds and certificates of indebtedness	278,000 00
Total	$594,581 87

The receipts and disbursements of this fund during the last fiscal year, were:

Receipts—transferred from other funds.	$95,653 89
Disbursements—$88,000 being loans	91,805 55
Balance Sept. 30, 1865	$3,848 34
The receipts of the Normal School fund income for the last fiscal year were	$12,225 34
Disbursements for the same year	1,955 05
Leaving a bal. in the f'd Sept. 30, 1865.	$10,270 29
The amount of productive Drainage F'd was at the close of the last fiscal year.	$56,399 79
The receipts during the year were	27,824 24
	$74,223 93

The disbursements were:

Loans	$12,682 00
Transferred to Normal School Fund	14,324 22
Delinquent tax and printing	257 59
Total	$27,209 71

The receipts of the Drainage Fund income for the last fiscal year were:

For interest	$4,989 38
Transferred from Swamp land income.	7,701 25
Total	$12,690 63

The disbursements were:

Apportioned to counties	$9,621 21
Clerk hire, appraising, etc	1,638 29
Refunded	268 54
Transferred to Normal School F'd inc.	1,334 65
Total	$12,872 69

The amount of the School Fund at the close of the fiscal year, was:

Amount due on lands sold	$675,037 11
" mortgages	289,122 75
" from State on bonds and certificates of indebtedness	1,000,700 00
Total	$1,964,859 86

The receipts for the last fiscal year were:

For sales of land	$31,029 31
Dues on lands paid	188,495 62
Loans paid	132,176 95
From the United States 5 per cent.	148,784 06
Taxes	22,628 06
Penalties, fines refunded & transfer'd.	5,186 30
Total	$528,300 00

The disbursements were for:

Loans	$480,778 00
Delinquent taxes	21,309 20
Advertising and printing	3,329 82
Refunded items	1,746 79
Transferred to Normal School Fund	14,170 58
Total	$521,334 19

The interest accruing from the school fund, together with 25 per cent. of the income of the Normal School Fund, constitutes the School Fund Income, the receipts of which during the fiscal year were:

For interest	$158,042 47
Transferred from Swamp Land Fund.	3,224 49
Penalties, sales of Dictionaries and timber	2,014 52
	$163,281 48

The disbursements are as follows:

Appropriated to the State Sup't	$151,816 34
Transferred to other funds	4,237 46
Refunded interest	8,551 26
Dictionaries	800 00
Clerks in land department	8,552 32
Protecting lands from trespasses	2,739 89
Appraising forfeited mortgage lands.	221 40
Printing, advertising, etc	891 20
	$177,809 87

The cost of the care of the school lands and the management of the fund during the year, amounted to $95,734 43.

The receipts of the Swamp Land Fund during the last fiscal year were, $91,411 40. The disbursements for the same period, mostly transferred to other funds, were $95,391 13—leaving the fund overdrawn $2,625 26.

The receipts of the Swamp Land Fund Income for the fiscal year amounted to	$19,463 20
Balance in fund, Sept. 30, 1864.	2,683 72
	$22,146 92

The disbursements for the same period amounted to $21,964 07, mostly transferred to other funds.

The proceeds of the sale of lands, granted by Congress for the support of a State University, constitute a University Fund. The amount belonging to this Fund, September 30th, 1865, was $160,780 55. The receipts of this fund on account of sales of land, &c., was $47,581 42, and the disbursements $44,156 56.

The receipts for the University Fund income, for the last fiscal year were, for interest $11,757 77. Disbursements, $12,718 39.

The whole cost of managing this fund and protecting the University Lands for the fiscal year, was $1,047 60.

The balance of the fund for sick and wounded soldiers is $22,059 84. Balance of the Governor's Contingent Fund, $2,657 84.

The receipts of the war fund for the last fiscal year were as follows:

Loans from the trust fund.	$818,000 00
From the United States	300,238 26
State tax for war purposes	200,000 00
Semi-annual payments in State b'ds	44,677 25
Refunded items	1,413 68
Total	$1,364,329 19
Balance in fund Sept. 30, 1864.	2,173 87

Disbursements were for:

Extra pay to soldiers	$1,030,537 36
Transfer to other funds	2,087,165 75
Interest on war bonds	75,040 00
Labor in State Armory	917 50
Clerk hire, printing, etc	25,475 58
	$1,340,669 19
Balance in fund Sept. 30, 1865.	$25,833 87

There has been paid out of the State Treasury, for war purposes, since the beginning of the rebellion to the first day of January, 1866, not less than $3,900,000.

There has been raised by counties, cities and towns for war purposes, up to June 1st, 1865, $7,752,505 67. Total expended by the State, $11,652,505 67, $762,402 09 of which has been reimbursed by the General Government.

The five per cent. due the State from the United States, on account of sales of land within this State, so long withheld in consequence of an unsettled claim against the State of money received by the Territory of Wisconsin for lands sold,

heretofore granted by Congress to aid in the construction of the Rock River Canal, has finally been paid and a full settlement obtained.

The amount received on the 17th day of May, 1865, as balance due to that date, was $148,784.06.

On the 18th day of November last $5,670 28 was received, being the amount which had accrued since the date of settlement, all of which has been placed in the proper funds.

The whole amount of taxable lands in the State is, 17,563,316 52 acres. The aggregate valuation of which is $91,433,693 64. Aggregate valuation of city and village property $33,151,291 10. Aggregate valuation of real property is $124,604,984 64.

During 1863 there was collected $382,130 State tax, and $2,245,697 48 county, town and city tax. The total being $2,627,827 48. The whole cost of collecting these taxes was $230,895 73, being about nine per cent. Of this sum $160,000 were paid to town treasurers. During the year 1864 the taxes were very much greater. From the returns of the assessors, made pursuant to section 5, chapter 471 laws of 1865, it appears that the whole tax collected was not less than $7,000,000, the cost of collecting which was not less than $400,000.

The Commissioners of School and University Lands report that there were sold, during the last fiscal year:

School lands	41,480 37 acres.
Swamp land	40,669 99 "
University lands	3,371 62 "

Chapter 537 of the general laws of 1865, repeals all existing laws relating to the proceeds of sales of, and to the granting of swamp and overflowed lands to counties, and directs that all such lands heretofore and hereafter received by the State, and moneys received or due for such lands, or in lieu thereof, shall be divided into two equal parts, one to be denominated the Normal School Fund, and the other the Drainage Fund.

The Commissioners of School and University Lands are charged with the duty of making the partition, and were directed for that purpose to take one dollar as the equivalent for an acre of land, and having determined the amount of each fund, they are required to divide the Drainage Fund, between the several counties of the state in proportion to the number of acres of swamp land in each county, and having thus determined the share of each county, they are required to set apart such share in the manner indicated by the law cited. The division made according to the terms of the law, gives to the Normal School Fund nearly all the productive funds which have arisen from former sales of swamp lands, and gives to the counties, for their share, lands only, with a few exceptions, where there was not sufficient unsold land in counties to make up their proportion. The lands belonging to the counties or Drainage Fund are directed to be sold for cash and the moneys transmitted to the county treasurers each year, to be divided among the towns in each county in proportion to the amount of swamp land in each.

The lands belonging to the Normal School Fund are to be sold as usual and the proceeds placed to the credit of that Fund.

The revenue accruing to the School Fund from the Swamp Land Fund, is by the provisions of this law cut off, the Swamp Land Fund being abolished, but in lieu thereof, twenty-five per cent. of the income of the Normal School Fund is to be annually transferred to the School Fund Income, until that income shall reach the sum of $200,000 annually.

The Commissioners of School and University Lands report the whole amount divided to be 2,218,854 13 acres and dollars, and the amount of the Drainage Fund to be 1,109,427 06 acres and dollars, of which amount 1,034,103 65 are acres of land which have been set apart to the various counties, in proportion to the number of acres of Swamp Land in each county; 56,039 72 are dues on contracts for the sale of Swamp Lands, and $414 21 money, all of which has been set apart to such counties as were, in the partition, entitled to the same. The further sum of $18,819 48 is due to various counties, to be paid from the proceeds of the first sales of Swamp Lands.

The Normal School Fund received 504,595 36 acres of land.

Which represents	$504,595 36
For dues on contracts	129,964 87
Forfeited mortgaged Lands as appraised	34,625 25
Investments in bonds and certificates of indebtedness and mortgages	459,061 07
	$1,128,246 55

Which amount is subject to the claim of the drainage fund of $18,819 48, to be paid from the first sale of Swamp Lands.

This law puts at rest forever, all questions connected with the disposition of swamp lands, and has given to each locality its share, the proceeds of which can be managed by the citizens thereof to suit themselves, and renders the citizens of each town directly interested in the sale and protection of the lands, and endows the Normal School with a fund sufficient to enable the Regents to eventually establish one Normal School in each Congressional District.

From the report of the Superintendent of Public Instruction it will appear that the number of children in the State over four and under twenty years of age is 335,582, of which 223,067 only attended public schools. Number of teachers employed 7,532, at an average cost for male teachers per month $36 45; female teachers $22 24. The total amount apportioned for school fund was $151,816 34, and the total amount expended during the year for the State School Fund, $1,036,068 57. Value of school houses and sites, $1,669,770 06.

The Bank Controller reports that the whole number of State Banks doing business on the 1st day of October, 1864, was 64, with an aggregate capital of $3,003,000

Whole number Oct. 1st 1865, 21, with an aggregate capital of	801,000
Decrease of banks, 43, and of capital	$2,202,000
The whole amount of securities held in trust for bank'g associat'ns Oct. 1, 1864, was	$2,264,669 98
The amount held Oct. 1, 1865, was	284,157 20
Decrease in 12 months	$2,380,512 78
The amount of circulation outstanding Oct. 1, 1864, was	$2,560,673 00
The amount Oct. 1, 1865	274,734 00
Decrease in 12 months	$2,285,939 00

The number of railroads making reports to the State is 8, having a total length of 1,638 miles.

Capital actually subscribed	$33,849,478
Number of through passengers	280,205
" way passengers	1,622,688
Amount received for transp	$10,139,517 69
" " passengers	3,044,045 60
" of taxes paid	362,088 48

There were 80 Fire, Marine and Life Insurance Co's doing business in the State the past year with a total am't of capital stock $53,707,265 57

Total assets	89,945,238 54
" liabilities	68,043,416 26
Total amount of premiums received in the State during the year 1864	1,929,064 21
Amount of tax paid during the year	31,419 40

The total amount expended on the State Capitol to date has been $321,295 23.

The number of County Agricultural Societies which report to the Secretary of State in accordance with the provisions of section 4, chapter 55 laws of 1858, is twenty-one, the total receipts of which amounted to $12,265 10—amount paid on premiums, $5,085 94.

The following is a list of some of the most important products of the State for 1864, with their valuation:

		Value.
No. of bushels of apples	113,649	$119,619
" wheat	8,842,466	9,188,013
" barley	385,047	416,432
" rye	430,028	374,116
" oats	9,563,480	4,515,809
" buckwheat	246,048	177,605
" corn	7,210,434	4,568,494
Tons of hay	611,247	5,056,714
Cattle and calves on hand	447,898	6,459,526
Hogs on hand	327,234	1,144,565
Horses and mules	143,511	10,069,150
Sheep on hand	1,038,999	1,915,248

The receipts of the State Agricultural Society in 1865, were $11,404 90; and the disbursements, $8,330 52—leaving $3,074 38.

☞ The Titusville and Union Railroad Company are asking of the Pennsylvania Legislature an extension of the time for the completion of their road from a point at or near Centreville, to a point at or near Union Mills, for one year from March 22, of the present year. The bill also gives the company the power to extend the main line of their road from Centreville, by the most direct and practicable route to the mouth of Pithole Creek, the same to be completed in two years.

☞ In addition to the proposed railroad from Cairo to St. Louis, another line from Cairo to Vincennes, Ind., is mentioned, by which it is proposed to make a broad gauge connection with the Ohio and Mississippi Railroad, and thus secure a direct route to New York.

☞ The Cincinnati Chamber of Commerce have resolved that it is expedient for the city of Cincinnati to contribute $11,000,000 as a bonus to any association of capitalists who will speedily furnish a first class railroad between Cincinnati and Knoxville, Tenn.

☞ Mr. Dodge, chief engineer of the Winona and St. Peter Railway, has been engaged in surveying the proposed railroad line which is to connect the Milwaukee and St. Paul railway with Winona. It is reported that he has nearly completed the survey.

☞ The bill chartering the Newark and New York railroad company has passed the New Jersey Senate by a majority of two. It had previously passed the House.

☞ A bill granting State aid to a railroad on the west side of Lake Champlain, from Plattsburg to Montreal, is now before the Legislature of this State, and has been reported upon favorably by the Railroad Committee of the Assembly. The bill provides for payment by the State of $5,000 per mile, from time to time, as ten miles of the road are built and ready for operation. The road is to be completed in two years. This road will bring New York city fifty miles nearer to Montreal, and will turn the great tide of commerce from the North and West, that now seeks tide water at Boston and Portland, to New York *via* the Hudson River.

Journal of Railroad Law.

The case of Malden and Melrose Railroad Co. *vs.* City of Charleston, recently tried in Massachusetts, decides that if the expense of keeping a bridge in repair is imposed by statute upon several towns and a railroad company jointly, with a provision that the municipal authorities of one of the towns shall have the care and superintendence of it, and shall employ all services necessary in the care of it, no action lies against said town, in favor of the railroad company to recover for damages as sustained by the latter in consequence of a defect in the bridge.

The action was brought by the Railroad Company to recover for damages to the plaintiff's cars, and for damages recovered of the plaintiffs by passengers therein sustained by reason of their cars coming in contact, on Malden Bridge, in Charlestown, with a swinging gate, which the defendants had carelessly left unfastened. The declaration contained several counts. After the plaintiffs had opened their case in the Superior Court, Allen, C. J. ruled that, upon the true construction statutes upon which the liability of the defendants depended, the plaintiffs were not entitled to recover, and ordered a verdict for the defendants, which was returned accordingly; and reported the case for the determination of the court.

HOAR, J. The foundation of this action, in all its forms of declaration, is the liability of the defendants for an obstruction, defect and want of repairs in and upon the Malden Bridge; and if they have no responsibility for the condition of the bridge, except jointly with the plaintiffs, it is manifest that the action cannot be maintained.

The bridge, where the obstruction was found and the injury to the plaintiff's car occurred, was situated in the city of Charlestown. By Gen. Sts. c. 44 § 1 "highways, townways, streets, causeways and bridges shall be kept in repair at the expense of the town, city or place in which they are situated, when other provision is not made therefor," and by § 22 of the same chapter, if a person receives bodily injury or damage in his property, through a defect or want of repair in a bridge, he may recover the amount of damage sustained thereby, of the county, town, place or persons obliged by law to repair the same.

By referring to St. 1859, c. 99, § 2, it appears that "other provision" is made for the repair of this bridge, than the general obligation imposed upon the city in which it is situated. That section expressly provides that "the said bridge shall be kept in repair at the expense of the city of Charlestown." Six other towns named, "and the Malden and Melrose Railroad Company" The same statute provides the manner in which the expense shall be apportioned and assessed upon the several corporations thus jointly made liable; and by § 6 it is directed that the "Mayor and Alderman of the City of Charlestown shall take the care and superintendence of said bridge, and shall employ all services necessary in the care thereof." We think this provision does not affect the responsibility of the defendants for the maintenance of the bridge. The several corporations required to pay the expense of maintaining it having no common agents or officers to whom the duty of taking charge of it could be conveniently assigned, the Mayor and Aldermen are designated for that purpose.

But they are made the agents of all the parties who are required to support the bridge, and not one of them exclusively.

A city, town or county is not necessarily responsible for the care and fidelity of its officers in the execution of duties imposed on them by law. If the care of this bridge had been intrusted to the county commissioners of Middlesex county, it would not have made the county liable for its condition. The responsibility for the safety and convenience of the bridge, and the liability to pay the damages occasioned by defects or want of repair in it, being by law imposed upon the parties "obliged by law to repair it" and the plaintiffs and the defendants being each one of these parties, one of them cannot maintain an action against the other founded upon a common neglect of duty.

Judgment on the verdict.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway for the week ending Feb. 23, 1866, was as follows:

Passengers	$24,933 11
Freight and live stock	41,134 71
Mails and sundries	2,414 35
Total	$68,482 17
Corresponding week of 1865	31,066 27
Increase	$37,415 89

The earnings of the Grand Trunk Railway for the week ending Feb. 17, 1866, were:

Passengers	$26,273 00
Express, freight, mails and sundries	4,750 00
Freight and live stock	69,625 00
Total	$100,648 00
Corresponding week, 1865	90,426 00
Increase	$10,222 00

The earnings of the Chicago and Northwestern Railway for the third week in Febuary, 1866, were $81,911 90
Corresponding week of previous year. 125,248 76
Decrease $43,336 86

The earnings of the Western Union Railroad, for the week ending Feb. 14, 1866:

	1866.	1865.
From freight	$6,778 68	$7,449 47
" passengers	2,867 85	2,680 52
" express	130 22	162 80
" mail	296 58	296 58
Total	$10,073 33	$10,589 37

Receipts from Jan. 1, to Feb. 14:

1866	$64,555 43
1865	62,318 85
Increase	$2,236 58

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Feb., 1866, were $56,988 00
Corresponding week of 1865 87,962 00
Decrease $30,974 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in February, 1866, were $43,470 00
Corresponding week of previous year.. 52,937 00
Decrease $9,467 00

The earnings of the Michigan Central Railroad for the 3d week in Feb., 1866, were. $57,200 00
Corresponding week of previous year.. 65,523 00
Decrease $8,323 00

Pacific Mail Steamship Company's
THROUGH LINE TO
CALIFORNIA,
And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER, FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

March.		Connecting with
1st	ARIZONA,	GOLDEN CITY,
10th	HENRY CHAUNCEY,	COLORADO
21st	NEW YORK,	CONSTITUTION.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Baggage checked through. One hundred Pounds allowed each adult.

An experienced Surgeon on board. Medicines and attendance free.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River, New York.

3m9 F. W. G. BELLOWS, Agent.

MILO HATCH, For 20 years Cash'r Mech. Bank, Augusta, Ga.
CHAS. H. PHELPS, For 6 years Ag't and Cash'r Southern Express Co.

HATCH & PHELPS,
9 WALL ST., N. Y.
(Entrance, New Street,)
BANKERS, BROKERS,
AND
General Purchasing Agents.

REFERENCES:
R. H. LOWRY, Esq., President Bank of Republic, N. Y.
JOSIAH OAKES, Esq., V. Presid't Shoe & Leather Bk, N.Y.
H. B. PLANT, Esq., Pres. South. Express Co. Augusta, Ga.
R. B. BULLOCK, Esq., Sup't " " "
And Superintendents and Agents of all Express Companies.

Raritan and Delaware Bay
RAILROAD.
On and after Monday Feb. 12th, the Express Train will be Discontinued.



THE STEAMER WILL LEAVE PIER No. 3, North River, daily (Sundays excepted), at 3 P. M., connecting with train for Manchester, Toms River, Long Branch, &c., &c.

Freight for Camden and Intermediate Stations
will be taken at LOW RATES on the 4 o'clock line, reaching Camden the next morning.
J. N. POTTER, President.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

New York, Saturday, March 10, 1866.

Our Consular System Commercially Considered.

It is well understood at the Department of the Treasury at Washington that we do not collect, by twenty millions per annum, as much revenue as we should upon our foreign imports. Many articles which come in from France and Germany especially, are invoiced below their real value; and on the face of the documents accompanying the goods there is nothing to discover any fraud when it is attempted. Very recently French wines and perfumery, and Belgian cloths, have been seized after considerable trouble and difficulty, and the revenue laws only sustained by tedious litigation.

One of the causes of this is to be found in the character of our consular agencies. For many years past it has been the practice of most incoming administrations to give these foreign consulates to mere partizans, and the more active and unscrupulous they were the better was their chance of success. And the consequence has been that these commercial agents have been of the most useless class of officials, ignorant of trade, commerce and manufacturers, unacquainted with international law, and generally devoid of any ability other than that which is required for exhibitions on the stump. A good Consul is a most important agent, and an efficient protector of the revenue. It is in his power to detect many frauds in their origin and nip them in the bud. If he is acquainted, as he should be, with the prices and home values of the goods which pass under his notice, and receive his official declarations, he could in most cases effectually protect the revenue from spoliation. Generally, however, the American Consul is totally ignorant of his duties and its requirements, and if not indifferent to them, he seeks and retains his position for the salary and fees which enable him to live abroad free of expense. He never thinks beyond this, and the commerce of his country is left to take care of itself.

In 1861 an association was formed in this city by a number of its most distinguished citizens to consider the condition of the commerce of the United States and "its most urgent necessities." James Gallatin, Esq., was appointed chairman.

On the 26th of July in that year he made an elaborate and able report on the subject. We find the following statement in that document. "Your committee are deeply impressed with the fact that the development of our commercial and industrial resources has occupied a very subordinate place among the objects which for a quarter of a century or more have engrossed the attention of the Government." A condition of things which the late war did not improve, but for which restored peace now no longer offers any excuse. We have reason to believe and to hope that the policy of the administration is shortly to be improved in this respect, and that large and liberal changes will be made in our diplomatic and consular corps. The British Government may in this respect be imitated with advantage. In August, 1860, Lord John Russell, issued a circular to her Majesty's Consuls at foreign ports which shows the care with which British commercial interests are studied. Among other things they were directed to inquire, what dues were levied on British trading vessels, and what restrictions were imposed on their free navigation; whether British ships were prohibited from bringing or taking cargo or passengers to or from any part of the world; to state whether any differential dues imperial or local were levied, and if so, their amount, whether they affected trade with the United Kingdom or Colonies, and whether under any and what circumstances drawbacks or repayments were allowed. They were also instructed to give a short analysis of any local laws and regulations affecting seamen. The information thus collected was published, and furnished the most valuable information to the merchants and ship owners; and from that day to this the British Government has used its whole power to enlarge its commercial operations, and has furnished material for successful diplomacy in the removal of restrictions and the reduction of foreign duties. Nearly all the tariffs of Europe have been reduced very greatly within the last two years in favor of Great Britain which is thus an exclusively favored nation, while on the other hand we are going on under old commercial treaties and conventions more than a generation old, and are losing the trade of the world without an effort to save it. We undertake to say that the American Government is almost wholly in the dark on all these subjects, that it has no precise information with regard to them, that there is not at this moment in a single department of the Government, copies of the tariffs of the countries as lately modified, that our merchants are not advised at this moment of the duties now charged on their goods in many parts of Europe, the East Indies or South America, and are left to obtain their knowledge at a loss of time and money.

So that the immediate and pressing want of the day is a revision of our Consular system as the first step towards a restoration of our commerce, and properly prepared reports from competent and active commercial agents. The few ponderous folios which are in existence are filled with useless local details of but little value, and are of no importance to the American merchant or ship owners. The man who should attempt any foreign transaction on the information derived from those volumes, would find he was running just as much risk as ever.

We are therefore free to express the conviction that if the commercial interests of this country are ever to be considered as worthy the attention of the politicians in power, the time is at hand for a change in our policy. We have been sending our bonds and securities pretty freely abroad, it is

high time we sent something else. We have ships and goods and an unlimited supply, but what we want to know is where they can be sent, on what terms, and under what restrictions, and what commercial agencies we may trust to look after our interests at the places of sale. We should be glad if the association in this city whose labors were suspended by the war, would resume their operations and give their aid to the Government. The various reports then resolved upon would be of great advantage to the Treasury and Commerce generally, andmig ht expedite the changes which are so imperiously demanded by the great and growing necessities of the country.

Western (Mass.) Railroad.

The receipts and expenditures of this road for the years ending Nov. 30, 1864 and 1865, have been as follows:

Receipts:

	1864.	1865.
From passengers	$1,148,818 31	$1,366,565 25
" freight	1,738,796 12	1,926,220 48
" mails, etc	111,884 31	138,798 37
	$2,994,998 74	$3,431,584 10
Expenses, viz:		
Repairs of roadway	$388,682 91	$427,804 17
" engines	149,705 34	179,079 21
" cars	234,575 73	274,148 10
" buildings, ferry, etc	86,419 75	85,331 80
Transportation exp	928,119 22	1,202,572 46
General expenses	30,638 76	28,989 84
	$1,818,141 71	$2,204,925 58
Net income	$1,176,857 03	$1,226,658 52
Add gain on P. and N. A. R. R		5,672 89
		$1,232,331 41
From this deduct—		
Interest on State loans and exchanges	$457,295 79	
One per cent to sinking fund	50,000 00	
Ten per cent. dividend	543,662 00	
Excise tax on dividends	28,613 77	
		1,079,571 58
Surplus carried to contingent fund		$152,759 85
Add balance of do. Nov. 30, 1864	$863,227 12	
Less Gov. tax on surplus of last year, and corrections on dividends	4,530 95	
		858,696 17
Total contingent fund Nov. 30, 1865		$1,011,456 02

Compared with 1864 the gross receipts show an increase of $436,585 36, with an increase in expenses of $386,783 87—making the increase in net earnings $49,801 49.

The receipts of the Pittsfield and North Adams Railroad were $102,931 25; and the expenses $71,410 61—leaving net earnings $31,520 64. One dividend of 3 per cent. amounting to $13,500, was paid, and the balance, $18,020 64, less $12,347 75 used to pay State tax, was carried to Western Railroad account as above.

The value of the Massachusetts sinking fund November 30, 1865, was $2,506,262 13; and of the Albany sinking fund $946,077 87—making the total value of both funds November 30, 1865, $3,452,840, against $3,153,046 52 in 1864—an increase in funds of $299,298 48. The report says:

The debts for which these funds are especially provided are as follows: $4,319,520 is expressed in Massachusetts Sterling, and $1,000,000 in bonds of the city of Albany. Of the latter $250,000 will become due on the first day of July next, and the balance in 1870—71 and '76. The Trustees of the Albany fund have in hand securities readily convertible into cash to meet the bonds of July next, and it is not too much to say, that in our opinion no funds or trusts can produce a better line of securities than are to be found in these two. In addition to the Sterling and Albany bonds, there has been issued under authority of an act of May 21st, 1855, $950,000 of bonds payable in 1875 which have been termed dollar bonds. These three classes of securities constitute the entire indebtedness of the Corporation. The Sterling bonds amounting to $4,319,520 and payable in gold, fall due in 1868–'69–'70 and '71 and it is submitted that a prudent foresight suggests the propriety of being prepared with all the means of the Corporation, should a favorable opportunity offer, for the liquidation, at any time, of a portion or the whole of this indebtedness. At the rate at which these bonds have been held in London, it is supposed that with the present rate of exchange they can be purchased by paying about twenty per cent. premium in currency. While it might not be advisable at present to make that sacrifice by purchasing on account of the sinking fund, it may become desirable to purchase for account of the Corporation, an with Legislative authority to is sue stock as these bonds shall be cancelled, an opportunity may offer when the entire indebtedness of the Corporation may be paid before maturity and stock substituted as the representative of its property.

The property of the Corporation, its roadway, iron and rolling stock, are in excellent condition. The aggregate of freight transportation during the year has been less than in 1864. From December to August, both inclusive of the present year, the amount of freight offered for transportation has been in each of the several months less than in the corresponding months of last year, and yet in the months of October and November last, the amount of freight forwarded eastward from Albany and Troy has been 29,975 tons in excess of that taken from the same points during the corresponding months of the preceding year. For a few days in the early part of November, this rush of freight overtaxed the means at hand for transporting it across the river at Albany. This however was soon relieved by the New York Central generously allowing us the use of some 400 of their cars to go through, *via* Troy, to Boston, without unloading, and before the close of the month all freight was forwarded as it arrived, with only the delay always heretofore incident to the unloading and carting at Albany. 53,118 tons being the amount forwarded during the months specified in 1864, against 83,093 tons for the same time in 1865. While the canal freights were during this period in no manner diminished, a much larger proportion than usual of the railroad freights from the west were destined for Boston; added to this sudden increase of freights, about thirteen thousand tons were grain in bulk, much of which was for connecting roads, and an article which from the unavoidable delays incident to unloading requires double the number of cars that would be needed for ordinary freights. From our position with reference to these connecting roads we must of necessity furnish to a great extent cars for the distribution of this as well as of every species of joint freight.

Hitherto grain in bulk has been carried in comparative small quantities to Boston, a point to which in view of facilities now at hand, more should go than to all others, and we believe that with the bridge at Albany completed so that cars can be loaded with this species of freight for Boston as readily at Buffalo, as at Albany, it will only require access to deep water and proper facilities for unloading and storage to make this a most important branch of our traffic. We are much gratified that our neighbors of the Boston and Worcester are moving in this matter, and we confidently expect that by the time the American Steamship Company shall be ready to load their ships for European ports, that they may have this only remaining link filled, so that an uninterrupted line of railroad may in fact exist between all the great cities of the West, and the Atlantic at Boston.

To meet the contingencies which the experience of the past year teaches us at any time to expect, although the bridge at Albany will give incalculable relief, and will in our opinion enable us to transfer to some more estern point any future blockade, we have already largely increased the building of freight cars, and are of opinion that it should be continued so long as any question remains of the ability of the Western Railroad to meet the full expectation of the public.

In our last annual report it was stated that the Hudson River bridge at Albany had been commenced and the belief expressed that before the close of the year its use would be secured to us. The magnitude of the structure has delayed its completion longer than we had hoped, but with the masonry for a double track now complete, and with a most substantial superstructure for a single track nearly so, there seems little doubt that we shall in a few days pass over it with our trains. Upon this structure with its approaches and adjoining real estate a million of dollars have already been expended, and a further considerable amount will be required to complete the contemplated arrangements of the bridge company. The property is owned in common by the New York Central, the Hudson River and the Western Railroads—one-half by the New York Central and one-fourth each by the Hudson River and Western.

The necessary preparations for pressing forward to completion the second track have already been made, and the work should be commenced with the opening of Spring. The whole distance over which a double track is now unfinished is forty miles, and two seasons should suffice for its completion.

It is obvious that to carry out the suggestions herein made, a considerable increase of capital will be required, From the stock issued in August last we have at hand the means of commencing, but it will be admitted by all that no important work should be commenced without full provision for the future, and it is submitted that for the purpose of completing and equipping the road, with some necessary increase of depot and storage accommodations, for the expenditures upon the bridge made and to be made, and should opportunity offer, to pay in advance of maturity any of the indebtedness of the Corporation, leave be obtained from the present Legislature to increase the capital stock to such an amount as may appear reasonable, or which, with the existing debt, may equal the cost of the property.

The equipment of the road consists of 78 locomotives, 39 8-wheeled first class and 6 8-wheeled second class passenger cars; 12 8-wheeled baggage, 863 8-wheeled box, 307 8-wheeled platform cars, 62 gravel and 46 hand cars.

The number of miles run by locomotives with passenger trains was 446,022; with freight trains, 864,240; with gravel trains, 48,252—total number of miles run, 1,358,514, a decrease from the previous year of 71,709.

The number of passengers carried was 1,010,373, of which 81,024 were through, and 929,349 way passengers. Of the through passengers 80,021 were first class, and 1,003 were second class. Of the way passengers, 929,267 were first class, and 82 second class. The whole number of first class passenger was 1,009,288; second class 1,085. The passenger traffic shows an increase of 78,658.

The number of tons of merchandise moved was 693,754; of which 500,130 were carried east, and 193,624 carried west. The through tonnage eastward amounted to 87,254; do., westward, 29,173. All other tonnage eastward, 412,876; do., westward, 164,451. Equivalent number of tons car-

ried one mile, 54,190,069—equal to 347,372 tons carried over the whole road. The decrease in merchandise traffic in 1865, was 22,818.

An aggregate of 98,116,557 passengers or tons of freight carried one mile in 1865, against 99,792,980 passengers or tons of freight carried one mile in 1864.

The cost of transportation for each passenger and each ton of freight one mile has been 2.247 cents against 1.822 cents in 1864; or assuming the cost of transporting each ton of freight to equal the cost of two passengers the same distance, we find the cost this year to be 1.447 cents per passenger, and 2.894 cents per ton for freight, against 1.154 cents per passenger, and 2.318 cents per ton for freight per mile in 1864.

The cost of the Western, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1865, has been as follows:

Western Railroad	$7,581,945 24
Equipment	1,095,712 97
Albany and West Stockbridge R. R.	2,388,359 22
Hudson and Boston Railroad	192,838 98
West Stockbridge Railroad stock	13,000 00
	$11,271,856 41

The means provided for the construction and equipment of the same has been as follows:

Capital stock	$5,627,700 00	
Sterling bonds	4,319,520 00	
Albany City bonds	1,000,000 00	
Total means	$10,947,220 00	
Amount paid sinking funds	459,578 62	
	$10,487,641 38	
Dollar bonds	950,000 00	
		11,437,641 38
Balance of construction fund unexpended		$165,784 97

BALANCE SHEET FOR 1865.

Cost of road and equipment		$11,271,856 41
Hudson River Bridge stock		213,800 00
Notes receivable		472,347 75
U. S. debt securities		272,908 95
Materials		387,685 77
Cash		132,553 93
Due from individuals and corporations		145,312 98
Commissioners of Massachusetts sinking fund	$2,506,262 13	
Trustees of Albany sinking fund	946,077 87	
		3,452,340 00
		$16,348,805 79
Capital stock, 56,277 shares		$5,627,700 00
£899,900 sterling b'ds.	$4,319,520 00	
Albany City bonds	1,000,000 00	
Dollar bonds	950,000 00	
		6,269 520 00
Unclaimed dividends and interest		3,063 50
Dividend No. 43		355,433 67
Interest accrued not due		66,748 00
Due individuals and corporations		27,796 11
Accumulated sinking fund profits	$2,992,761 38	
Contingent fund	1,005,783 13	
		3,998,544 51
		$16,348,805 79

President.—C. W. CHAPIN.

Directors.—C. W. Chapin, Josiah Stickney, Jona. Bourne, Jr., Wm. Pollock, E. C. Sherman, Geo. A. Shaw, Robt. Campbell, Ignatius Sargent.

Treasurer.—STEPHEN FAIRBANKS.

Superintendent.—HENRY GRAY.

Erie Railway.

The earnings and expenses of this road for the years ending September 30, 1864 and 1865, were as follows:

Receipts—	1864.	1865.
Passengers	$2,523,005 50	$4,450,209 60
Freight	9,855,087 70	10,726,264 33
Storage	5,260 87	5,952 20
Telegraph	39,131 68	15,603 66
Rents	7,350 20	1,193 02
Mails	101,352 04	101,352 04
Interest	20,392 60	
Total	$12,551,480 09	$15,300,574 85
Payments—		
Transportation	$7,846,990 18	$10,817,188 97
Hudson River ferry	121,771 57	165,700 27
Operat'g telegraph.	68,809 50	117,009 77
Pavonia Ferry	41,290 01	33,186 99
Hire of cars	58,484 59	69,708 72
United State Taxes	150,740 00	427,991 38
Rent of Railroads.	739,668 27	569,495 00
Interest on Bonds, &c.	1,237,603 00	1,279,783 00
Dividend of Pref. Stock	596,897 00	567,168 53
Dividend of Common Stock	1,090,136 00	1,246,103 60
Surplus	569,089 97	7,238 62
Total	$12,551,480 09	$15,300,574 85

STOCK AND DEBT.

	1864.	1865.
Stock	$24,228,800	$24,635,800
Bonds	17,822,900	13,285,900
Floating debt		4,245,678
Total	$42,051,700	$47,167,378

Nova Scotia Gold Fields.

From the official reports published in the *Royal Gazette* we learn that operations are progressing in the districts of Stormont, Wine Harbor, Sherbrooke, Tangier, Montague, Waverly, Oldham and Renfrew. In the districts combined there were, in the month of October, 71 mines being worked, 681 men employed on an average, and 34 crushing mills in operation; there were 2,157 tons of quartz crushed, which yielded 2,389 oz. 3 dwts. 16 grs. In the month of November there were 78 mines being worked, 672 men employed on an average and 2,226 tons of quartz crushed, the total yield of gold being 2,012 oz. 14 dwts. 20 grs. In the month of December there were 67 mines being worked, 666 men employed on an average, and 2,320 tons of quartz crushed, the total yield of gold being 1,642 oz. 8 dwts. 3 grs. One crushing mill erected at Renfrew, was added in the month of December. The total yield of gold in the combined districts, for the quarter ending December 30th, 1855, was 6,044 oz. 6 dwts. 15 grs. being an increase over the corresponding quarter of 1864 of 586 oz. 18 dwts. 10 grs.

A Sea Ferry.

The travel is so great between London and Paris that a proposition has been laid before the British Parliament for the establishment of a railway ferry across the channel, similar to that at Havre de Grace, on the railroad between Philadelphia and Baltimore. The steamers are to be large enough to take on a whole railway train, just as it is done on the Susquehanna. It is expected that the passage will be accomplished in about one hour, and this hour is to be devoted to dining passengers and in the examination of luggage by the custom officers on either side, so as to avoid detention. The time from London to Paris is now ten hours, but the proposed plan is designed to reduce it to eight.

Northern (Canada) Railway.

The annual meeting of this company was held in Toronto on the 28th ult., when the report of the Directors for the year 1865 was read, and with the usual financial statements and traffic returns, laid before the proprietory. The report is a satisfactory one, and shows that the road is steadily prospering; the gross traffic receipts for 1865, amounting to $473,780 50 as against $467,266 15 in 1864, or an increase of $26,514 45. The ordinary working expenses for the year are stated at $275,841 00, and the net revenue applicable to dividends at $179,387 63, out of which a dividend of 6 per cent. on both classes of the company's bonds has been paid, and an additional dividend of 1½ per cent. on the second preference bonds and the balance of $5,893 88 added to the reserve fund. The expenditure during the year in maintaining the road and for the new works has been considerable, about ten miles of the track having been relaid, the property at nearly every station improved, and the carrying capacities of the company generally increased. Among the exceptional items, we find the cost of the Barrie branch, "with all its buildings and appurtenances," set down at $11,246 91.

The Missouri State Debt.

St. Louis, March 5.—Governor Fletcher has signed the bill which recently passed the Missouri Legislature, providing for the consolidation and payment of the bonded debt of the State. By the provisions of this bill all over due interest is to be funded and incorporated with the principal in new bonds and the payment of interest is to be resumed on the 1st of January, 1868. The bonded debt of Missouri, including unpaid interest, amounts to $30,000,000. It is estimated by the members of the committee by whom this bill was reported, that under its operation the entire State debt will be liquidated in twenty years.

Pennsylvania Railroad.

The following gentlemen have been elected directors of this road for the ensuing year: J. Edgar Thomson, Josiah Bacon, John Hulme, G. Rosengarten, Wistar Morris, Alexander Nimick, Pittsburg, Samuel T. Bodine, Joseph B. Myers, Edward C. Knight, and Washington Butcher.

Titusville and Union Railroad.

The contractors for the above road broke ground at Union Mills on the 19th ult. The road will be 23 miles in length, and it is said will reduce the distance between Erie and Titusville from 66 to 50 miles. It is expected that the road will be completed by the 1st of July. Cost, $180,000.

☞ Application is to be made to the Canadian Parliament for an Act to incorporate a company to construct a railway from New Market, Barrie, or other point on the line of the Northern railway, to the narrows of Lake Simcoe *via* Beaverton or Orillia, thence through the Muskoka District to Parry Sound and French River. Also for an act incorporating a new company to take up and complete the Hamilton and Port Dover Railway, from Caledonia to Hamilton.

☞ The Lafayette (Ind.) *Journal* says that the Louisville, New Albany and Chicago Railroad Company are making preparations to relay forty miles of the middle division of their track with the Compound Rail early this spring.

Richmond and Newport News Railroad.

On the 27th ult., in the Virginia Legislature, the Senate bill to incorporate the Richmond and Peninsular Railroad Company was taken up and passed. The bill provides that G. L. Thompson, James K. Wilkes, John E. Wilson, F. O. Prince, Samuel Sneeden, Edmund Pectrim, Frank O. Forbes, John O. Reid, Ambrose C. Dunn, Thomas H. Wynne, Stuart Gwynn, James Sellers and others, shall be incorporated the Richmond and Newport News Railroad Company with a capital of three million of dollars; that said company shall build and equip said railway from the city of Richmond to Newport News, with such guage as may connect with the Virginia Central railway and the York River railroad, with which it is authorized to connect, and they with it; that said road shall be commenced in six months and completed in two years; and if this company do not comply, any other persons or company who will comply shall be entitled to the charter; that said company according to the laws of Virginia, condemn land for their roadway, depots, &c., provided they shall not condemn more than two acres of land in the city of Richmond, nor more than fifty acres at any one point in the country below Richmond.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1864 and 1865, were as follows:

	1864.	1865.
From passengers	$2,423,088 83	$2,992,656 20
" freight	598,631 97	626,559 17
" express	98,537 62	144,617 13
" rents	15,398 70	8,241 12
" mails	39,712 52	39,712 52
" miscellaneous	30,130 56	16,677 92
	$3,205,500 20	$3,828,464 06
Add earnings of New Castle and Frenchtown line	51,605 01	56,145 43
Total for both roads	$3,357,105 21	$3,884,609 49
Add gain in operating Delaware R. R.	46,976 18	.....
	$3,304,081 39	$3,884,609 49
Expenses, viz:		
Repairs of road	$215,214 66	$458,487 45
" bridges	36,964 67	44,559 86
" engines	119,162 62	227,360 21
" cars	168,995 53	133,276 91
" buildings	47,354 36	75,038 89
Passenger department	187,817 29	328,051 44
Freight "	145,851 26	180,366 90
Susquehanna Ferry	37,363 33	62,500 95
Wood and coal	178,221 89	299,841 94
Oil, waste, etc	35,115 60	39,382 02
Taxes and insurance	75,221 38	135,778 54
Salaries, etc	51,144 15	63,340 14
Tools and machinery	22,352 46	48,107 26
Switchmen, watchmen, etc	35,546 21	55,404 32
Telegraph	19,086 80	24,274 34
Rents and repairs	11,097 38	8,519 81
Law	6,961 05	9,146 29
Loss and damage	46,754 90	49,034 41
Miscellaneous	30,743 80	11,442 99
Operating N. C. and F. line, including tax and bonus to State of Delaware and New Castle County	28,269 18	45,215 64
Add loss in operating Delaware R. R.	.....	2,715 82
New work	432,177 23	565,964 71
	$1,028,365 77	$2,837,805 84
Earnings less exp	$1,375,715 62	$1,046,803 65
Interest on bonded debt ground rents, etc., less interest received	32,283 69	45,173 62
Balance	$1,343,431 93	$1,001,630 03
Dividends April and Oct., 1865		932,347 37
Leaving		$69,282 66
Balance to credit of revenue, Nov. 1, 1864		1,168,532 05
		$1,237,814 71

In addition to the above-named expenditures, there has been disbursed during the year on account of—

Susquehanna Bridge	$347,704 70	
Second track	163,063 81	
		510,768 51
Leaving balance to credit of revenue Oct. 31, 1865		$737,046 20

The details of the new work above alluded to are as follows:

New bridge	$35,212 72
" locomotives	363,447 63
" passenger cars	44,224 24
" freight "	18,347 04
" stations, buildings, etc	74,733 08
	$565,964 71

The new equipment added to the stock consisted of 15 locomotives, 16 passenger cars, 4 express cars, and 30 gravel cars. Nine miles of second track have been laid, and nine miles additional have been graded ready to receive the ballast. The Susquehanna Bridge has been prosecuted without intermission; five additional piers have been built, and made nearly ready for the superstructure; and three others, left incomplete in 1864, have been finished. The whole number required for the bridge is thirteen—ten of which have now been constructed. The eastern abutment is nearly finished; and the masonry of the other, at Havre-de-Grace, has been brought to the level of the coping of the piers. Two spans of superstructure, (250 feet each) have been erected, and two more are ready for raising. The company are now required by statute to report its operations for each year ending October 31st, and henceforth the books of the company will be made up to the 1st May and 1st November, and dividends will be payable 1st July and 1st January.

The company have 52 locomotives (11 of which are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, Eastern Shore, and Junction and Breakwater Railroads;) 83 eight-wheeled passenger, 17 eight-wheeled baggage and mail, 9 eight-wheeled express, 1 special, and 1 paymaster's car, 380 eight-wheeled house cars, 66 stock, 255 platform, 74 market, 57 lumber trucks, 72 dump cars, 55 four-wheeled dump cars, 31 road cars, and 32 hand cars. Of the above cars, there are in use on the Philadelphia and Baltimore Central Railroad, 1 passenger, 30 house, 7 platform, 2 stock cars, and 4 eight-wheeled lumber trucks.

The number of miles run by engines with passenger trains was 553,746; with freight trains, 334,802; with other trains, 92,917—total, 981,465; of which 880,167 were run by coal burning, and 101,298 by wood burning engines.

Number of passengers carried, 1,385,921, of which 401,843 were through, and 984,078 were way; number carried one mile, 77,791,162; of which 17,419,794 were through, and 18,937,398 way; number carried one mile north, 41,433,970; do., south, 36,357,192.

Tons of freight carried 235,929; of which 85,103 were through; and 150,825 way; of the through freight 17,751 tons were moved northward, and 67,352 southward. Of the way freight, 77,780 tons were moved northward, and 73,045 southward. The total tonnage northward was 95,531; do., southward, 140,398. Number of tons carried one mile northwardly, 5,492,478; do., southwardly, 10,057,157—total, 15,549,635.

CONDENSED BALANCE SHEET.

Railroad		$8,090,535 35
Port Deposit Branch		110,914 70
Terminus on the Delaware		76,400 06
Stock owned by the company		744,425 00
Real estate for use of the road		84,271 89
		$9,106,547 00
Assets:		
Real estate valued at	$55,650 00	
Stocks, etc., at cost	392,183 69	
Agents balances	35,781 47	
Sundry accounts	53,119 99	
Due from other roads	36,375 30	
Transp. of troops, etc.	254,516 92	
Bills receivable	1,697 13	
Post office department	15,209 99	
Wood, coal and materials on hand, including wood lands	227,418 83	
Cash and cash items	242,780 24	
		1,314,733 56
Advances to contractors		67,372 19
Advances to roads leased by the company		46,603 33
Improvements at New Castle, Del.		133,986 06
		$10,669,242 14
Capital stock		$7,036,300 00
Mortgage loan converted		1,937,000 00
		$8,973,300 00
Mort. loan—original issue	$2,600,000	
Less redeemed and cancelled	$167,000	
Converted	1,937,000	
	2,104,000	
		496,000 00
Ground rents		20,000 00
		$9,489,300 00
Current liabilities:		
Dividends unclaimed	$10,726 50	
Interest "	592 50	
Real estate, waiting order of court	16,750 00	
Sundry accounts	196,194 93	
Bills payable	180,000 00	
Interest	14,146 76	
Delaware R. R. lease	31,007 44	
Treasurer N. C. & F. R. R.	3,477 81	
		452,895 94
Balance to credit of revenue Nov. 1, 1865		727,046 20
		$10,669,242 14

President.—ISAAC HINCKLEY.

Directors.—Samuel M. Felton, Wm. Lyttleton Savage, William Sellers, John A. Duncan, Jesse Lane, Joseph Bringhurst, Frederick A. Curtis, John C. Groome, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Thomas Donaldson and Nathaniel Thayer.

Secretary and Treasurer.—ALFRED HORNER.

Superintendent.—H. F. KENNEY.

☞ The Pittsburg, Fort Wayne and Chicago Railroad have bought the Cleveland, Zanesville and Cincinnati Line.

Pacific Railroad.

The various addresses of Mr. Colfax on this truly National topic have been extensively published. From the text of one of these, evidently corrected by the Speaker, we make the following interesting extract on the practicability of the route. He says:

"If I had ever entertained doubts, as I have not, as to the practicability of its construction, they would have been dissipated by the journey on which I have been commenting. From the Missouri Valley to the Rocky Mountains—one-third of the distance—the grade is already substantially made by nature. From the mountains to Salt Lake, either directly across the snowy range to the middle park, by which a tunnel might be needed, or around more circuitously by Bridger's Pass as we traversed, there are no difficulties greater than those surmounted by the Baltimore and Ohio Railroad in crossing the Alleghanies. The last third of the line from Salt Lake to the Sierras, a route is practicable by the valley of the Humboldt, abounding in mines; or a shorter one still may possibly be found. You will observe that I have not included the Sierras themselves in this calculation, for the indefatigable energy and enthusiasm of the people of the Pacific coast have settled that question already. Those frowning mountains have been regarded by many in the past as almost impassible for railroad trains, and to the eye they seem so yet. But the Central Pacific Railroad, under the vigorous and effective management of ex-Governor Stanford, the Crocker brothers and their associates, is being pushed onward up the mountain grades, faster, I am compelled to say, proportionately, than on the level plains on this side of the country. It is to cross the Sierras at Donner lake pass, 7,000 feet above the sea; but its grade is nowhere to exceed 105 feet to the mile, while on the Baltimore and Ohio Railroad they have grades up to 116 feet. I visited this line to inspect personally the progress of the work. Not laborers by the hundreds, but by the thousands, swarmed on its deep cuts and heavy fills. Its officers do not advertise for any given number; but, being very earnestly in earnest, they offer work to as many thousand as will come. Four thousand were busy as bees, and almost as closely packed together at some points, when I rode on horseback up the steep mountain sides they were cutting down and into the deep ravines they were filling up, using, too, over 100 kegs of powder per day for blasting. Nor was I surprised, therefore, on receiving a telegram the day before leaving San Francisco, stating that they had just commenced running trains on the twelve mile section I saw so rugged and incomplete but a month before, having reached a point 55 miles from Sacramento, and an elevation of 2,500 feet, making 24 miles of such road completed this season, and expecting to reach a point 13 miles further, at an elevation of nearly 4,000 feet, and within 85 miles of the summit, by the opening of the new year. Incredible as it may seem to those who know the character of this herculean work, they expect to reach the summit before the snow flies next year, and within three years afterwards to run their trains into Salt Lake. Such remarkable energy is worthy the highest praise, and should be emulated by those building the Eastern portion of the line.

"The completion of this railroad is almost the first and last thought of every Californian. It seems uppermost of all wordly desires in every heart. Wherever we met the people on the outer line of the Republic—in social circle or at festive scene, in public hall or private parlor, on the road side or the mountain top, in field or shop, in vineyard or in valley, in mine, or mill, or cottage—the anxious, longing question was always propounded, with an earnestness that proved their deep solicitude: "When will the Pacific Railroad be built? Can't the Government hasten its completion?" And from matron, and bride, and maiden would come, with eyes sparkling with joy at the thought, the expression: "Then, then we are promised that we can go home." I think it is not extravagant to say that this enterprise, so full of interest and prospective joy to them, is not forgotten in their prayers. One of the most eloquent sermons I heard at San Francisco—alluding to the fact that gold mines, with their social discomforts and privations, with many vices that often accompany the pioneers in such a life, do not always of themselves build up well ordered States—closed with a reference to the Pacific Road as a great reformatory measure, which would bring its tens and hundreds of thousands from the older settled regions, and thus elevate the moral standard, as it increased the population, of the Pacific slope."

Hudson River Railroad.

Receipts and expenses for fiscal years ending Jan. 30, 1864 and 1865.

Receipts—	1865.	1864.
Passengers	$2,099,951 72	$1,911,964 13
Freight	2,224,030 08	2,142,301 05
Other sources	128,398 36	68,334 87
Total	$4,452,380 16	$4,132,600 05
Payments—		
Transportation	$3,176,612 45	$2,545,306 88
Roadway, grading, bridges, engines, &c.	537,613 16	*485,200 02
Interest	281,100 00	594,487 92
Dividends 8 per cent.	329,405 25	499,286 80
Cash on hand	2,069 52	.....
Total	$4,326,800 38	$4,124,281 63

* Representing earnings borrowed and for which scrip was issued, less $43,270 03 credited to surplus fund.

STOCK AND DEBTS.

	1865.	1864.
Stock	$6,563,250 38	$6,218,041 89
Bonds	7,762,840 00	7,737,680 00
Floating debt	1,167 00	1,167 00
Total	$14,327,257 38	$13,956,888 89

New York and Harlem Railroad.

Earnings and expenses for fiscal years ending Sept. 30, 1864 and 1865.

Earnings—	1865.	1864.
Passengers	$1,053,314 49	$735,161 39
Freight	1,093,668 04	864,558 19
Other sources	362,743 09	260,709 12
Total	$2,509,725 62	$1,860,428 70
Payments—		
Transportation	$1,874,677 67	$1,409,820 33
Interest	420,265 50	432,439 98
Bridges, shops, &c.	212,719 61	.....
Surplus	2,062 84	18,168 39
Total	$2,509,725 62	$1,860,428 70

STOCK AND DEBTS.

	1865.	1864.
Stock	$6,585,050	$6,585,050
Bonds	6,098,045	6,115,800
Total	$12,683,095	$12,700,850

☞ The Summerside *Journal* is advocating a line of Railway from Charlottetown to Summerside as a means of overcoming the disadvantages which the Richmond Bay and the North Shore fisheries of Prince Edward Island labor under at present in bringing their fish to market. By the establishment of the proposed line, with its small boats running as tenders from Shediac, and touching at the Ports in Prince Edward Island, the present disadvantages under which the trading points in Richmond Bay and along the North Shore of the Island will be overcome, and the line will secure a profitable traffic.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Feb. 1, 1866.	March 1, 1866.
Debt bearing int. in coin.	$1,167,149,741 80	$1,177,867,291 80
Debt bearing interest in currency	1,197,295,881 06	1,185,428,980 50
Matured debt not presented	1,099,330 32	985,979 64
Debt bearing no interest.	458,846,547 52	463,586,707 52
Total	$2,824,391,500 70	$2,827,868,959 46
Coin in Treasury	$51,443,161 84	$55,736,192 12
Currency	56,050,186 23	60,282,767 12
	$107,493,348 07	$116,018,959 24
Debt less cash in the Treasury	$2,716,898,152 63	$2,711,850,000 22

The total debt shows an increase of $3,477,458 76. The balance in the Treasury shows an increase of $8,525,611 17. Deducting the amount on hand from the aggregate debt, both on the 1st of February and the 1st of March, the decrease of debt would be $5,048,152 41. The debt bearing bearing interest in coin has increased $10,717,550 00. The debt bearing interest in lawful money has decreased $11,866,900 56, owing to the conversion of 7-30s into 5-20s, which last have increased $10,717,550. The compound interest notes have decreased $6,000,000, and the United States Notes of the old and new issue, $466,850. The debt bearing no interest has increased $4,740,160, owing to the increase of gold certificates, and the debt on which interest has ceased has decreased $113,351. The fractional currency has increased $970,490, and the temporary loan $3,822,099. The coin in the Treasury has increased $4,293,031 and the currency $4,232,481. The amount on temporary deposit in the treasury is $118,577,939—an increase of $3,822,099.

British Iron Trade.

The quarterly meeting of Iron Masters was held at Birmingham on the 11th of January. The attendance was good, and the prospects of the trade were generally considered satisfactory. Pig iron was firm, and some considerable sales were effected. 5,000 tons of Barrow Hæmatites changed hands at £3 15s.; 500 tons of Mathews' Corby'ns Hall at £4. Other brands brought £3 to £4. The official list of prices of Staffordshire finished iron remains unchanged. Good Marked Bars, £8 10s.; Best Bars, £9 10s.; Sheets, singles, £10; doubles, £11 10s.; angles, £8 5s. to £9; Nail Sheets, £9; Latten, £13; Rods, £8 10s.; Hoops, £9 10s.; Gas Strip, £8 10s.; Canada Plates, £13; Best Boiler Plates, £10; Common, £9 10s. All other sorts in proportion. Puddled Bars—Common Squeezers, £6 5s. to £6 7s. 6d.; Common Cinder Hammered, £6 10s.; Good Mine Pig Puddled Bars, £6 12s. 6d. to £6 15s.; Best Britannia Puddled Bars, £6 10s.

☞ The St. Croix *Herald* says that "Alfred Whitehead, Esq., one of the contractors for the building of the Woodstock Branch was in town this week. The first sod was turned on Thursday at Bedell's Brook, 4½ miles from Woodstock, and a crew of men are already engaged in grading at that point."

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper				
Acton ——— Ca.	200,000	5	———	10c.
Acton Vale ——— Ca	50,000	5	———	5c.
Adventure ——— L. S.	20,000	———	———	———
Albany and Boston "	20,000	———	20	15
Algomah ——— "	20,000	———	2	25c.
Alliance ——— Ca.	200,000	2½	———	———
Allouez ——— L. S.	20,000	———	1	1½
American ——— Ca.	200,000	2½	———	5½
Amygdaloid ——— L. S.	20,000	———	———	25
Annapolis ——— Md.	50,000	10	———	———
Arizona ——— Ariz. T.	10,000	100	———	———
Ascot ——— Ca.	20,000	20	———	———
Astor ——— L. S.	20,000	———	1	6½
Atlas ——— "	20,000	———	1	2½
Aztec ——— "	20,000	———	1	3
Balt. and N. C ——— N. C	20,000	5	———	35c
Bare Hill ——— "	———	———	———	110c.
Bay State ——— L. S.	20,000	———	3½	8½
Beaver ——— "	20,000	———	1	———
Bedford ——— Ca.	125,000	5	———	50c
Black River ——— "	200,000	2½	———	10c
Bohemian ——— L. S.	20,000	———	7½	12
Bolton ——— Ca.	200,000	5	1½	———
Boston ——— L. S.	20,000	———	5*	55½c
B. and Corinth ——— Vt.	20,000	10	———	———
Brooklyn ——— L. S.	20,000	———	2	———
Brome ——— Ca.	100,000	5	2	Minnesota ——— L. S.
Cabot ——— L. S.	20,000	———	½	Missisquoi ——— Ca.
Caledonia ——— "	20,000	———	———	6 Montezuma ——— N. Mex
Cambridge ——— "	20,000	———	5	15c Morrison ——— L. S.
Canada ——— Vt.	100,000	4	90c	75c Nashua ——— "
Carp Lake ——— L. S.	20,000	———	———	1½ National ——— "
Cascade ——— "	20,000	———	———	Native ——— "
Central ——— "	20,000	———	———	40 Naumkeag ——— "
Champlain ——— Ca.	200,000	1½	———	15c Nelson ——— Ca.
Chatham ——— "	200,000	2	———	Nequaket ——— L. S.
Chaudiere ——— "	100,000	1	———	50c Nevada (Silver) ——— "
Chester ——— "	200,000	1	———	12c New England ——— "
Cheticamp ——— "	30,000	5	———	1½ Newton ——— Ca.
Chippewa ——— L. S.	20,000	———	———	New York ——— L. S.
Cleveland ——— Ca	100,000	5	———	N. Y. & Passaic ——— N. J.
Cliff ——— L.	20,000	———	———	North Cliff ——— L. S.
Clifton ——— "	20,000	———	1	North Silver Lake "
Collin ——— "	20,000	———	½	North State ——— "
Columbian ——— "	20,000	———	4½	10½ North Sutton ——— Ca.
Consolidated ——— "	20,000	———	5	5c. North Western ——— L. S.
Copper Falls ——— "	20,000	———	24½	26 Norwich ——— "
Copper Harbor ——— "	20,000	———	1	Ogima ——— "
Copper Hill ——— "	200,000	1	———	15½ Ontonagon ——— "
Copperas Hill ——— "	50,000	10	———	Ottawa ——— Ca.
Cornwall ——— Vt.	100,000	2	———	25c Pacific ——— L. S.
Dacotah ——— L. S	20,000	———	3½	5 Pennsylvania ——— "
Dana ——— "	20,000	———	———	50c Petherick ——— "
Deep River ——— N. C.	———	5	———	15c Pewabic ——— "
Delaware ——— L. S.	20,000	———	———	10 Phila. & Boston ——— "
Derby ——— "	20,000	———	———	1½ Phœnix ——— "
Devon ——— "	20,000	———	1	4½ Pittsburg & Boston "
Dorchester ——— "	20,000	———	6	7 Pontiac ——— "
Douglas ——— "	20,000	———	———	Prince of Wales ——— Ca.
Dover ——— Ca.	200,000	———	1	8½ Providence ——— L. S.
Dudley ——— L. S.	20,000	———	½	75c Quincy ——— "
Dunham ——— Ca.	200,000	2	———	25c Reid Hill ——— Ca.
Durham ——— "	200,000	5	———	25c Reliance ——— L. S.
Eagle River ——— L. S.	20,000	———	3½	2 Richford ——— "
El Dorado (Silver) "	20,000	———	———	Ridge ——— L. S.
Escot ——— Ca.	25,000	20	———	4 Rockland ——— "
Essex ——— "	200,000	———	———	20c Roscoe ——— Ca.
Etna ——— L. S.	20,000	———	———	12½ Rudisell ——— "
Eureka ——— "	20,000	———	———	St. Clair ——— L. S.
Everett ——— "	20,000	———	5*	St. Flavien ——— Ca.
Evergreen Bluff ——— "	20,000	———	———	12 St. Francis ——— "
Flint-Steel ——— "	20,000	———	———	13 St. Mary's (L. & M.) L. S.
Forest City ——— "	20,000	———	3	1 Salem ——— "
Forest Shepherd ——— "	20,000	———	6	11c Sharon Consol ——— "
Franklin ——— L. S.	20,000	———	6½	37½ Sheldon ——— "
French Creek ——— Pa.	100,000	5	———	50c Silver Creek ——— "
Gardner City ——— L. S.	20,000	———	———	Silver Hill ——— "
Gardner Hill ——— "	20,000	———	5	50c Silver Lake ——— "
Girard ——— "	20,000	———	———	6 Silver Valley ——— "
Glade ——— "	20,000	———	———	Southampton ——— Ca.
Glencoe ——— Ca.	200,000	1	———	10c South Bedford ——— "
Globe ——— L. S.	20,000	———	1	South Side ——— L. S.
Grand Portage ——— "	20,000	———	1	40 Springfield ——— Md.
Grand Trunk ——— Ca	100,000	5	———	89c Stadecona ——— Ca.
Great Western ——— L. S.	20,000	———	2	40c Star ——— L. S.
Green Mountain ——— Vt.	20,000	10	———	4½ Stark ——— Vt.
Guilford ——— L. S.	20,000	———	5	40c. Strafford ——— "
Hamilton ——— "	20,000	———	———	1 Superior ——— L. S.
Hancock ——— "	20,000	———	6½	25½ Sussex ——— "
Hanover ——— "	20,000	———	½	2½ Sutton ——— Ca.
Hartford ——— "	20,000	25	12½	——— Toltec ——— L. S.
Hazzard ——— "	20,000	———	———	Tremont ——— "
Highland ——— "	20,000	———	7	3½ Union (L. & M.) ——— "
Hilton ——— "	20,000	———	———	1½ Vernon ——— "
Hope ——— "	20,000	———	½	1½ Victoria ——— L. S.
Hudson ——— "	20,000	———	———	2 Vulcan ——— "
Hulbert ——— "	20,000	———	———	3½ Washington ——— "
Humboldt ——— "	20,000	———	2	4½ Waterloo ——— Ca.
Hungarian ——— "	20,000	———	1	62½ Waukegan ——— L. S.
Huron ——— "	20,000	———	16	37 West Minnesota ——— "
Indiana ——— "	20,000	———	———	6 Wickham ——— Ca.
Inverness ——— "	200,000	2½	———	——— Wickopee ——— "
Isle Iraute ——— "	40,000	———	———	——— Winthrop ——— L. S.
Isle Royale ——— L. S.	20,000	5	16	12½ Wyandotte ——— "

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron				
Copake ——— N. Y.	50,000	50	———	½
East River ——— "	6,000	50	———	———
George's C'k C. & I. Md.	10,000	100	———	118
Harewood ——— "	20,000	5	———	———
Kahtadin ——— Me.	3,000	100	———	———
Lake Superior ——— L. S.	20,000	25	———	———
Massachusetts ——— "	25,000	1	———	———
Mount Pleasant ——— Pa.	10,000	50	———	———
Teal Lake ——— L. S.	———	———	———	2
Tyson ——— "	20,000	10	———	3
Lead and Zinc				
Amenia ——— N. Y.	100,000	5	———	8½
Bucks County ——— Pa.	———	———	———	½
Canada ——— Ca.	50,000	5	———	2½
Clute ——— "	———	———	———	½
Crystal Lake ——— "	———	———	———	———
Erie ——— "	———	———	———	21
Gay's River ——— "	100,000	2	———	———
Hampton ——— "	100,000	5	———	———
Keystone ——— Pa.	———	———	———	1
Lancaster ——— "	———	———	———	———
Macomb ——— N. Y.	100,000	5	———	45c
Mineral Point ——— "	100,000	5	———	2½
Mount Hope ——— N. Y.	80,000	5	2½	———
National ——— "	200,000	1	———	———
New Jersey ——— N. J.	12,000	100	———	110
N. Y. & Boston ——— N. Y.	100,000	5	———	2½
Oswegatchie ——— Ca.	100,000	5	———	1
Placentia Bay ——— N. F.	———	———	———	½
Ramsay ——— Ca.	20,000	25	———	———
Rossie ——— "	100,000	5	———	———
Shawangunk ——— N. Y.	100,000	5	———	———
Sussex ——— N. J.	———	———	———	40c
Union ——— "	100,000	5	———	57c.
Wallkill ——— N. Y.	———	———	———	25c
Coal & Anthracite				
American ——— Pa.	37,500	25	———	60½
Ashburton ——— "	50,000	50	———	13½
Atlantic & G. C. ——— Md.	———	———	———	105c
Baltimore ——— "	———	100	———	2
Bear Valley ——— "	40,000	12½	———	14
Beaver Meadow ——— Pa.	100,000	50	———	———
Belmont ——— "	10,000	50	———	9
Big Mountain ——— Pa.	———	———	———	5½
Blackhall ——— N. S.	8,000	25	———	1
Boston & Pictou ——— "	100,000	5	———	32
Bridgeport ——— Pa.	30,000	10	———	4
Broad Mountain ——— "	30,000	10	———	5½
Butler ——— "	———	———	———	2
Cape Briton ——— N. S.	200,000	2½	———	25c
Carbondale ——— Pa.	———	———	———	3
Central ——— "	———	———	———	42
Clinton ——— "	———	———	———	1
Coal Brook ——— "	4,000	50	———	———
Continental ——— "	10,000	50	———	73½
Cumberland (pref.) Md.	50,000	100	———	48½
Daniel Webster ——— "	5,000	100	———	———
East Mahanoy ——— Pa.	———	———	———	———
Everhart ——— "	20,000	25	———	———
Franklin ——— Pa.	5,000	100	———	20½
Fulton ——— "	60,000	5	———	7
Gilbertson ——— "	5,000	100	———	42
George's Creek ——— Pa.	10,000	———	———	109
Grand Tunnel ——— "	4,000	100	———	50
Green Mountain ——— Pa.	———	———	———	4
Hampton & Balt. ——— Md.	———	———	———	91
Hazleton ——— Pa.	32,300	50	———	50
Henry Clay ——— "	3,000	100	———	———
International ——— N. S.	20,000	50	———	———
Lawrence ——— Pa.	2,000	100	———	6½
Locust Mountain ——— "	———	———	———	41
Lorberry ——— "	4,000	100	———	11
Macan ——— "	2,000	100	———	———
Mahanoy ——— "	1,000	29	———	6
Metropolitan ——— "	———	100	———	———
Middle Coal Fields ——— "	———	———	———	6½
Milford ——— "	2,500	50	———	———
Mill Creek ——— Pa.	———	———	———	———
Mulgrave ——— "	2,000	———	———	———
Narragansett ——— R. I.	8,000	10	———	———
New Creek ——— Pa.	———	———	———	1½
North. & Luzerne ——— "	———	———	———	———
Penn. ——— "	100,000	50	———	150
Penn. Cannel ——— "	6,000	50	———	———
Pieton ——— "	4,000	100	———	———
Pine Knot ——— Pa.	4,000	50	———	———
Port Hood ——— "	4,000	100	———	49½
Potomac ——— Md.	40,000	10	———	5½
Powell ——— Pa.	———	———	———	———
Preston ——— "	———	———	———	20
Princess Alex. ——— N. S.	5,000	100	———	———
Ridgeway ——— "	———	———	———	———
St. Clair ——— Pa.	5,000	100	———	10
Schuylkill Valley ——— "	20,000	10	———	16
Shawmut ——— "	6,000	50	———	———
Short Mountain ——— Pa.	16,000	50	———	26½
Stafford ——— "	———	———	———	———
Suffolk ——— "	4,000	100	———	93
Sugar Loaf ——— Pa.	———	———	———	———
Summit ——— "	40,000	20	———	———
Susq. Coal & C. Mt. "	———	———	———	4½
Tamaqua ——— "	———	———	———	———
Vandermark ——— "	20,000	50	———	———
Wyoming Valley ——— Pa	20,000	50	———	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver				
Ætna (G.) ——— Col.	50,000	10	———	———
Acadia (G.) ——— N. S.	100,000	3	———	———
Albion (G.) ——— "	100,000	3	———	———
Alpine (G.) ——— Col.	150,000	10	———	———
Alps (G.) ——— "	100,000	5	———	———
American ——— "	200,000	2	———	———
Am. & Mex. (S.) ——— N. M.	———	———	———	———
Am. Pioneer ——— A. T.	———	———	———	———
Arizona (Silver) ——— "	———	———	———	———
Atlantic (G.) ——— N. S.	100,000	2	———	———
At. & Pac. (G. & S.) Nev.	50,000	10	———	———
Bay State (G.) ——— Col.	200,000	5	———	———
Beacon (G.) ——— N. S.	200,000	2	———	———
Benton (G.) ——— Col.	100,000	5	———	———
Black Hawk (G.) "	50,000	100	———	———
Boston (G.) ——— "	10,000	50	———	———
Briggs (G.) ——— "	10,000	100	———	———
Bullion (G.) ——— "	200,000	25	———	———
Burroughs (G.) ——— "	100,000	10	———	———
Canadian (G.) ——— Ca.	200,000	2	———	———
Central (G.) ——— Col.	50,000	20	———	———
Chaudiere (G.) ——— Ca.	100,000	5	———	———
Chebucto ——— N. S.	100,000	5	———	———
Colonial (G.) ——— Ca.	100,000	2½	———	———
Colorado (G.) ——— Col.	50,000	10	———	———
Consol. Greg'y (G.) Col.	50,000	100	———	———
Copalinshe (G.) ——— "	200,000	20	———	———
Coriaannie (G.) ——— "	100,000	10	———	———
Corydon (G.) ——— "	100,000	25	———	———
Day & Bushnell (G.) C.	300,000	10	———	———
Denver (G.) ——— Ca.	50,000	20	12½	———
Dorset (G.) ——— "	170,000	5	———	———
El Dorado (G.) ——— Nev.	100,000	5	———	———
Empire (S.) ——— "	———	———	———	———
Empress (S.) ——— "	———	———	———	———
Eureka (G.) ——— Cal.	———	———	———	———
Excelsior (G.) ——— Col.	30,000	10	———	———
Frankfort (G.) ——— "	100,000	2	———	———
Garrison's (G.) ——— Col.	100,000	5	———	———
Gilbert River (G.) ——— Ca.	100,000	5	———	———
Gilpin (G.) ——— Col.	100,000	5	———	———
Gold ——— "	100,000	5	———	———
Gold Field ——— "	50,000	10	———	———
Gold Hill ——— "	50,000	10	———	———
Gold River ——— "	100,000	3	———	———
Gould & Curry (G. & S.) N.	———	———	———	———
Gunnell (G.) ——— Col.	300,000	10	———	———
Halifax (G.) ——— N. S.	200,000	2	———	———
Holman (G.) ——— Col.	150,000	2	———	———
Hope (G.) ——— "	80,000	25	10	———
Isaac's Harbor (G.) N. S.	100,000	5	———	———
Isabella (G.) ——— Col.	———	———	———	———
Kennebec (G.) ——— Ca.	100,000	5	———	———
Kent (G.) ——— N. S.	200,000	1	———	———
Lake (G.) ——— Col.	———	———	———	———
Lake Major ——— N. S.	12,000	50	———	———
Libertad (G. & S.) Mex	———	———	———	———
Manhattan (G.) ——— Col.	100,000	10	———	———
Mariposa (G.) ——— Cal.	100,000	100	———	11½
Massachusetts (G.) ——— Ca.	500,000	5	———	———
Mex. Pac. (G. & S.) Mex.	100,000	100	———	———
Montague (G.) ——— N. S.	50,000	10	———	———
Montana (G.) ——— Col.	100,000	5	———	———
Montezuma (G. & S.) N.	100,000	5	———	———
Mt. Alpine (G.) ——— Col.	250,000	5	———	———
Mt. Vista (G. & S.) Nev.	50,000	10	———	———
New England (G.) Col.	50,000	5	———	———
New Gregory (G.) "	50,000	10	———	———
New York (S.) ——— "	100,000	10	———	———
N. Y. & N. S. (G.) N. S.	100,000	5	———	———
Nova Scotia (S.) ——— "	100,000	2	———	———
Oldham (G.) ——— "	100,000	2	———	———
Otate (S.) ——— Mex.	———	———	———	———
Palma (S.) ——— "	———	———	———	———
Peck (G.) ——— N. S.	100,000	5	———	———
Peninsular (S.) ——— L. Cal.	———	———	———	———
Picacho (S.) ——— A. T.	50,000	———	———	———
Pontiac (G.) ——— Col.	50,000	20	———	———
Prince Albert (G.) Ca.	100,000	2	———	———
Quartz Hill (G.) ——— Col	40,000	25	———	———
Quicksilver ——— Cal.	100,000	100	———	41½
Renfrew (G.) ——— Ca.	120,000	2½	———	———
Riviere du Loup (G.) "	20,000	10	———	———
Rocky Mt. (G.) ——— Col.	———	———	———	———
Sacramento (S.) ——— Nev.	———	———	———	———
San Antonio (S.) ——— A. T.	60,000	50	———	———
Santa Clara (Q.) ——— Cal.	———	———	———	———
Santa Rita ——— Ariz. T.	———	———	———	———
Scottie (S.) ——— Ariz. T.	———	———	———	———
Sherbrooke (G.) N. S.	100,000	10	———	———
Sierra Nevada (G.) Col.	———	———	———	———
Silver Hill (S.) ——— Nev.	———	———	———	———
Sonora (S.) ——— Ariz. T.	———	———	———	———
Southam (G.) ——— N. S.	100,000	5	———	———
Stafford (G.) ——— Ca.	100,000	5	———	———
Star (G.) ——— Col.	100,000	25	———	———
Stewart (G.) ——— Ca.	100,000	5	4	———
Smith & Parm. (G.) Col.	125,000	20	20	———
Tascher (G.) ——— "	50,000	10	———	———
Victoria (G.) ——— "	100,000	2	———	———
Waverly (G.) ——— "	50,000	10	———	———
Windsor (G.) ——— Col.	150,000	10	———	———
United States (G.) & "	76,000	20	———	———

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.62	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	45½
30 Nov. '64	27 43	—	—	—	—	Cambridge	784,671	727,800	150,000	94	(Union Co.)		9	....	94
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3.590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	60
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middl esex)		—	50	25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	46
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	42
30 Nov. '64	5.09	—	75	9	—	Quincy	135,243	71,600	55,538	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	178,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl esex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	..	Suffolk (Boston)	(Sold to	Metro	politan	Aug. 1,	'64.)	34,198	1,261	—	....
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144.316	278,428	—	—	....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	15,000	—	—	(Lea sed)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,289	—	—	....	—
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5.782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75.000	95,551	18,865	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	16.831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,687	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12.000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90.000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.0	—	—	—	Canarsie, B'klyn & Winfi'd	33,500	15,003	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	.....	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,488	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
Sep. '64	18.50	1.00	—	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	44,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,000	35,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	52,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,206	14,758	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	344,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50.000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,915	124,500	65,500	7.000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12.000	—	10.856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211.000	200,300	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50.439	40	10	51½
31 Oct. '64	8.13	—	—	135	17	7 Citizens' (Pittsburg)	185,913	100,000	57,300	19,957	100,331	20,036	8	—	—
31 Oct '64	4.12	—	—	12	2	0 Delaware County	30,729	23,780	6,500	333	6.876	1,473	—	—	—
31 Oct. '64	4.38	—	—	119	20	0 Fairmount & Arch st. (Phil.)	194,618	200,000	—	27.895	77,533	5,901	7½	—	22
31 Oct. '64	16.74	—	—	257	40	0 Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,997	81,029	8	50	43
30 Nov. '64	24.23	—	—	233	39	0 Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	—	120	25	0 Girard College (Phila.)	81,612	160,000	—	—	102,861	24.708	12½	—	25
31 Oct. '64	8.73	—	—	236	33	8 Green & Coates st. (Phila.)	232,954	150,000	98,000	—	168.776	51,494	20	—	32
31 Oct. '64	11.00	—	—	—	16	2 Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3.929	—	—	34½
31 Oct. '64	—	—	—	108	16	2 Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	—	60	12	0 Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	—	60	10	3 Philadelphia and Darby	88,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	—	115	18	6 Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6.096	—	—	—
31 Oct. '64	4.51	—	—	71	12	0 Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,000	15,984	4	—	—
31 Oct. '64	6.16	—	—	129	22	0 Race and Vine (Fairmount)	305,000	180 000	125,000	—	95,336	1,418	—	—	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	136,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	—	58	10	0 Ridge Avenue & Manyunk	179,635	120,000	65.108	—	38,384	8,113	—	—	17½
31 Oct. '64	19.46	—	—	423	65	5 Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,865	27½	20	78
31 Oct. '64	5.62	—	—	75	16	0 17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	—	11
31 Oct. '64	8.38	—	—	115	17	4 Spruce & Pine (Phil. & Gr'sF.)	175,610	159,312	15,500	—	79,670	21,297	6	—	35
31 Oct. '64	7.65	1.51	201	—	35	3 10th & 11th st. (Citizens')	176,049	192.750	—	—	162,367	51.179	20	20	52½
31 Oct. '64	6.25	—	—	125	17	0 13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	22½
31 Oct. '64	9.31	—	—	316	63	0 West Philadelphia	337,879	249,100	100,000	10.000	220,672	16,233	7½	—	67½
						MARYLAND.									
31 Dec. '62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	16½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	— Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1882	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1878	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm 1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	78,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.)	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	....
Malden & Melrose bonds	51,762	—	.....	.....	....
Real Estate	4,000	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, March 1, 1866.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan & July.	1867	122
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	118
" " " ..... coupon		6	" "	1868	119
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	94½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104⅜
" " " ..... coupon		6	" "	1881	104½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,278,100	6	" "	1881	104⅜
" " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,600	6	May & Nov.	1882	104⅜
" " " (5-20s) ..... coupon		6	" "	1882	104⅜
Loan of March 3, 1865 (5–20s) ..... coupon	61,263,000	6	May & Nov.	1885	103⅛
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	1,632,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,769,100	5	Mar. & Sept.	1904	90½
" " " ..... coupon		5	" "	1904	90½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	103½
" " " ..... coupon		6	" "	1884	103
Treasury Notes of July 17, 1861 ..... coupon	167,300	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 1st series	318,044,000	7.3	Feb. & Aug.	1867	99½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	99½
Debt Certificates	62,264,000	6	At maturity.	----	99
One & Two Year Treas'y Notes (legal tender)	8,638,900	5	" "	----	----
Three Year's Compound Interest notes of '64	174,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	423,435,733				
Fractional currency	27,523,734				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	599,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) "	610,000	6		1868	----
" — " " (" ") "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	115
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71–'82	92
" " " ..... "	1,000,000	6	" "	1882	92½
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'63–'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62–'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63–'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	97
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" "	1886	50
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	84
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock ..... "	1,248,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81–'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65–'75	----
" — " " ..... "		5	" "	'81–'91	----
" — " " ..... "		5	" "	'93–'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91–'96	95
" — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	----	d'm'd.	95
" — " " (R. R. etc.) ... "	3,902,000	6	----	'87–'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63–'77	94½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81–'83	94
Maryland—State bonds (st'lg) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'lg conv.) ... "	200,376	5		1865	----
" — " " (st'lg) ..... "	5,585,555	5		'89–'90	----
" — " " (st'lg conv.) ... "	2,490,569	5		'89–'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42–'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89–'90	----
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	100½
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603.333	6		'89–'90	102½
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68–'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88–'90	----
" — " " (" ") dollar	416,500	6	" "	'90–'91	----
" — " " (" "). "	300,000	5	" "	1895	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65–'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68–'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65–'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65–'72	----
" — scrip	94 000	5	Jan. & July.	1874	----
" —	200,000	6	" "	'64–'66	----
	247 000	6	June & Dec.	'68–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71–'76	107½
" — " " " "	600,000	5	" "	'77–'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	93½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100.000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds ..... coupon	250.000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,276,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41–'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1868	79
" —Capitol Loan of 1857	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. ... coupon	200,000	6	" "	1883	----
" — " " S. W. Branch ... "	7,000,000	6	" "	'72–'88	79½
" — " " H. & St. Joseph "	4,500,000	6	" "	'87–'89	----
" — " " N. Missouri ... "	3,000,000	6	" "	'73–'87	77
" — " " Iron Mountain "	4,350,000	6	" "	'72–'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'73–'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87.'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64–'66	----
New Hampshire—State bonds ..... coupon	780,000	----	----	----	----
" —Notes	535,100	6	Feb. & Aug.	1876	93
New Jersey—State stock ..... registered	200,000	6	----	----	----
" " —State bonds (war loan) .. coupon	96,000	6	Jan. & July.	Var.	----
" " — " " (" "). "	531,820	6	" "	'65–'71	----
New York—General F'd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans ..	561,500	5	Jan. & July.	pleas.	----
" " — " " " "	348,107	5	" "	pleas	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	100
" " — " " " "	1,159,781	5	Jan. & July	pleas.	----
" " — " " " "	1,300,000	6	" "	'68–'78	100
" " — " " " "	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	6	----	d'm'd	----
" " — " " " "	11,050	5½	----	d'm'd.	----
" " — " " " "	14,230	6	----	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65–'67	----
" " — " " " "	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63–'74	----
" " — " " "	16,889,025	6	" "	'64–'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	122
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan & July.	1860	----
" — " " (" ") ..... "	1,015,000	5	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	98
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,309	6	" "	1881	95
" — " " (" ") ..... "	2,400,000	6	" "	1886	97
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	dur.	----
" — " " "	10,780,095	5	Jan. & July.	due.	87
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	"	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	85
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	86
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	660,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	92½
South Carolina—State bonds (stg) ..... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68–'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	81
" — " " (interm. impr.) "	2,063,606	5	----	Var.	54
" — " " (railroads) ... "	12,799,000	6	----	Var.	90
" — " " (capitol) ..... "	608,000	5	----	1890	57
" — " " (Hermitage) .. "	48,000	6	----	1890	92
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63–'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62–'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83–'93	70
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85–'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67–'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	'78–'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,547	381,510	357,556	3,709,970
1865	354,755	382,147	449,815	406,680	460,422	521,174	595,528	738,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,457	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,267	312,166	354,554	320,879	307,803	252,015	2,770,484
1865	261,908	252,683	288,159	263,149	312,816	343,985	315,944	391,574	399,602	356 075	294,804	224,022	3,703,116
1866	210,171	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	148,268	161,503	138,795	135,595	1,423,430
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,455	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,564	246,331	289,463	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,693
1866	287,553	174,164	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,834	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	565,145	480,710	519 306	669,605	729,759	716 378	563 400	6,114,566
1865	541,005	482,164	499,296	468,353	585,623	747,942	702,951	767,508	946,707	921,886	749,191	546,619	7,958,980
1866	523,566	405,684	------	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1860	9,930	9,947	12,798	12,218	9,207	9,152	9,096	17,405	18,430	16,500	12,863	13,715	161,261
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	25,334	25.461	211,077
1862	24,243	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37.440	328,656
1863	33,829	33,804	38,485	40,641	37,568	38,068	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,476	94.043	78,111	850,495
1865	77,876	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,940	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,849	1,035,321	10,469,481
1864	964,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,264,126	1,345,456	1,406,387	1,451,217	1,503,993	15,295,916
1866	...including Buffalo Division...1,187,188	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	989.224	324,687	407,992	343,929	511,305	478,576	496,433	437.679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,357	618,088	7,181,208
1866	582,828	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55.257	48,544	512,218
1863	38,203	53,778	60,540	64,206	35,326	40,706	58,704	52,864	77,112	83.059	76,764	68,863	710,225
1864	77,010	74.409	89,901	72,380	83,993	78,697	91.809	90,972	93,078	93,546	96,906	95,453	1,038,165
1865	98,112	86,628	93,503	82,186	73,842	110,186	108,852	112,158	120,051	117,604	114,512	104,987	1,222,017
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,728	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,065	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,943	224,838	217,169	170,554	228,020	310,595	226,840	------	------
1866	121,776	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448.934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
1866	314,598	283,177	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,152	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,314
1862	230,150	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,834	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	287,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,760	4,504,549
1866	282,438	265,796	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64.993	83.202	131,743	126,970	99,662	86.482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,523	95,905	108,269	203,018	237,562	251,996	241,370	300,841	395,579	346,747	171,125	2,535,691
1866	131,707	122,621	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,613	504.217	591,920	743.599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,061	689,688	677,078	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,753
1862	749,163	631,956	710,814	770,223	736,114	610,417	749.571	752,841	892,744	1,018,375	968,228	1,002.758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,278,117	1,450.076	1,227,113	1,187,905	1,116,529	13,257,709
1865	957,860	613,381	955,650	1,346,734	1 255.521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,339
1862	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	463,873	466,557	454,926	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203.853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,971	302,790	301,958	3,081,787
1862	293,420	274,258	295,778	282,695	277,000	261,210	249,419	277,380	397,525	401,299	364,331	370 983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,636	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675 300	701,352	691,556	914,082	7,120,466
1865	684,260	696,738	888,511	738,107	601,238	650,311	612,125	718 016	759,405	807,382	713,472	570,526	8,438 894
1866	555,488	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,278	153,470	144.736	143.748	162.921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,078	153,903	202,771	169,290	177,625	173,722	162,571	218,553	216,737	222,924	207,096	162,694	2,237,975
1866	178,119	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	78,679	67,946	67,423	84,879	122,785	126,100	125,027	77,599	51,296	922 736
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	139,722	142,527	162,858	137,066	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,141
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	110,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,838	139,626	244,114	241,840	221,570	240,209	266,154	2,080,822
1865	144,084	139,171	156,753	144,001	138,738	194,525	271,799	374,024	379,981	375,534	361,610	247,023	2,906,243
1866	226,059	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,283
1866	45,102	36,005	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1902	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,891,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850.	676,000	6	Jan. & July.	"	1880	97
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	130,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116.000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200.000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63.000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	98½
" " $900,000	423,880	6	"	"	1870	89
" " $675.000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	82
" " $2,500,000	867,000	6	"	"	1889	81½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	91½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1887	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	94
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mor.	2,000,000	7	Jan. & July.	New York.	1893	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	93
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	90
General 1st Mortgage	3,000,000	7	" "	" "	1885	80½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	121
Dividend Mortgage	1,010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	24,811					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12.225	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	94
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passumpsic Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102½
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6½	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,784	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	---- ---- ----	---- ---- ----	1891	----
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77
Land Security	3,244,600	7	April & Oct.	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	----	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	99½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	32,000	7	Jan. & July.	New York.	1868	----
Construction	6,837,000	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,563,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	---- ---- ----	----	117
Income	20,500	----	---- ---- ----	---- ---- ----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	---- ---- ----	---- ---- ----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	260,000	7	---- ---- ----	---- ---- ----	----	----
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	----	----
3d Mortgage	600,000	7	---- ---- ----	---- ---- ----	----	----
Guaranteed by Covington	200,000	6	---- ---- ----	---- ---- ----	----	----
Cincinnati (exchanged)	100,000	6	---- ---- ----	---- ---- ----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	---- ---- ----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	----
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1891	----
1st Mortgage	176,000	6	" "	" "	'66-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	----
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	21,000	7	---- ---- ----	---- ---- ----	1866	----
Memphis Branch 1st Mortgage	286,000	7	---- ---- ----	---- ---- ----	'70-'75	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Mortgage	10,000	6	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	82
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R. mort.	300,000	----	---- ---- ----	---- ---- ----	----	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	---- ---- ----	---- ---- ----	1880	----
1st Mortgage	1,600,000	7	---- ---- ----	---- ---- ----	----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6	---- ---- ----	---- ---- ----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	---- ---- ----	1882	111
1st Mortgage (S. F.), convertible	4,320,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	----
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	----
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	----
Jackson Branch	77,000	7	" "	" "	1865	----
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	89½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	----
Real Estate Depot	2,400,000	----	---- ---- ----	---- ---- ----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	---- ---- ----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	---- ---- ----	---- ---- ----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	---- ---- ----	---- ---- ----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	---- ---- ----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	---- ---- ----	" "	----	----
Oskaloosa Division	689,856	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7	---- ---- ----	" "	----	48½
2d Land Grant	691,000	----	---- ---- ----	" "	----	----
Income bonds	513,300	----	---- ---- ----	---- ---- ----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	---- ---- ----	---- ---- ----	1885	----
Mississippi State Loan	202,799	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	171,000	7	---- ---- ----	---- ---- ----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	460,000	6	---- ---- ----	---- ---- ----	----	----
Tennessee State Loan	674,860	6	---- ---- ----	---- ---- ----	----	----
Alabama State Loan	389,410	6	---- ---- ----	---- ---- ----	----	----
Income	1,508,070	6	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	---- ---- ----	---- ---- ----	1883	----
Mississippi State Loan	200,970	6	---- ---- ----	---- ---- ----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	----	---- ---- ----	---- ---- ----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	---- ---- ----	---- ---- ----	var.	----
Mortgage	450,000	8	---- ---- ----	---- ---- ----	1866	----
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	----
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	---- ---- ----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	----	---- ---- ----	---- ---- ----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	----	---- ---- ----	---- ---- ----	----	----
*New Albany and Salem:						
1st Mortgage	500,000	10	---- ---- ----	---- ---- ----	----	----
1st Mortgage	2,235,000	6	---- ---- ----	---- ---- ----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	---- ---- ----	---- ---- ----	----	----
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	---- ---- ----	---- ---- ----	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	---- ---- ----	---- ---- ----	----	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	---- ---- ----	----	----
1st Mortgage (S. F.)	566,000	8	---- ---- ----	---- ---- ----	1899	----
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92
D'bts of former Co's outst'ding	100,000	----	---- ---- ----	---- ---- ----	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	92
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	84
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	2,393,000	7	Feb. & Aug.	" "	1876	99½
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	91½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98½
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	96
5th Mortgage	1,002,500	7	June & Dec.	"	1888	92½
Buffalo Branch	186,400	7	Jan. & July.		1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"	----	100
3d Mortgage	980,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----
N. York, Providence and Boston						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-'75	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,580,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92½
2d Mortgage	3,077,000	7	"	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84½
Chattel Mortgage	360,000	10	" "		1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,260,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71–'87	77½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1866	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	95½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
3d Mortgage Sterling	2,288,840	6		London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'76	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	865,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	135,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	468,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,556,600	6	April & Oct.	"	1870	93½
" 1861, "	108,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	85
" 1844, "	804,000	6	" "	"	1880	88
" 1848, "	101,000	6	" "	"	1880	88
" 1849, "	67,000	6	" "	"	1880	88
1857, (convertible)	564,000	6	" "	"	1886	88
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	598,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	93½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	90½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	83
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'76	
Quincy and Chicago						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	767,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	
Richmond and Petersburg:						
Coupon	189,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	76
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1875	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	197,000	6			1868	
Sterling	183,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	600,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,507,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	77
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	87½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,855	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	84
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	95½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	91
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	12	*Alabama and Mississippi*	461,595	30,991	—	385,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	307,629	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	28	14	283	Montgomery and West Point	1,538,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,15	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.5	53,325	89,470	43,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,898	134,5[illegible]	—	....
31 Aug '65	61.8	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	523,490	3,000,000	927,000	—	4,654,38[illegible]	75.[illegible]	454,2[illegible]	1,459,7[illegible]	413,528	12	170
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	1[illegible],702	—	....
31 Dec. '64	57.0	—	1.3	—	5	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65[illegible]	360,167	140,391	16	—
28 Feb '65	50.0	—	2.0	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,387	loss.	—	174
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	—	.....	—	—	49,665	197,287	85,946	8	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,386	*	—	658,805	51,000	—	810,982	66.0	211,886	270,672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,240	117.4	652,755	1,847,201	622,5[illegible]	9	114
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,338,600	607,009	10,962	3,288,531	66.4	344,463	631,729	244,471	7	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,299	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,285	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,911	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,580,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,852	13	—
30 Sep. '55	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,342	454,541	—	....
								ILLINOIS.													
31 Dec. '64	220.0	—	....	—	49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000	.....	9,896,598	281.0	1,104,197	2,770,454	1,273,518	7[illegible]	112[illegible]
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537,020	2,518,232	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	114
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,4[illegible]	830.0	.....	8,820,75[illegible]	1,892,272	—	25[illegible]
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	.....	9,484,[illegible]82	228.4	1,212,654	3,859,391	1,891,70[illegible]	6	106[illegible]
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	150.0	.....	742,097	377,476	—	65[illegible]
31 Dec. '65	454.8	252.5	....	—	148	76	3,297	*Illinois Central*	30,529,844	*	—	23,374,400	13,221,500	.....	40,668,060	708.3	3,507,466	7,161,20[illegible]	2,[illegible]74,924	10	116
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	.....	4,344,955	111.0	.....	4[illegible]8,87[illegible]	210,950	—	3[illegible]
31 Dec. '64	156.0	14	12.2	—	42	28	965	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,064,074	893,[illegible]07	—	3[illegible]
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,090,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '65	132.0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	283,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	552,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.6	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,045	25,689	1,689,900	1,367,284	140,689	3,458,105	110.0	.....	448,858	230,834	9	70
31 Dec. '64	84.0	—	....	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,22[illegible]	108.0	312,859	527,863	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40[illegible]	—	36[illegible]
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,933,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,556	1,007,977	521,254	18	15[illegible]
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,427,947	1,343,870	—	2,929,782	75.5	112,[illegible]34	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 73,123	63,961	—	3,649,396	960,000	27,364	4,891,84[illegible]	100.0	200,813	412,156	162,288	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	....
30 Jun. '65	135.0	96.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99[illegible]	111.8	.....	426,408	227,584	—	....
30 Jun. '65	29.0	—	3.1	—	} 4	13	219	} Lexington and Frankfort	605.298	52,800	—	514.573	79,000	—	786,518	29.0	236,061	188,463	63,77[illegible]	7	80
30 Jun. '65	65.1	—	5.4	—	}			} Louisville and Frankfort	1,532,345	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.6	983,047	4,514,540	2,172,516	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555,434	—	....
31 Aug '60	53.7	—	....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,896	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.8	1,582,793	4,121,213	1,715,063	—	102
31 Mar. '65	246.0	277.8	....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	—	73
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	308,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,435	—	....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	....
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,850,000	93,378	7,695,870	168.5	480,186	950,499	640,64[illegible]	—	37
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '65	283.0	—	14.4	—	45	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,208	233.0	598,415	1,097,793	211,310	—	....
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,340	116,927	—	70,513	3,487,234	.....	3,883,402	114.0	100.662	197,744	1,846	—	....
30 Sep. '64	86.5	3.6	8.2	—	16	15	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2[illegible]2	3,501,000	40,568	6,352,109	99.1	280,189	899,291	51,8[illegible]	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	——	.....	——	6	4	74	Androscoggin	1,050,000	*	——	151,333	444,638	205,584	757,331	36.5	76,344	79,761	43,461	——	——
30 Jun. '62	149.0	——	25.0	——	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	——	2,494,900	3,068,491	——	7,983,475	149.0	oper. by	Gd. Tk.	.....	——	45
30 Sep. '61	63.0	9.5	8.0	——	12	11	120	Kennebec and Portland	2,871,264	*	——	1,287,779	——	271,145	2,990,998	109.5	139,953	172,113	91,487	——	——
31 May, '63	99.7	9.5	.....	——	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	——	——
31 May, '65	51.3	——	.....	——	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	——	——	1,600,004	51.3	161,056	450,222	236,767	6	91
May, '59	37.0	——	.....	——	.....	.....	.....	Somerset and Kennebec	783,763	*	——	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	——	——
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	——	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,889	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	110
30 Sep. '63	30.0	——	.....	——	7	33	167	Washington Branch	1,650,000	*	——	1,650,000	——	——	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	——	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	——	12,273,647	261.6	1,099,548	3,051,669	1,085,387	11	44
								MASSACHUSETTS.													
30 Nov. '64	——	——	——	——	8	——	7	Boston, Hartford & Erie	9,971,981	249,748	——	8,500,000	3,806,000	169,363	12,475,363	——	——	——	——	——	11¼
30 Nov. '64	26.7	1.8	16.8	——	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	95
30 Nov. '64	74.3	8.8	51.1	——	36	78	720	Boston and Maine	3,884,161	476,975	——	4,076,974	——	——	4,911,728	164.3	737,505	1,272,600	443,332	8	116¼
30 Nov. '65	47.0	7.0	32.5	——	28	39	859	Boston and Providence	3,392,600	207,400	——	3,600,000	21,500	——	4,218,927	61.8	450,096	1,221,104	366,332	10	126½
30 Nov. '64	44.6	24.0	60.8	——	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	——	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	132½
30 Nov. '64	46.0	1.1	2.7	——	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	——	681,666	102,900	——	1,103,581	47.1	82,108	161,203	78,265	6½	65
30 Nov. '64	50.0	2.4	9.6	——	12	23	158	Connecticut River	1,614,376	187,560	——	1,591,100	250,000	——	2,079,944	52.4	223,318	472,321	165,932	6	102½
30 Nov. '64	44.2	30.5	27.5	——	31	74	468	Eastern	3,966 179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	5	101
30 Nov. '64	51.0	42.5	75.8	——	25	35	457	Fitchburg	3,189,851	350,149	——	3,540,000	——	——	3,846,885	93.4	434,622	868,852	309,341	8	107½
30 Nov. '64	12.4	——	2.3	——	——	——	——	Lowell and Lawrence	332,883	30,275	——	200,000	75,000	3,374	366.912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '64	14.5	——	17.2	——	10	17	210	Nashua and Lowell	558,919	95,684	——	600,000	——	50,465	809,362	71.0	186,647	291,518	63,019	8	116½
30 Nov. '64	20.1	1.5	1.2	——	4	17	66	New Bedford and Taunton	460.527	46,018	14,000	500,000	219,500	——	719,500	36.7	54,272	220,820	43,527	7	107½
30 Nov. '64	33.0	——	0.7	——	5	6	25	N. York and Boston Air Line	1,314,916	82,880	——	788,047	1,072,900	187,590	2,048,537	36.7	94,748	53,492	——	——	10½
30 Nov. '64	98.5	8.8	27.5	——	26	66	488	Old Colony and Fall River	3,923,876	334,503	——	3,609,600	452,000	451,350	4,512,950	107.8	510,010	961,030	469,932	8	103
30 Nov. '64	43.4	1.0	14.9	——	14	18	163	Providence and Worcester	1,409,207	213,183	——	1,700,000	——	——	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	——	1.7	——	3	4	197	Salem and Lowell	382,470	81,543	——	243,305	226,900	727	470,931	(Oper by B. & L. Co.)		17,500	——	1½	110½
30 Nov. '64	6.1	——	.....	36.5	——	——	——	Troy and Greenfield	——	——	——	923,942	979,508	——	(Surrendered to the Commonwealth.)						.....
30 Nov. '64	69.3	8.0	5.5	——	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	——	3,932,547	77.3	151,527	342,297	134,363	——	40
30 Nov. '64	156.1	17.3	126.6	——	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	——	5,150,000	6,287,520	——	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	138½
30 Nov. '64	45.7	——	9.8	——	10	12	143	Worcester & Nashua (par 83⅓)	1.088,898	116,000	——	1,141,000	76,000	51,390	1,268,390	45.7	194,712	388,285	137,605	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	——	5.6	——	14	10	232	Boston, Concord and Montreal	2,850,000	*	——	1,800,000	1,050,000	——	3,141 091	93.5	.....	408,388	141,407	——	62
30 Nov. '64	53.6	——	8.0	——	18	16	248	Cheshire	2,703,488	*	——	2,085,925	679,500	——	2,765,425	53.6	382,852	539,743	155,896	——	——
31 Mar. '64	34.5	——	.....	——	21	22	494	Concord (par $50)	1,500,000	*	——	1,500,000	——	——	1,500,000	61.3	.....	821,985	136,049	8	65
31 Mar. '64	29.3	——	2.8	——	2	——	——	Manchester and Lawrence	1,065,345	——	——	1,000,000	12,300	20,904	operated	by	Concord	R. R.	80,699	7	111
31 Mar. '64	29.3	——	2.8	——	2	4	80	Merrimac and Conn. Rivers	698,258	*	——	595,588	568,000	——	.....	52.7	.....	.....	.....	——	.....
31 Mar. '64	69.2	13.0	12.5	——	24	14	424	Northern New Hampshire	3,068,400	*	——	3,068,400	166,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	94
30 Apr. '64	24.7	——	2.2	——	5	2	60	Sullivan	1,480,730	*	——	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	——	——
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	——	.....	.....	.....	Belvidere Delaware	3,386,285	*	——	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	——	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	.....	.....	124 2	.....	5,799,936	1,140,788	35	116½
31 Dec. '64	60.2	——	.....	——	.....	.....	.....	Camden and Atlantic	1,881,414	*	——	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,100	——	54
31 Dec. '64	64.0	26	64.0	——	59	34	908	Central of New Jersey	9,203.924	1,078,538	——	6,500,000	2,000,000	——	9,764,509	90.0	948,218	2,537,184	1,305,630	20	111½
31 Dec. '64	53.0	——	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,765	7	100
31 Dec. '65	33.8	——	.....	——	.....	.....	.....	New Jersey	3,903,171	738,194	1,574,548	5,000,000	805,000	——	6,434,399	33.8	654,192	1,875,981	803,323	10	135
31 Dec. '64	21 3	——	.....	——	2	6	17	Northern New Jersey	452,116	*	——	158,800	260,000	45,072	463,872	21.5	99,787	146,936	29,000	——	——
31 Dec 64	.....	——	.....	——	.....	.....	.....	Raritan and Delaware Bay	2,696,481	*	——	2,360,700	1,534,000	544,426	4,440.026	——	——	229,476	——	——	65
31 Dec '64	18 2	——	.....	——	.....	.....	.....	Warren	2,008,300	——	——	1,408,300	600,000	——	2,008,300	18.2	.....	290.022	130,510	6¼	46½
31 Dec '64	38.5	——	.....	47.	——	——	——	West Jersey	1,461,219	*	——	588.400	700,000	——	1,288,400	——	——	207,952	91,544	——	.....
								NEW YORK.													
30 Sep. '65	82.0	——	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	——	1,604,145	1,016,739	173,722	2,794,607	82.0	65.472	175,729	88,064	——	.....
30 Sep. '64	48.9	——	3.1	——	8	8	140	Atlantic and Great Western	2,651,285	388,059	——	919,153	1,777,560	155,417	3,039,343	48.9	166,207	458,441	80,873	——	.....
30 Sep. '64	142.0	——	13.0	——	28	41	——	Buffalo, New York and Erie	3,369,088	*	——	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	——	108½
30 Sep. '64	88.3	——	18.5	——	35	35	608	Buffalo and State Line	2,267.838	516,576	189,000	2,200,000	1,200,000	——	3,380,000	88.3	645,234	1,946,486	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	——	276	114	4,600	Erie	42,316,856	*	6,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,824	13,429,643	4,594,725	8	86
30 Sep. '64	144.0	——	128.3	——	71	164	671	Hudson River	13,053,434	1,616,413	——	6,218,042	7,787,680	1,167	14,666,547	150.0	1,396,293	4,132,600	1,587,283	8	104
30 Sep. '64	94.0	9.5	08.3	——	15	32	110	Long Island	2,567,162	361,312	——	1,852,716	932,000	——	2,928,474	103.5	290,474	497,299	335,297	14	79
30 Sep. '65	297.8	258.1	421.0	——	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	——	44,075.497	854.9	5,804,048	13,975,524	2,694,714	6	91½
30 Sep '64	130.7	2.1	45.0	——	35	57	565	New York and Harlem	9,510.739	1,105,299	1,022,685	6,585,050	6,115,800	——	12,700,850	183.8	1,730,116	1,860,429	450,709	——	.....
30 Sep. '64	118.0	3.7	17.8	——	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	——	——	4,571,900	——	4,571,900	121.7	458,311	726,353	176,640	——	.....
30 Sep. '64	35.9	——	2.2	——	6	13	61	Oswego and Syracuse	773,654	128,199	——	396,340	311,500	23,708	901,853	35.9	83,498	218,994	112,056	8	.....
30 Sep. '64	25.2	——	2.5	——	10	36	142	Rensselaer and Saratoga	762.481	199,855	——	800,000	233,750	——	1,033,750	58.2	129 084	432,837	216,362	8	.....
30 Sep. '64	149.6	48.5	18.2	——	28	34	358	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	——	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	38
30 Sep. '64	40.9	6.7	3.9	——	8	17	90	Saratoga and Whitehall	824,723	105,601	——	500,000	360,000	——	930,324	51.3	114,725	257.035	91,060	——	.....
30 Sep. '64	13.0	——	0.3	——	2	6	6	Staten Island	282,917	34,237	——	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	——	.....
30 Sep. '64	81.0	——	8.0	——	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	——	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,459	——	.....
30 Sep. '64	34.9	——	6.5	——	12	15	185	Troy and Boston	1,639,779	283,489	——	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,440	261,925	——	.....
								NORTH CAROLINA.													
31 May, '60	94.9	——	6.4	——	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	——	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	——	.....
—— ——	58	228.0	——	——	.....	.....	.....	North Carolina	4,235,000	*	——	4,000,000	——	——	.....	228.0	.....	.....	.....	——	.....
—— ——	59	97.0	——	——	.....	.....	.....	Raleigh and Gaston	1,240,241	*	——	973,300	126,200	——	.....	97.0	.....	206,917	103,541	——	.....
30 Sep. '60	161.5	15.0	.....	——	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51.800	2,934,509	171.9	.....	469.458	219,688	——	.....
30 Sep. '59	161.9	——	.....	——	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	——	192.5	——	——	——	Western North Carolina	2,000,000	*	4,700	290,212	——	70,860	364,072	——	——	——	——	——	——
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	——	977,983	717,000	——	2,042,067	40.0	.....	154.600	78.927	——	.....
31 Dec. '64	113 2	——	.....	——	21	12	206	Bellefontaine and Indiana	3,430,357	*	——	2,562,251	1,040,550	——	3,719,374	118.2	523,741	976,881	279,066	——	.....
31 Aug. '63	137.0	——	.....	——	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,678,000	1,126,458	6,810,482	141.0	653,028	857,701	350,271	——	14
31 Mar. '65	60.3	——	.....	——	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	——	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	131.8	——	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	——	1,555,112	1,300,000	——	2,856,112	131.8	.....	.....	.....	——	.....
31 Dec. '64	135.4	55.8	.....	——	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	——	6,919,486	191.2	1,032,368	2 499,348	1,235,162	15	114
31 Dec. '64	67.0	——	.....	18.0	13	6	310	Cleveland and Mahoning	2,583,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	875.209	228,651	——	45
31 Oct. '64	95.5	——	40.5	——	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	——	4,000,000	1,501,000	——	5,501,000	95.5	607,589	2,424,299	1,651,960	26	.....
30 Nov. '64	101	102.5	.....	——	56	28	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	——	8,776,352	203.5	1,256,812	2,512,315	438,897	3	77½
31 May '65	109.3	79.4	.....	——	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	——	8,070,880	188.6	2,104,098	1,691,266	854,780	10	108
31 Dec. '58	61.4	——	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1.574,693	*	——	369,673	575,250	632,486	.....	61.5	76.120	68,128	19,765	——	.....
31 Dec. '58	72.0	——	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	——	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	——	99
30 Nov. '64	54.5	61.5	12.5	——	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	——	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	——	7.9	——	18	6	413	Dayton and Michigan	6.496,811	485 363	——	2,366.705	3,762,430	——	6,214,825	142.0	.....	1,069.187	431,980	——	.....
30 Nov. '64	83.5	——	39.6	——	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	——	5,111,695	138.0	1,117,886	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.0	13.1	——	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	——	12,047,731	3,011,293	——	15,805,315	250.8	456,406	1,038,166	427,405	——	.....
30 Apr. '62	192.3	——	.....	——	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	——	.....
31 Aug. '58	117 0	8.0	.....	——	17	16	238	Pittsburg, Columbus and Cin.	4.772,951	*	——	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	——	.....
30 Jun. '64	158.5	52.0	.....	——	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595,400	251,867	3,343,966	1,341,093	14,202	5,172,138	205.9	355,409	719,924	145,900	——	19½
Dec. '64	116.0	9.0	.....	——	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	——	886,909	1,292,000	144,994	2,810,786	125.0	209,011	: 8207	189,488	——	.....
Dec '64	742.4	——	——	——	48	15	989	Toledo & Wabash	10,080 918	*	——	3,427,050	6 653,868	——	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	82

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	434	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		23½
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,951	193,901	8	88
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,296,595	2,824,490		6,832,950	3,491,500	606,321	10,980,771	204.5	1,622,327	1,984,948	721,782	20	141
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,764	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,069		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,020,000		2,020,000	78.0	308,776	656,518	48,741	2½	26½
31 Oct '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,529	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,165	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	385,260	143,472		19½
31 Oct. '64	80.0		34.0		119	164	1,330	Lackawanna and Bloomsburg	3,166,407	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,741		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,362	1,452,158	20	62½
31 Oct. '64	28.8	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(oper	r. by	Reading	R. R.)	6	50
31 Oct. '64	130.5		65.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	(		"	"	7½	54½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,556,418	517,375		3,150,150	3,105,705		9,255,855	69.8	320,638	741,977	348,307		36
31 Dec. '65	300.8	56.1	319.0		290	173	4,926	Pennsylvania	28,434,320	3,375,024	6,243,894	20,000,000	16,554,840		45,850,796	356.9	5,846,778	17,459,104	4,389,111	10	55
31 Oct. '64	17.0	3.0	22.0		15	4	101	Phila., Germant'n & Norrist'n	1,139,079	252,399		1,350,100	315,500		1,673,100	24.0	283,789	425,147	207,893	8	54
31 Oct. '64	247.6		29.1					Phila. and (Sunbury) Erie	15,761,623			5,013,654	9,940,609	10,560	14,963,654	(oper	r. by	Penn. R.R.	Co.)		29½
30 Nov '64	152.0	46.8	206.5		216	81	14089	Philadelphia and Reading	15,998,270	5,736,480	734,788	20,072,323	7,271,879		27,716,253	509.5	3,328,229	9,269,341	4,308,156	15	49½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,995	999,200	250,000		1,249,200	28.2	175,447	424,000	477,658	10	114
31 Oct. '64	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,677,300	692,000		9,349,300	107.0	839,235	3,205,560	1,365,200	10	56½
31 Oct. '65	59.5		11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 64	198,820		1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,366	130,361		9
31 Dec. '64	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,340	*		8,181,126	12,657,060		23,942,670	468.3	3,940,773.7	120,466	3,019,067	10	90½
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to Northu	Cen	87,070	226,818	107,490	10	40
31 Oct '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,529	102,983		884,036	1 009,095	162,312	1,855,443	28.4	118,698	276,232	14 ,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	166,384		891,800	372,000	1,343	868,137	29.6	95,566	223,338	211,317	8	48
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	114
								SOUTH CAROLINA.													
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		341,190	125,871		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,832					1,499,636	701,949	7	
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,600	99,110	1,137,707	47.6		29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.8	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,366,578	878,069	129,364	3,309,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,023		
1859	47.4		2.8		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,176	83,129	44,666		
1859	84.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,245			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz. & Col'rdo								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275 000	240,000	171,566		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	389,000		70.0	102.200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,830,277	*		1,679,600	638,500		3,083,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556.275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,033		1,097,000			1,206,683	62.5	136,761	185,474	67,786		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887		1
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	oper	r. by Vt.	Central		8	96
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,201,886	22.7	48,995	61,267	26,451		
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,088,500	*		332,000	700,000			oper	r. b. Troy	& Bost.	63,852		
								VIRGINIA.													
1 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,084	1,586,362	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,878	122,155		1,500,124	590,610	155,162	9 month.	9.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	6,322,150	*		468,606	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,617,500	590,056		107.7	270,540	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,926		1,265,300	1,851,500	292,842	4,745,250	123.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	181	Petersburg and Roanoke	1,223,520	*		883,200	102,500	5,799	1,466,527	80.5		326,554	213,852		74
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,756,685	135.2	224,514	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		75.8	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		535,750	204,800	26,855		43.5	1,054,054	163,755	79,586	6	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,058	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,755	541,197	33,948	3,162,754	1,480,592	52,929	4,882,929	195.0	280 968	634,081	359,136	5	
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,192	740,489	347,957		
								WISCONSIN.													
31 Dec. '64	195.0	175.0			54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000		9,650,000	370.0	1,125,571	2,113,118	506 55		
31 Dec. '64	191.9	42.5	28.3		41	29	690	*Milw'kee and Prairie du Chien*	7,726,273	*	4,323	6,775,773	607.000		8,452,351	284.4	988,183	1,711,281	606,330		
10 May, '64	103.9		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0				31	27	40	Buffalo and Lake Huron (Lty)	11,938,000	*		11,750,000	188,000		11,938 000	16.10		236 798	67,652		
31 Dec. '62	49.0				16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0		242.798	117,842		15
30 Jun. '63	1,096	137.0		78.0	204	130	2,399	Grand Trunk	[illegible],010,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096		4,368,510	1,154,855		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,633,750	*	1,250,000	16,802,745	9,281,435		26,084,180	357.0		3,011,866	1,649,510	1½	
31 Dec. '64	94.5	1.6			18	20	337	Northern (O. S. & H.)	5,456,615				4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,658,706			4,658,706	108.0	160,421	107,640	20,00		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,232	60 0		132 555	36,670		
								NOVA SCOTIA.													
Dec. '62	61.5	30.6			20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	158,416	139,107	87,181		
								NEW GRANADA.													
Dec 63	42.				11	22	120	Pan ma	9,000,000	*	658	6,000 000	75,200		10 763,723	45.7		837,488	1,328,924		

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	31½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,425,200	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	53½
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	71
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	40
Erie (preferred)	8,535,700	7	7	32
Hannibal & St. Joseph (preferred)	5,253,856	7	----	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	97½
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,600	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	ff	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	83
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	57
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	----	----
" " " (2d pref.)	904,473	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,40[illegible],300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	90½
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	———		18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	79
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	600,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb B.R.	----	----	----		----	----
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,608	6	M. & S.		1870	91½
Six per cent. Loan	2,432,274	6	A. & O.		1884	87
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	455,500	6	A. & O.		1876	95
2d Mortgage	295,750	6	----		----	90
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	81
2d Mortgage	3,980,670	6	J. & J.		1882	75
Improvement	568,500	6	M. & N.		1876	68½
Susqueh'a Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1895	----
Mortgage bonds	993,000	6	"	"	1878	54
Preferred Interest b'ds.	227,569	6	"	"	1878	24
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	24
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	89½
Wyoming Valley.						
1st Mortgage	850,000	6	J. & J.		1878	82

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	32
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	52½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	78
" (preferred)	100	1,175,000	10	114
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	21
" " (preferred)	50	2,722,607	—	28
Susquehanna and Tide Water	50	2,048,280	—	11½
Union	----	----	----	4½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	59

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	47 — @ 50 —
Pig, American, No. 1		48 — @ 50 —
Bar, Refined, English		100— @110 —
Bar, Swedes, assorted sizes (in gold)		— @ 97 50
	Store Prices.	
Bar, Swedes, assorted sizes		165 — @175 —
Bar, English & American, Refined		120 — @125 —
Bar, English & American, common		110 — @115 —
Scroll, English		150 — @200 —
Ovals and Half round		145 — @155 —
Band, English		— — @150 —
Horse Shoe		150 — @155 —
Rods, English		127 50 @190 —
Hoop, English		160 — @225 —
Nail Rod	per lb.	— 10 @ — 11
Sheet, Russia	per lb.	— 33 @ — 35
Sheet, English, Single, Double and Treble		— 7 @ — 8½
Sheet, Am., Single Double and Treble		— — @ — —
Rails, English (gold)	per ton	— — @ 56 —
Rails, American		— 85 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)		— 11 @ — 12½
English Blister (1st & 2d qlty.)		— 13 @ — 20
English Machinery		— 13½@ — 15
German		— 15 @ — 17
American, Blister		— 12 @ — 14
American, Cast, Hammered		— 18 @ — 22
American, Cast, Rolled		— 13 @ — 15
American Spring		— 11 @ — 13
American Machinery		— 13 @ — 14
Milan (in bond)		— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 52 @ — 55
Sheathing, Yellow		— — @ — 46
Pig, Chile		— — @ — —
Bolts		— 52 @ — 55
Braziers'		— 52 @ — 55
American Ingot (cash)		— 34½@ — 35½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		— 8 75 @ — 8 87½
German Refined		— 8 75 @ — 8 87½
English		— 8 75 @ — 8 87½
Bar	per lb.	— — @ — 10
Pipe and Sheet		— — @ — 14

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 24½@ — 25
Straits		— 24 @ — 24½
English		— 22½@ — 23
Plates, Charcoal I. C	per box	16 50 @ 17 —
Plates, I. C. Coke		12 50 @ 14 50
Terne, Coke		11 — @ 11 50
Terne, Charcoal		— — @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash)	per 100 lb.	7 25 @ 7 50
Clinch (cash)		8 75 @ 9 25
Copper		— — @ — 60
Ausable Horse, Norway Iron, Forged		— — @ — 41
Zinc Nails (6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 26½@ — 27
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— — @ — —
Naptha, Refined (60@63 gravity)		— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	Th. 1	F. 2.	Sat 3.	M. 5	Tu. 6	W. 7
Atlantic M. S. S. Co	131½	133	133	133	----	----
At. & Gt. W. (O) 1st m'g	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M	----	----	----	94	94	----
California 7s	----	----	----	----	----	----
Canton Co	44½	44½	44½	----	45½	44
Central Am. Transit	----	17	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	118	----	----	----	----	----
" " 1 M.	94	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	112	----	----
" " " 8 p.c.	109	----	----	----	----	----
Chic. & Northwest'n	----	27½	27	26½	25½	25½
" " pref.	27½	54½	53½	53½	52½	53½
" " 1st M.	----	81	----	80½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	80½	----	----
Chicago & Rock Isl.	105½	105½	104½	105½	106	107
" 1st M. '70	----	----	----	----	99	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	78x	77½	76½	76½	76½	76½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	87	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	108½	108½	108	----	107	----
" " S. F. 7 p.c	94	----	----	----	----	94
Cumberland Coal, pref	45½	45½	44½	44½	44½	43½
Del. & Hudson Canal	135½	135	----	----	135	135
Del., Lack. & West	----	----	----	----	----	----
" 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	85½x	86½	85½	84½	85½	87
" pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '67	100	100	----	----	99½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	96	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	103½	104½	103	102½	----	103
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	99½	----
" 2M. S.F.	----	101	100	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115½	115½	115½	115	114	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
Mariposa Mining Co	11½	----	----	11½	----	----
Michigan Central	102x	----	103	102	----	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	70½	70	69½	70½	71½	71½
" " guar'd	----	----	----	----	----	----
" " 1M S.F.	95	----	----	----	----	----
" " 2 M.	----	----	----	----	89½	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	78	78	77	78	77½	78½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	78½	78½	78	77½	----
New York Central	92x	92	91	91½	91½	91½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	92	----
" " 7s, conv. '76	100½	----	----	----	----	100½
" " 6s, S.F. '83	----	92½	----	92	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	82	82	83½	84½	85
" "pref."	----	----	----	----	----	82½
" 1M. 7p.c. '76	----	----	----	----	100	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	82	82	83½	84½	85
Ohio & Miss. cer.	----	25½	25½	25	25	24½
" " pref.	----	----	----	----	----	24½
Pacific Mail S.S. Co	205½	210	----	----	215	215½
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	100x	98½	97½	98½	97½	98½
Pitts. Ft. W. & Chicago	93x	92	91	90	89½	90½
" " 1M.	----	----	----	----	98½	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	83	----	----
Quicksilver Mining Co.	43½	42½	42½	41½	41½	41½
St. L., Alton & T. H.	35	36	34½	----	----	----
" pref.	59½	----	----	----	57	----
" 1M.	----	----	----	----	----	----
" 2M. pref.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	92½	92	92½	92½	92½	92
Tol. Wab. & Western	----	----	----	33	----	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	87½	----	----	----	----	----
" 2M.	----	----	----	78	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	69	70	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	Th.1.	F.2	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	94¼	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	90¾x	90¾	90¾	90¾	90¾	90¾
U. S 5s, 10-40s, reg.	----	----	----	90¾	----	----
U. S. 6s, 1881, reg.	104¼	104¼	----	104¼	104¼	----
U. S. 6s, 1881, cou.	104¼	104¼	104¾	104¾	----	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	123	122	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	118	----
U. S. 6s, 1 year certif.	98⅞	98⅞	----	99	----	----
U. S. 6s, 5-20s, c. 1862.	103½	103⅛	103	103	103⅛	103
U. S. 6s, 5-20s. c. 1864.	103	103	103	----	----	103⅛
U. S. 6s, 5-20s, c 1865.	103⅛	----	103	103	103	103⅛
U. S. 6s, " reg.	----	----	103	----	----	103⅛
7.30 Notes, 1st series	99½	99½	99½	99⅝	----	99⅝
" " 2d series	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
" " 3d series	99⅛	99⅛	99⅛	99⅜	99⅛	99⅛
American Gold	135½	----	----	133½	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	W.28.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Cattawissa	23¾	----	----	----	----	----
" preferred	33½	33⅞	33⅞	34	33¾	32
Camden & Amboy	117½	119	117	116½	116¾	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	82	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	92	----	91½	91¾	----	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	32	----	----	----	----	----
Elmira & W'mesport	----	----	----	----	----	----
" " pref.	----	----	40	----	----	40
" " 7s	91	----	----	----	----	----
Lehigh Navigation	51¾	----	----	51¾	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	63	63	63	63	----	62½
" " 6s	----	89¾	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	50
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	54	54½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36	36	36	----	----	----
" " 6s	----	----	----	84½	84½	84½
" " 10s	----	----	----	----	----	----
Northern Central	44½	44	----	----	----	----
Pennsylvania R. R.	57	56½	56½	56½	56½	56
" 1st m.	----	----	95½	95½	----	----
" 2d m.	93	----	----	----	----	----
Penn. State, 5s	87	87	----	85⅝	87	----
" " 5s, coupon	86	----	----	86	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	----	87½	87½	----	----
" " new	91½	91½	91½	91½	91	90¾
Philad., Germ. & Nor.	54	----	54	----	----	----
Phila. & Reading	50½	50	50	49½	49½	48¾
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	31	31	30	29½	29½	29½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	88	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	29½	----	----	29
" " 6s '82	----	----	----	76½	75	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	81	----
Susq. Canal	12	----	----	12½	11½	----
" " 6s '78	54	----	----	----	----	----
Union Canal, pref.	----	----	----	----	4½	----
" " 6s '83	25	----	----	----	24	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	58½	59	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	35½	----	34	34½	34½	34½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	73	----
Spruce & Pine, "	----	----	----	----	----	35

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	W.28.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	100	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100	100	100	99½	99½	----
Balt. and Ohio	111	----	----	110½	110	110
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	97
Northern Central	----	----	----	----	----	----
" " b'ds, '85	86	----	----	86	----	----
" " " 90	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	Th. 1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Lowell	95	95	----	----	----	----
Boston and Maine	117	----	----	----	----	126¼
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	132	----	----	----	135
Cheshire, pref.	45	----	----	44½	----	44½
Concord	----	----	61	65	----	----
Connecticut River	----	102½	----	----	----	102½
Eastern, Mass.	101¼	101¾	----	101	----	----
Eastern, N. H.	----	101½	----	----	----	----
Fitchburg	----	106¾	----	----	----	107
Manchester & Lawr'ce.	110	----	----	----	105	111
Michigan Central	----	----	----	----	103	102½
Northern, N. H.	----	92	----	----	----	94
Old Colony and Fall R.	102½	----	102½	103	----	----
Ph., Wil. & Baltimore	56¾	56¾	----	----	----	57½
Portl'd, Saco & Ports.	----	96	----	----	----	----
Vermont & Canada	95	----	----	----	96	----
Vermont & Mass.	40¾	40⅝	40	----	----	----
Western	137½	----	136¾	----	----	137½
Broadway (Horse)	----	----	46¾	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	----	46	45
Middlesex "	43	----	----	----	42	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	25⅜	25⅜	26½	26½	26	26
Franklin "	39	37½	37½	37½	----	----
Huron "	----	----	----	----	37	----
Isle Royale "	----	----	12½	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	8	----	7½	----
Pewabic "	----	34½	----	----	----	35½
Pittsburg "	----	----	----	49	----	----
Quincy "	53	53	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 20th of February

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	68	"	68½
Virginia State 6s	48	"	52
Do. 6 per cent.	40½	"	41½
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	76
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	72
Erie shares, $100 (all paid)	53	"	53½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	76½	"	77
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	33	"	37
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	75	"	77

American Railroad Journal.

Saturday, March 10, 1866.

Stock Exchange and Money Market.

The general financial condition of the country is evidently improving; and if no political difficulties occur to involve it in new and needless expenditure, we shall make our way out of our difficulties with great certainty. The policy of Mr. McCulloch has been assailed by various parties without a real comprehension of its character. The necessity and propriety of resuming specie payments at no distant day, an honest policy, is perverted into a design on his part to rapidly contract the currency and bring the evils of a tight money market upon us without preparation. This is simply absurd. If the measures of the Secretary tend to raise the value of his legal tenders and of the Government securities, as they are now doing, they are bringing us back to specie values without really contracting the currency. We have maintained that it is quite possible to do so; and we have good reason to believe that the currency question is the least of his difficulties. Let our paper fully appreciate and it will take care of itself. We have free trade in money; and only let it be really worth what it professes to be, and the laws of business will provide the necessary supply. Who can object to a paper dollar being worth its face? Whowill be injured by this improvement in its value? Will the country or the people be any the poorer for having more money in their pockets by 30 per cent. than they now have? The clamor against a specie basis and against contraction is a false alarm, and is not worthy of a moment's heed. It is a most interesting fact, that as gold declines in our market, our foreign securities advance in Europe, and are becoming steadier every day. The recent fall of four per cent. in the price is really a boon to the country, and is of material advantage to its interests. If speculators are caught with large stocks on hand at inflated prices, they alone are to blame for their losses. They have been warned for the last year of the certain change from a fictitious to a real basis of values and prices; and no combinations of interests, or cries of danger from selfish combinations, can overthrow the solid principles on which finance and business must finally rest. We do not in the least regret to see a fall in prices. There is no reason why the cost of living in this productive country should be higher than in any other part of the world; no reason why our cereals and manufactures should be excluded from the commerce of the world by being held at unreal and fictitious prices, such as no other people can afford to pay for them; and the sooner we understand this the better it will be for us. Let us then persevere in the upright as well as sensible course on which we have entered, and the country will emerge into an unparalleled prosperity with rapid pace.

Since the 1st of November last, as it appears from official statements, the National debt has been diminished $20,000,000, the legal tenders have decreased $27,725,197, and the short obligations $12,000,000 more; and yet money is as cheap and abundant as ever, and the public undisturbed by scarcity or panic. The 7-30s have also lessened in amount from $830,000,000 to $818,044,000, showing a decrease of about $12,000,000. Thus we exhibit the spectacle, (a most gratifying one,) of ability to lessen our liabilities, and an honest attempt to do so. The effect moral and financial cannot be overstated.

Again, we have the satisfaction of knowing that these movements on our part are in harmony with those of the business interests of the country. Our exports of specie are falling off, and the fact is recognized abroad. An English paper says:

"The receipts of gold from the United States experienced a great curtailment last year. Thus in the first eleven months of 1865, the arrivals were valued at £3,971,200, against £9,381,739 in the corresponding period of 1864, and £6,557,131 in the corresponding period in 1863. The imports of gold from the United States in the whole of 1864, were valued at £7,479,790, against £7,520,682 in 1863, £9,731,434 in 1862, £38,434 in 1861, £3,917,755 in 1860, £7,909,342 in 1859, and £4,502,464 in 1858."

On the other hand, our own supply of the precious metals is on the increase. The actual surplus of gold in the Treasury on the 1st of March, belonging to it, was $43,108,592; and it also held, of deposits, $12,627,600 more. Let the price of gold fall to 10 or 15 per cent., and the result will be in the highest degree beneficial to all classes, except those of speculators; and these have made so much in the past four years that they can afford to part with their oppressive advantages without exciting an undue sympathy.

We regret to see the continued attempts made in certain quarters to befog the simplest questions of finance; to insist that the National debt is increasing; and to mistake the real balances in the Treasury. The fact is, that on the 1st of August last, the total of the debt was $2,757,781,190, and on the 1st of March, $2,711,850,000—showing a decrease in six months of $45,931,190. Again, if we subject the calculation to another formula, that of taking the actual cash items as the basis, we find the public debt, August 31, 1865, to have been $2,738,759,513, and February 28, 1866, $2,696,083,420—showing even then a decrease of $42,096,093. So that it amounts to a complete demonstration in whatever form we choose to make the statement.

The deliveries of gold from California since July 1, 1865, to the close of February, 1866, were $16,750,791; against $10,085,332, in the corresponding period of the previous year—an increase of $7,665,459.

The exports of gold and silver from this port since 1st July last, amounted to $16,522,487; and for the same period the preceding year, were $25,617,277—showing a decrease of $9,094,890. The value of our exports in currency since 1st July, 1865, has been $142,926,684, against $168,477,733. the same period the year preceding; but the actual value is much greater, as gold is many per cent. lower than in the preceding period, and of consequence the currency value much greater. As these approach equality, the real balances will grow in our favor.

Considerable anxiety prevails in the higher circles of finance at an apparent disagreement in the policy of the Comptroller of the Currency and the Secretary of the Treasury on some very important points. This is to be regretted, as there should be not only unity, but subordination. The Comptroller is, however, quite uncontrolled by the Secretary, and holds his office by an independent tenure. Yet his duty, important as it is, is but the *complement* of those of the Secretary. All he can do is to keep within the prescribed bounds of the law, and the regulations of the department. We therefore disapprove of the publication of his opinions on the passing subjects of the day, interfering with Congressional legislation, and discussing the measures proposed by the Secretary for its action. With regard to one of these reported differences, we take the liberty of referring to a letter from our friend T. W. Olcott, Esq., of Albany, a gentleman who refused Mr. Clark's place, and who would have been fully competent to take Mr. McCulloch's. He says: "The papers state that they differ, but I cannot believe that they do, unless it be in regard to the reserve fund. I think the Secretary rather favors this feature of the bill, which I regret. For a reserve to be of any value, or support, must be an available reserve. If it cannot be used in an emergency, it will only tend to cripple and destroy. Par redemption in New York, Philadelphia and Boston, are indispensable to a sound currency; and the Secretary, I am sure, so regards it, and also favors the removal of the Bureau to New York. I think with you that the Secretary is not a politician, and only aims at an honest and successful management of our finances. He thus will have the cordial support and co-operation of the commercial and monied power of the Nation."

It is a cheering sign for the times when such thoughtful and experienced men as Mr. Olcott give their attention to public affairs. We are certainly in a crisis of a new character. There are many persons who consider the political complexion of the hour more alarming than was even the rebellion; who fear that we have met the introduction of a new and strained power in legislation hitherto unknown in our history, a disposition to change the checks and balances of the constitution as hitherto maintained; to trust to repression, exclusion, interference and force, rather than to law, precedents and local requirements; and that we are in fact in danger of an *entire* change in our system. The adoption of a resolution in the House of Representatives, emanating from the same source as that which attempted to legislate on gold during the last session of Congress, is believed to be an attack on the financial policy of the Secretary of the Treasury, and to be a further attempt on the public security. We confess, however, to no very great fears of the result. The people of this country are far too wise and patriotic to be in real danger from this class of politicians. These men "come like shadows, so depart;" they will leave the stage as rapidly as they came upon it. The real, material, permanent and progressive interests of this country are too great to be shaken by resolutions and Congressional reports. The good sense of the people, which has prevailed hitherto over all kinds of combinations, is not less now than it was at any previous period. It is our Palladium, and may be relied upon.

Our foreign exports the last week were very large, amounting to $6,803,831, exclusive of specie, and in these were included 17,442 bales of cotton.

We are pleased to state that the exporting power of the country is on the increase; and that the Southern States are producing cotton and cereals with much greater success than was supposed. The accounts from Georgia and South and North Carolina, are particularly favorable in these particulars.

Foreign exchange still rules below par, and it is not profitable to ship specie at present rates.

Governments stand firm, at home and abroad. The fear that our bonds will return upon us when they advance in our market, appears to be groundless. The truth is, that a rise here will usually produce a rise abroad; and there is no reason for their being sent here for a sale, when it is so much easier to dispose of them there under any such rise. We therefore have no apprehensions on this point, nor have we entertained any at any time.

It is observed that the Spring trade opens dull, and that buyers are reserved and cautious. The conviction is general, that prices must yield, and it is productive of good effects. There is never any harm in prudence and economy. The real substantial wealth of individuals and Nations is in their savings, not in their imaginary profits. "Out of debt, out of danger," is a good saying, and to observe the rule is to ensure security. If there be those who have extended themselves on high prices, they have no one to blame but themselves, and the country should not be kept down, out of fears for them.

The very doubt in the public mind as to engaging in new transactions is a wholesome feeling, and a proper preliminary to a return to a sound condition. The patient who would recover his health from an attack of surfeit, must begin by abstinence.

The balance in the Sub-Treasury on Wednesday was $89,211,437 27.

The New York exports, exclusive of specie, for the week ending March 6, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,919,574	$6,803,831
Prev. reported	37,367,632	35,227,238
Since January 1	$40,287,206	$42,031,069

The New York imports compare as follows:

	1865.	1866.
Dry goods	$1,009,691	$2,547,990
Gen. merchandise	1,510,546	3,559,766
Total for the week	$2,520,237	$6,107,756
Prev. reported	17,034,014	47,129,146
Since January 1	$19,554,251	$53,236,902

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—City 6s, 1878, 95; Brooklyn 6s, Water Loan, 92; do., Imp. Stock, 87; Louisiana 6s, 85; Connecticut 6s, 92½; N. Y. 7s, Bounty Loan, 99⅞; New Jersey Central R. R., 108@111½; do., 1st mort., 100; Milwaukee and St. Paul, 42; Norwich and Worcester, 103; Stonington, 105; Sixth Avenue R. R., 137; Spring Mt. Coal, 45, Central Coal Co., 42½; American Coal, 61½; Schuylkill Coal, 13; Maryland Anthracite Coal, 17¾; Western Union Tel., 67; Union Navigation, 10½; Mariposa pref., 16½; Chatham Bank, 137; Merchants Ex. Bank, 106; 4th National Bank, 98½; Am. Ex. Bank, 110; Bank of Commerce, 106; Ocean Bank 94; Bank of New York, 112; Shoe and Leather Bank, 109; Phœnix Bank, 96; Bank of Commonwealth, 100; Importers and Traders Bank, 100½; Merchants Bank, 110½; City Bank, 180; Metropolitan Bank, 121½.

Philadelphia.—Westchester 7s, 77; Union Canal, 2⅛; St Nicholas Coal, 9; Lehigh and Mahanoy Coal, 57½; Shamokin Coal, 8; Hazleton Coal, 56½; N. Y. and Middle Coal Fields, 6⅜; Fulton Coal, 7; Swatara Falls, 2¼; Mechanics Bank, 28½; Farmers and Mech. Bank, 122¼; Girard Bank, 52½; Southwark Bank, 105; Western Bank, 78; Caldwell Oil, ⅞; Dalzell, 1¾; Maple Shade, 8½; McKean, 8; Ocean, 11⅝; Oak Shade. 2; St. Nicholas, ⅜; Sugar Creek, 2¾. The latest quotations are: City 6s, 87½@87⅝; do., new, 90⅜@90½; State 5s, 86½@86¾; do., coupon, 86@87; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 67½; Reading, 49¼@49⅜; do., 6s, 1870, 93½@95; do., bonds, 87½@88; do., con., 100@107; Camden and Amboy, 115¾@116; Penn. R. R., 55@55⅛; do., 1st mort., 95¼@96; do., 2d mort., 93@93½; Little Schuylkill R. R., 29@30; Morris Canal, 77½@78; do., pref., 114@115½;

do., bonds, 90@95; Wyoming Valley Canal, 58½@60; do., 6s, 79@83; Susquehanna Canal, 11½@12; do., 6s, 51@55; Sch. Nav., 22@22½; do., pref., 28@28¼; do., 6s, 1882, 75@76; Union Canal bonds, 23¼@24; Delaware Div. Canal 31@33; do., bonds, 79@82; Elmira and Williamsport, 25@29; do., pref., 40@40⅛; do., 7s, 1873, 91@93; Lehigh Coal and Navigation, 52¼@52½; do., bonds, 1884, 87½@88½; North Pennsylvania, 35@35¼; do., 6s, 83½@85; Philadelphia and Erie, 29¼@29⅜; do., 6s, 88@93; Minehill, 54¼@54½; Catawissa, 23@24; do., pref., 31¾@31⅞; Lehigh Valley, 62½@63; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 73@73½; West Philadelphia, 60@69; Spruce and Pine, 34@35; Green and Coates, 31@33; Chestnut and Walnut, 51@51½; Thirteenth and Fifteenth, 17@21; Girard College, 25@27; Tenth and Eleventh, 50@52½; Norristown, 53¼@54; Union, 25@26; Hestonville, 33¼@34.

Boston.—Rutland and Burlington 1st mort., 80½; do., 2d mort., 24½; Vermont Central 1st mort., 85; do., 2d mort., 25; Northern (Ogdensburg) old, 25c.; Boston and Lowell 6s, 1873, 95⅛; Michigan Central 8s, 1889, 110; N. Y. Central 6s, 1887, 92½; Essex R. R. 6s, 1875, 88¾; New York and Boston Air Line 6s, 29; Ogdensburg and Lake Champlain, 37½; Conn. and Pass. Riv. pref., 70; do., 6s, 90; Granite Railway, 58; Somerville, horse, R. R., 22; Connecticut 6s, 1883, 92¾; Maine 6s, 1880, 94; Massachusetts 5s, 1883@1891, gold, 93½; do., 6s, 1871, 107½; Rhode Island 6s, 1882, 93; Boston 5s, 1887, 94; St. Louis 6s, 1880, 85; Chicago 7s, 1888, 92; Albany 6s, 1870, guarantied, 101; Bath 6s, 1891, 90½; Boston Water Power Co., 24; Essex Co., 92¾; Union S. S. Co., 95; Cary Imp. Co., 9; Boston and Lackawanna Coal, 9; Mammoth Vein Coal, 4; Chelsea Gas, 92½; Boston Gas, 735@740; National Bank, 105; Blackstone Bank, 122¾; Eagle Bank, 111; Suffolk Bank, 118; Mt. Vernon Bank, 105; Bank of Commerce, 117; Revere Bank, 128; 2d National Bank, 144¾; Webster Bank, 107¼; Bank of Republic, 120; Traders Bank, 95; Bank of North America, 101; Howard Bank, 100; State Bank, 107½; Atlantic Bank, 115¼; Fanuel Hall Bank, 124¼; Albany and Boston Mining Co., 15; Bay State, 8¾; Boston, 55c; Great Western, 40c.; Hancock, 15⅛; Phœnix, 10⅛; Petherick, 2⅛; St. Mary's, 50c.; South Side, 1; St. Clair, 1; Superior, 2¾; Winthrop, 1.

Baltimore.—North Carolina 6s, 84¼; Missouri 6s, 77¾; Central Ohio 1st mort., 79; Marietta and Cincinnati bonds, 75¼; N. W. Va. 1st mort., 97; do., 2d mort., 94½; Guilford Mining Co., 0.40; Bare Hill, 1.00; Gardner Hill, 0.80; Maryland Anthracite, 17½; George's Creek, 109; Atlantic Coal, 1.00; Laurel Coal, 1.00, Penn. Oil, 0.50; Baltimore Chrome, 0.75; Bank of Baltimore, 107; Union Bank, 72½. The latest quotations are: Balt. and Ohio, 110@111½; do., 6s, 1867, 97½@97½; do., 1875, 96@97½; do., 1880, 95@97½; do., 1885, 97½@98; Northern Central, 44@45; do., bonds, 1885, 85@85¼ N. W. Va. 1st mort., 1873, 96@98; do., 2d mort., 94½@95; do., 3d mort., 94@95; Marietta and Cincinnati 7s, 1891, 81@82½; Central Ohio, 19@20; do., 1st mort., 81½@82; Western Md. bonds, 75@79; do., guar., 97¾@98; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 96@97; do., 1873, 95@96; do., 1875, 98@100; do., 1886, 97@100; do., 1890, 99@99; do., coupon, 100@100⅜; do., Park, 101@101½; do., 1892, 92@96¼; do., 5s, 1838-'70, 83@83; City Passenger R. R., 17⅝@18¼; Canton Co. 44@45; Gardner, 0.75@0.80; Am. Gas Coal, 0.50@0.75; Maryland, 0.20@0.30; North State, 0.31@0.40; Springfield, 0.25@0.35; George's Creek, 105@110; Santa Clara, 9½@11; Balt. Chrome, 0.75@0.90; Bare Hill, 0.90@1.00; Atlantic Coal, 1.00@1.05; Mineral Hill, 0.65@0.85; Baltimore Coal, 150@200.

Barrow Hæmatite Steel Co.

This company was originally formed for the manufacture of steel under the Bessemer Process from the Furnaces of Messrs. Schneider, Hannay & Co. The company have since arranged (Jan. 1, 1866,) for the transfer to them of the Hæmatite Iron Ore Mines and Furnaces belonging to that firm. In addition to the supply of Iron Ore and Hæmatite Pig Iron, and the manufacture of Steel Rails, which was the primary object of the company, they manufacture Tyres and Axles, Plates for Ship Building, Boilers, Girders, Bridges and Roofs—Bars, Angles, Guns and every description of forgings in steel. CHARLES CONGREVE & SON, Sole Agents, No. 8 Broad street, New York.

Italian Finance.

We have received from Col. T. B. LAWRENCE, our popular and able Consul General at Florence, a copy of the Discourse of Signor Scialoja, Minister of Finance in Italy, or in other words, the official budget, with the explanations and suggestions usual in such documents. It occupies nearly three pages of the *Journal of Italy*, and is an elaborate and interesting paper, though not of special interest to our own readers at this moment. An analysis of its contents would be a valuable contribution to the pages of some of our leading magazines.

Letters of Peter Cooper.

We have received from this distinguished gentlemen a pamphlet containing his well expressed views on the necessity for a wise discriminating tariff to protect American labor, and the relations between labor and sound finance. We have read it with great interest and an entire approval. We hope it will have a wide circulation, for it contains sound opinions, solid arguments and just reasoning. It is really a source of great satisfaction to think that we have such men among us, who not only write well, and whose lives are a splendid commentary on their principles.

City Passenger Railroad Fares.

Judge Daly has decided in the Court of Common Pleas of this city, in the case of George W. Black against the Sixth Avenue Railroad Company, that the six cent rate of fare is illegal. The ground of this decision was that the company, having its charter on condition that the rate of fare shall not exceed five cents, cannot increase the rate, unless authorized to do so by some paramount authority; and that the imposition of the internal revenue tax of one-eighth of one cent, which tax the company may add to its fare if possible, confers no right whatever to collect the other seven-eights. The Judge holds that the defendants (the company) may be enabled possibly to devise some mode by which the two and a-half per cent. (about one-eighth of one cent,) may be obtained; if they cannot they must lose it.

The Great Railroad Controversy.

The *U. S. R. R. and Mining Register* publishes at length the elaborate decision of Justice Reed in Philadelphia on the 26th ult., with the following remarks:

The Supreme Court of Pennsylvania has a bench of five Judges. Their names are: George W. Woodward, C. J.; Associates, Jas. Thompson, William Strong, John M. Read, Daniel Agnew.

The pleadings were before a single Judge at Nisi Prius, and the case may be appealed to the Court in Banc; but it will be observed that Judge Read says, emphatically, that the Catawissa lease and contract of date Nov. 1, 1865, "*is invalid and void*;" and as Judge Read is a throrough-bred *lawyer*, with a brain crammed with the lore and practice of the legal profession, his mind being ever a-hunger and a-thirst for that meat and drink on which a jurist subsists his intellectual faculties, we confess that we see little chance for the Catawissa lease before the Court in Banc; but regard the Catawissa road as dislodged from the combination, and hereafter to be counted "out." And hence as a faithful chronicler we feel constrained to write—as the result of the first action in the war for a new combination route between the Allegheny and the Schuylkill—Catawissa *hurt*.

Northern Pacific Railroad.

The Boston *Journal* advocates the passage of the bill recently introduced into Congress, to secure the speedy construction of the Northern Pacific Railroad and Telegraph. It urges that this route has as strong claims on the Government for its aid as the Central route; that the two routes, being five hundred miles apart, cannot, by any possibility, interfere with each other, and that the Northern route should be completed as soon as possible, in order to afford immediate and direct means of communication with Montana and Idaho, so that the wonderfully rich mines of these rapidly growing territories may be made available without delay, and be laid under contribution to the national finances.

Southern Pacific Railroad.

The stockholders of the Southern Pacific Railroad have just held a meeting at New Orleans to take measures for the early prosecution of the work. The road is proposed to be constructed from the Texas State line, between Shreveport and Marshall to El Paso, a distance of 800 miles. There it will connect with the California Southern Pacific Railroad. Texas has made grants of about 10,000 acres of land, in alternate sections, for every mile of railroad completed within her borders. The grant to the Southern Pacific Railroad Company will be 8,000,000 of acres.

Baltimore City Passenger Railroad.

The following are the sums paid to the City Register by the City Passenger Railway Company, as the park fund, being one-fifth the earnings of the company during the past fiscal year: January, $16,996 85; April, $15,037 92; July, $18,964 39; October $21,561 53—making a total of $72,560 69. The amount paid the city register during the first quarter of the present fiscal year, ending 31st of December last, was $17,073 28, being an increase of $108 89 over the receipts of the corresponding quarter of the previous year.

☞ Railroad trains are now running between Norfolk and Petersburg.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway for the week ending Mar. 2, 1866, was as follows:

Passengers	$27,473 95
Freight and live stock	40,110 44
Mails and sundries	2,236 27
Total	$69 820 66
Corresponding week of 1865	41,630 72
Increase	$28,189 93

The earnings of the Grand Trunk Railway for the week ending Feb. 24, 1866, were:

Passengers	$30,444 00
Express, freight, mails and sundries	4,750 00
Freight and live stock	76,521 00
Total	$111,715 00
Corresponding week, 1865	117,504 00
Decrease	$5,789 00

The earnings of the Western Union Railroad, for the week ending Feb. 28, 1866:

	1866.	1865.
From freight	$4,992 35	$5,608 57
" passengers	2,742 05	2,799 36
" express	752 74	282 80
" mail	296 58	296 58
Total	$8,783 72	$8,987 31

Receipts from Jan. 1, to Feb. 28:

1866	$81,107 07
1865	80,981 05
Increase	$126 02

Railroad Earnings--Monthly.

The earnings of the Chicago and Northwestern Railway for January and February, 1865 and 1866, have been as follows:

	January.	February.
1866	$523,565 85	$405,633 88
1865	541,004 79	482,164 28
Decrease	$17,438 94	$76,530 40

The earnings of the Milwaukee and St. Paul Railway Company, exclusive of the eastern division of the La Crosse and Milwaukee Railroad, for the months of January and February were as follows:

	January.	February.
1866	$131,707 00	$122,621 00
1865	98,181 00	86,528 00
Increase	$33,526 00	$36,093 00

The earnings of the Michigan Central Railroad for the month of Feb, 1866, were $265,796 00
Corresponding month of previous year 279,137 00
Decrease $13,341 00

The earnings of the Chicago and Rock Island Railroad Company for the month of Feb., 1866, were $174,164 00
Corresponding month of previous year 246,331 00
Decrease $72,167 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Feb., 1866, were $283,177 00
Corresponding month of previous year 366,361 00
Decrease $83,184 00

☞ The question of building a railroad between Potsdam Junction and Caughnawaga is being discussed in the Southern Townships. The editor of the Huntingdon *Journal* has recently had an interview with Mr. Brydges, in which that gentleman assured him he would be disposed to assist to the utmost of his power.

Journal of Railroad Law.

In the case of George H. McIntyre *vs.* New York Central Railroad Company, the Court decided that where a passenger upon a railroad, a female, being ordered by an officer of the train, while the cars were in motion, in a dark and rainy night, to pass forward, in attempting to step from one car into another, fell between the cars and was instantly killed; the deceased was not so clearly guilty of negligence as to warrant the taking of the case from the jury on that ground. It was also decided that where in such an action there is no proof showing that the services of the deceased might have been of some value to her next of kin, a non-suit should not be directed. As the statute gives a right of action in such a case, nominal damages at least should be given, if such right is established at the trial.

The action was brought under the statute (Laws of 1847, p. 575, ch. 450,) to recover for the death of Mrs. Knight, the plaintiff's intestate, occasioned by the negligence of the defendant's employees, upon its cars in November, 1859. The facts of the case are substantially as follows:

On the 14th of November, 1859, Mrs. Knight, in company with her father, started from Rutland, Vermont, on their way West. They took the defendant's cars at Schenectady, and proceeded safely until they reached Syracuse. At Syracuse, the car in which they were seated was detached from the train, and they were ordered forward into the next car. They had just time to get into the next car forward when the train started. The car which they entered was very full, and they could find no seats. After the cars started, an officer of the train, probably a brakeman, came in and ordered the standing passengers to pass forward, saying that there were plenty of seats forward, Mrs. Knight, her father and others followed him, and in passing from the platform of one car to the platform of another, Mrs. K. fell between the cars and was instantly killed. It was dark, and had been raining and freezing; the train had been moving so long, at the time the order was given to go forward, that it was then in very rapid motion. The deceased was about 45–48 years of age, a widow, and had three children living. She was a seamstress, and earned some money over and above her maintenance. The children of Mrs. Knight are all grown up. At the close of the plaintiff's case the defendant made a motion for a non-suit upon the grounds:

1st. That the plaintiff's intestate was guilty of negligence.

2d. The plaintiff had failed to show pecuniary damage to the next of kin.

3d. The plaintiff had failed to show any negligence on the part of the defendant.

The motion was granted, and the judge refused to submit the case to the jury.

To this the plaintiff excepted, and the exceptions were ordered to be heard at the general term, in the first instance.

By the Court, E. Darwin Smith, J.—The nonsuit was granted in this action upon one or more of three grounds, but upon which one, the case does not state. I shall therefore consider them in the order in which they occur. The first grounds is that the "plaintiff's intestate was guilty of negligence."

I do not think that she was so clearly guilty of negligence as to warrant the taking of the case from the jury on this ground. She was ordered, as several witnesses testify, by one of the officers or persons in charge of the train, who spoke in a very authoritative manner to leave the car in which she was standing, and proceed to the forward car. No seat had been furnished her in the car where she then was, and it could hardly be expected that she should remain standing during the journey. Being a woman, and traveling with a very old man as an escort, she would naturally obey the commands of a person belonging to the road, and could hardly be called negligent in so doing.

There was evidence I think sufficient to take the case to the jury, upon the question whether the death of the intestate was caused by the defendants' negligence. The defendant was clearly responsible for the acts of the person in charge of the train, by whose direction the intestate attempted to pass from one car to another. The non suit I presume was granted upon the remaining ground, that the plaintiff failed to show pecuniary damages to the next of kin. There is some proof on this point, showing that the services of the decedent might have been of some value; certainly as much as there was in the case of Oldfield *vs.* New York and Harlem R. R. Co., (14 N. Y. Rep., 310,) where the deceased was a child of six or seven years of age, whose services could have been but of small pecuniary value to her parents. But the Court of Appeals have decided this question in the above cited case, where Judge Wright, (p. 314,) amongst other things, says that the "nominal damages, at least, were recoverable;" and Judge Comstock in the same case, at (p. 230,) says, "that without any special proof of pecuniary loss, nominal damages at least could be recovered." In the case of Quin, Adm'r *vs.* Moore, 15 N. Y. Rep., Judge Comstock, in a case arising under the same statute, says (p. 434:) "It may be added that, as the statute expressly gives the right of action, nominal damages, at least, could be recovered." It is quite clear that if a right of action was established at the time, nominal damages at least, should have been given. So far therefore, as this question is concerned, the nonsuit was erroneously granted.

But is argued that this Court will not grant a new trial when the plaintiff is only entitled to recover nominal damages. (Hopkins *vs.* Grinnell, 28 Barb., 536, John. Cas. 267, 2 Cowen, 479.) The cases in which this rule has been so stated put the refusal to grant the new trial upon the express ground that the plaintiff could in no event recover anything but nominal damages. Some cases assert that this rule cannot be applied when the question is presented upon exceptions or upon error in Superior Court of review. In Herwick *vs.* Stoner, (5 Wend., 584,) Judge Marcy said, he had always supposed that the party who had been affected by an error, be the extent of the injury ever so small, "it can require of us, *ex debito justitiæ* to correct it." The question is presented in this case upon exceptions. The plaintiff's counsel asked to go to the jury, and the judge refused to submit the case to the jury, and the plaintiff's counsel duly excepted.

I think the rule was correctly stated in the opinion of my brother Welles, in Hopkins *vs.* Grinnell, when he asserts the rule to be, that where it

is apparent from the whole case that the plaintiff can in no event recover anything but nominal damages, a new trial should not be granted. But in this case the jury would not I think have been limited to mere nominal damages. If they had given damages for an amount sufficient to entitle the plaintiff to recover full costs or a larger amount within reasonable limits, the Court, I think, would not have set aside the verdict. The deceased was a woman from forty-five to fifty years of age. She had three grown up children, and her life obviously could not have been in a pecuniary sense very valuable to her children, all of whom were settled in life and capable of supporting themselves. She probably could have done little more for the residue of her life than support herself by her personal efforts and industry; but this was a question for the jury.

She was killed near Syracuse in this State, and her home was with her daughter in Springfield, Pennsylvania. If the jury had found a verdict, as I think they might have done, for an amount that would have indemnified her children for the expenses attending the preserving and removal of her remains to her former home, and her burial and incidental expenses, I think we could not have set it aside. At least I do not think we can say, as matter of law, that a jury may not give over six cents damages. I cannot see in such case, upon what principle any considerable amount of damages could be given; but is perhaps hardly in order to discuss that question now, if we hold, as I think we must, that the jury is not limited in such a case to mere nominal damages. I think there should be a new trial all costs to abide the event.

New trial granted.

New Eastern Outlets for the Pittsburg, Ft. Wayne and Chicago Railroad.

The *Western Railroad Gazette* says that the Pennsylvania Railroad Company, by the sale of $1,600,000 of stock held by them, to the Pittsburg, Ft. Wayne and Chicago Railroad Co., no longer own a controlling interest in that road, while the adoption of the Steubenville route as their principal thoroughfare westward has brought home to the Pittsburg and Fort Wayne the necessity of looking for independent outlets for their traffic to Eastern cities. It believes that arrangements are already being negotiated with the Atlantic and Great Western Railway Co., for a close connection with their road at Mansfield to New York and Boston, and that an offer of $3,000,000 has been made by a prominent capitalist in behalf of the Pittsburg, Fort Wayne and Chicago Railroad Co., to extend the Connellsville road to Cumberland, their to connect with the Baltimore and Ohio, thus constituting a new and independent route from Chicago to Baltimore—and also to Washington, as soon as the proposed line from that city to Point of Rocks is completed. The *Gazette* concludes as follows:

The Pittsburg Fort Wayne and Chicago, in conjunction with the Pennsylvania Railroad, is no longer virtually a continuous line extending over a vast extent of territory, and tributary to Philadelphia interests. A large share of its northwestern traffic will no doubt pass over the Pennsylvania road as heretofore, but much of it also will be diverted to new markets over new consolidated lines, through such railway combinations as may be hereafter perfected, as may best subserve the interests of its owners, independent of dominating influences the wishes of any powerful eastern corporation might prompt them to exert, for their own paramount or exclusive advantage.

Iron and Steel Association.

The general objects of this association are to procure, regularly, the statistics of the trade both at home and abroad; to provide for the mutual interchange of information and experience, both scientific and practical; to collect and preserve all works relating to iron and steel, and to form a complete cabinet of ores, limestones and coals; to encourage the formation of such schools as are designed to give the young iron-master a proper and thorough training, preparatory to engaging in practical operations; and, generally, to take all proper measures for advancing the interests of the trade in all its branches. The association numbers 265 members, representing furnaces, rolling mills, etc., in nearly all of the Northern States.

A quarterly meeting of this association was recently held in Washington, and was attended by quite a number of factors from different parts of the country. The Secretary submitted a report concerning the iron interests in the United States, which states that the correspondence from 300 persons in the trade sets forth the difficulties under which they are laboring, and goes to show that if manufactured iron is offered below the present rates the mills must cease work or lower the wages, and that the disaster overhanging the the trade can only be averted by increasing the duty on iron. The total amount of pig iron produced in 1865 in the United States is 910,555 tons. The products of the rolling mills in the same year, 833,049 tons, being a decrease of 19,329—253,017 tons of which were rails rolled in 37 mills having double that capacity. The amount of steel of all kinds was 15,862 tons. The amount of revenue paid on iron and steel was $9,218,808 62. The report closes by noticing the imports of iron during the year, which amounted to 202,033 tons, valued at $8,959,628. The report was accepted and ordered to be printed.

Cleveland and Mahoning Railroad.

The Pittsburg *Dispatch* thus refers to the proposed extension of the Cleveland and Mahoning Railroad to that city:

It is not generally known, perhaps, that a corps of surveyors, under the leadership of Mr. Sigismund Leow, the well-known engineer, have for several days back been engaged in locating a route for the contemplated extension of the Cleveland and Mahoning road to this city. Mr. Leow has eleven men in his party, and thus far his progress has been all that could be desired. He has already reached the vicinity of Beaver Creek, and up to that point the grades have proven even easier than the friends of the enterprise had been led to anticipate. The entire length of the extension will be about sixty-five miles, and as its completion will give us another route to the lakes and the great West, the importance of the work as a most valuable link in our railway connections can hardly be over-estimated. The new line will cross the Allegheny River near Sharpsburg, and will connect with the Connellsville road at the outer depot of the company, in Scotch Bottom, about four miles from the city. The passenger trains will come direct to the city over the track of the Allegheny Valley road, but through freight will pass around the city to the depot of the Connellsville road, already referred to. The surveys will be completed in a very few weeks, and from the favor with which the enterprise seems to be regarded, and the means and energy of those having it in charge, the prospects for the early completion of the work are exceedingly promising.

In this connection we ought to state, perhaps, that while at work in a strip of woods in the Connoquenessing Valley, Mr. Leow and his party came rather suddenly on a large force of surveyors employed by the Pennsylvania road to locate a line from Homewood, on the Pittsburg, Fort Wayne and Chicago road, to Blairsville, on the the Pennsylvania Central. The meeting was altogether unexpected, and the first intimation that Mr. Leow had of the object of the other party was from the party themselves. For nearly eight miles they worked side by side, but Mr. Leow having the advance, he was enabled to select his choice of route, and of course, he took the best.

☞ An act amending the Revenue Law of the State of Pennsylvania has passed both branches of the Legislature. It requires every bank to pay a tax of one per cent. to the Commonwealth on the par value of each share of its stock; and railroad, canal and transportation companies, not liable to taxes on incomes, to pay, in addition to present taxes, a tax of three-quarters of one per cent. on their gross receipts. The revenue derived from this latter source is to be applied to the payment of the principal and interest of the debt contracted under the act of May 15, 1861, creating a loan, and to provide for the arming of the State. The special act providing for a tax of five cents per hundred dollars was not repealed; as that tax is specially pledged to the holders of a loan of three millions of dollars, the terms of the contract would not allow of that repeal. This loan will soon be disposed of, and, as the finances of Pennsylvania are in a promising condition. State taxation on real estate will probably soon cease.

☞ The Legislature of New York has passed an act requiring the Ogdensburg and Lake Champlain Railroad Company to grant fairly and impartially equal terms of accommodation, privileges and facilities in the transportation of cars, passengers, baggage and freight over the Plattsburg and Montreal Railroad, as are now granted and afforded to any other connecting railroad or railroads, at similar rates and charges. The Supreme Court is authorized to compel the performance of such arrangements; but the Ogdensburg and Lake Champlain Co., shall not be compelled to run their cars out of the State of New York, nor give credit to the Plattsburg and Montreal Co., nor any other company, for any business done by such company.

☞ The Panama *Star* is informed that the engineer entrusted with the survey of the passage supposed to exist between the Tuyra and the Atrato Rivers, with the view of opening an interoceanic communication, has returned from his exploration, and has been quite successful. His report and map will be published as soon as possible.

☞ The North Branch Canal Company has been re-organized under the name of "The Pennsylvania and New York Canal and Railroad Co;" as authorized by act of 20th March, 1865. It is said that the upper portion of the road, from the Towanda company's railroad to the Erie railway at Waverly, will be commenced the present year.

☞ Active preparations are being made by the Manassas Gap railroad company to commence the reconstruction of their bridges, etc., between Strasburg and Harrisonburg.

Duties on the Conclusion of the Reciprocity Treaty.

The following articles, which are now free of impost, will be subject to the following rates of duty after the 17th of March, 1866:

Wheat	20 cents per bushel.
Flour	20 per cent. ad. val.
Corn	12 cents per bushel.
Oats	12 cents per bushel.
Rye	15 cents per bushel.
Barley	15 cents per bushel.
Potatoes	25 cents per bushel.
Beans and peas	10 per cent. ad val.
Ashes	15 per cent. ad. val.
Hides, furs and skin	10 per cent. ad val.
Animals of all kinds	20 per cent. ad val.
Flax	$15 per ton.
Butter	4 cents per pound.
Cheese	4 cents per pound.
Tallow	1 cent per pound.
Poultry	35 per cent. ad val.
Plants, shrubs and trees	30 per cent. ad val.
Fire-wood	20 per cent. ad val.
Timber, lumber, &c., unmanufactured or manufactured, in whole or in part	20 per cent. ad val.

Cost of Pumping Water.

The Chief Engineer of the Philadelphia Water Works, in his recent report, gives a detailed statement of the cost of pumping water, at each of the works belonging to the city. We have condensed his statement as follows:

Fairmount Works, run with water power, pumped during the year 1865, 7,082,015,640 gallons. The cost of raising this water into reservoir, per million gallons, was $2 35; including interest on cost of works, it would be $7 44 per million gallons.

Schuylkill Works, worked by steam, pumped 2,005,038,484 gallons. The cost of raising one million gallons was $17 76, and increasing interest on cost of works, $22 25.

The Delaware Works, also worked by steam power, pumped 1,429,591,700 gallons, at a cost of $28 45 per million gallons, raised to reservoir, and with interest on cost of works added, $34 75.

The Twenty-fourth Ward Works, with steam power, pumped 534,923,360 gallons, at a cost of $34 67 per million gallons raised into stand-pipe, and $40 83 when interest on the cost of the works is added.

Overland Telegraph.

Between Cape Clear in Ireland and the Great Amoor River in Asia there is an unbroken line of communication; also between Fraser's River, in British Columbia and New York. The length of the lines is about 14,000 miles, and the gap in the belt of communication around the world is about 8,500 miles. Mr. Collins, the proprietor of the overland telegraph, states that by his route there are but 39 miles of water intervening between New York and Paris. The Emperor of Russia has agreed to continue the line on his side to Behring's Straits. As to the management of the line, repeating instruments will be introduced every 200 or 300 miles, which, without the aid of human touch, will transmit the message, giving it the force it had when it started. In calculating the business of the company, it must be considered that the sun will shine on the line for twenty-one hours and twelve minutes each day, and that of course will be the length of the company's day. The line will probable be completed in 1867.

☞ The project of constructing a railroad from Hartford, Conn., to Middletown, is again agitated, and surveyors are now at work on the route. It is designed to run parallel to the river bank as far as practicable.

Philadelphia and Erie Railroad.

The Pennsylvania Legislature have passed the bill authorizing the Philadelphia and Erie Railroad Company to construct branches. Sections 1 and 3 read as follows:

SEC. 1. That the President and managers of the Philadelphia and Erie Railroad Company be and they are hereby authorized to survey, locate and construct one or more branches of railroad, extending from any point or points on the main line of their road, to any point or points in any county through, or in which the said main line passes, *or in any adjoining county*, with a view to the development of the territory within the said limits, and furnishing an outlet for its productions; and the said company shall have the same rights, privileges and powers, in respect to the location, construction and management of each and all of the said branches, and the operating thereof, as are conferred by their charter in respect to their main line of railroad, and by other laws supplementary or relating thereto.

SEC. 3. That in the construction of any of the branch railroads, the said company shall have the right to cross any other railroad or railroads at grade, and connect any of the said branches with such or with any railroad or railroads, so as to form continuous lines of uniform gauge.

The New Station at Toronto on the Great Western Road.

The opening of a new station or depot at Toronto by the Great Western Railway Company, was the occasion of a fine celebration on Saturday last, at which the dignitaries of the cities of Hamilton and Toronto, with many other distinguished Canadians were present. A pleasure trip to the Suspension Bridge, a good dinner, and sundry capital speeches, were a part of the programme, and fully carried out. The new station, besides being a very elegant structure, will furnish increased facilities for the transaction of the company's business.

Southern Pacific Railroad.

LOUISVILLE, Ky., March 5.—John Waskom, President, and A. T. Smith, Secretary of the Southern Pacific Railroad, are expected here from Texas during the week, and a general meeting of the stockholders of the road will take place during the present month.

Direct railroad communication between here and Memphis will be rapidly completed, the Louisville and Nashville Railroad having loaned the Memphis, Clarkesville and Louisville Railroad three hundred thousand dollars for that purpose.

Mobile and Ohio Railroad.

Notwithstanding the Mobile and Ohio Railroad is making constant additions to its rolling stock, it is still unable to move freight as rapidly as could be desired. There is now about 300 car loads of goods at Columbus, Ky., awaiting transportation in this direction. It is known that freights from the West are less by this road, notwithstanding its great length, than by water *via* New Orleans to Mobile, which in some measure accounts for the great demand upon it for transportation.—*Mobile Bank Note Reporter.*

☞ We understand the first cargo of rails have been shipped from England for the St. Stephen Branch Railroad. The work on the line is progressing favorably, a large crew of men are still employed, sleepers are being delivered at different points along the line, the bridge superstructures over the principal streams are all contracted for to be completed by the 1st of May, all the heaviest cuttings will be done by the 1st of April, and the construction of the cars have been commenced in the car shop at St. Croix.

Repair and Maintenance of the Canals.

The Legislature has passed an act appropriating out of the revenues for the fiscal year commencing Oct. 1, 1865, the sum of $453,000, to pay the expense of the ordinary repairs of the public works during the said year, and make good certain deficiencies in existing appropriations, as follows:

To the Eastern Division	$179,000
Middle Division	177,000
Western Division	97,000

$666 68 are also appropriated to pay deficiency in the salaries of clerks of Canal Board and Contracting Board.

Commerce of Canada.

During the 12 years and 6 months ending the 30th June last, the imports into Canada were of the following value, viz:

From Great Britain	$228,120,919
B. N. American Provinces	7,308,451
B. West Indies	678,937
United States	240,942,126
Other foreign countries	17,765,752
Total imports	$494,816,185

To Contractors.

The Allegheny Valley Railroad Company will receive, until the 22d inst., proposals for the grading, masonry, ballasting and ties required on 15 sections of their road (about one mile each in length,) extending from Oil City southward, and on 15 sections extending from Mahoning Creek northward, to the vicinity of Brady's Bend Iron Works. Maps, profiles, etc., are now ready for examination at the office of the Chief Engineer, Pittsburg, Penn.

Pittsburg and Connellsville Railroad.

It is stated that an offer of $3,000,000 has been made by a prominent capitalist in behalf of the Pittsburg, Fort Wayne and Chicago Railroad, to extend the Pittsburg and Connellsville road to Cumberland, there to connect with the Baltimore and Ohio, thus constituting a new and independent route from Chicago to Baltimore, and also to Washington, as soon as the proposed line from that city to Point of Rocks is completed.

Washington County Railroad.

The Hagerstown *Herald* has been informed by the President of the Washington County Railroad, Mr. Edward Meally, that E. D. Smith & Co., commenced work on Monday morning last, on section No. 11, on the land of Mr. Martin Line, near Keedysville.

☞ The Vernon County *Censor* says a meeting was recently held in Viroqua to mature the plan for the construction of a railroad, from Prairie du Chien to La Crosse. The object is to secure an act from the Legislature to enable the towns along the line to subscribe aid for the work.

☞ The receipts from Customs at New Orleans for January were $667,428 98, against New York, $12,441,391 31; Boston, $1,014,632 46; Philadelphia, $508,613 78; Baltimore, $284,770 64. New Orleans is thus the third city in importance in the Union.

☞ An act incorporating the Chenango Valley R. R. Co., with authority to construct a railroad from the Ohio State Line to a point on the Pittsburg and Erie Canal near Wheatland Furnace, not to exceed three miles in length, has passed both houses of the Pennsylvania Legislature.

Washington County Railroad.

We observe from the proceedings of the Washington County Railroad Company at its last meeting at Hagerstown, that the completion of the road leading from the Baltimore and Ohio railroad to Hagerstown within one year is regarded as a certainty.

Interest and Dividends.

The Indianapolis and Cincinnati Railway Company have declared a half-yearly dividend of four per cent., free of Government tax, payable on the 20th March.

☞ The people of Philadelphia, in October next, are to decide at the ballot-box the question of running cars on Sunday.

☞ Work upon the Buffalo division of the Atlantic and Great Western Railway, from Buffalo to Randolph, has commenced at Cataraugus Station.

☞ A meeting of the stockholders of the Boston, Hartford and Erie Railroad Co., is to be held at the office of the Erie Railway Co., in this city, on the 14th inst., "to see if it will authorize the issue of bonds and the securing the same by mortgage of the franchise and property of said company, and, if so, to pass any and all votes proper in the premises. Also to see if said company will change its by-laws so that there may be chosen an Assistant Treasurer, who shall perform such duties as may be prescribed by the directors."

PARDOW, DOUGHTY & Co.

STOCK BROKERS,

No. 43 Exchange Place,

(After May 1st at No. 10 Wall St.,)

NEW YORK,

Buy and Sell, on Commission, at the New York Stock Exchange, all descriptions of Stocks, Bonds, and Government Securities.

They are also prepared to execute orders for the purchase and sale of Petroleum and Mining Stocks and Gold.

ROBT. PARDOW, Jr.,
Member New York Stock Exchange.
WM. S. DOUGHTY.
ROBT. BOLLING.

Pacific Mail Steamship COMPANY.

NOTICE TO SHIPPERS

To South and Central American Ports.



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and the

CENTRAL AMERICAN STEAMSHIP COMPANY,

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GREATLY REDUCED RATES.

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Standard Scales.

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JAY COOKE, WM. G. MOORHEAD, H. D. COOKE, } H. C. FAHNESTOCK, EDWARD DODGE, PITT COOKE.

JAY COOKE & Co.,

BANKERS.

In connection with our houses in Philadelphia and Washington we have this day opened an office at No. 1 Nassau, corner of Wall Street, in this city.

Mr. EDWARD DODGE, late of Clark, Dodge & Co., New York, Mr. A. C. FAHNESTOCK, of our Washington House, and Mr. PITT COOKE, of Sandusky, Ohio, will be resident partners.

We shall give particular attention to the PURCHASE, SALE, and EXCHANGE of GOVERNMENT SECURITIES of all issues; to orders for purchase and sale of STOCKS, BONDS and GOLD, and to all business of National Banks.

JAY COOKE & CO.

March 1, 1866.

Raritan and Delaware Bay RAILROAD.

On and after Monday Feb. 12th, the Express Train will be Discontinued.



THE STEAMER WILL LEAVE PIER No. 5, North River, daily (Sundays excepted), at 3 P. M., connecting with train for Manchester, Toms River, Long Branch, &c., &c.

Freight for Camden and Intermediate Stations

will be taken at LOW RATES on the 4 o'clock line, reaching Camden the next morning.

J. N. POTTER, President.

NOTICE TO HOLDERS OF THE BONDS OF THE

Vicksburg, Shreveport and Texas Railroad Co.

NOTICE is hereby given that the undersigned, are ready to pay the distributive or pro rata shares of the amount of the price bid for the property of the Vicksburg, Shreveport and Texas Railroad Company, at Sheriff's sale on 3d February, 1866; and that Joseph F. McGuire, will pay said sums on presentation to him at Monroe, La.

The following bonds were taken from the Company's safe by the U. S. Marines, and were never sold by the Company:

No.	51		having	29	coupons attached.
No.	76 to 89	inclusive	" ea.	40	" "
No.	98			40	" "
No.	672 to 700	"	"	40	" "
No.	808 to 1000	"	"	40	" "
No.	1101 to 1150	"	"	40	" "
No.	1451 to 1600	"	"	40	" "
No.	1701 to 1958	"	"	40	" "

JNO. T. LUDELING & Associates.

February 10, 1866. 4t8

UNITED STATES

STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, 403 ARCH ST., Philadelphia. 91 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

LIMBERT & LELAND BROTHERS,

17 NASSAU STREET,

Dealers in Government and

OTHER SECURITIES

AND SPECIE,

BROKERS IN FOREIGN EXCHANGE,

COMMERCIAL PAPER NEGOTIATED.

COUPONS, DIVIDENDS, ETC., COLLECTED.

THE

Chicago and Great Eastern

RAILWAY COMPANY.

OFFER FOR SALE

$1,350,000

of their First Mortgage Sinking Fund Convertible Bonds, due April 1, 1895, bearing seven per cent. interest, payable in the city of New York on the first days of April and October in each year; being the *entire balance* of the Bonds which the Company is authorized to sell under the provisions of a mortgage to George N. Titus and James D. Fish, trustees, for $5,600,000, covering the whole line of the Company's road from Chicago, Illinois, to Richmond, Indiana, 224 miles, with the franchises, equipment and appurtenances, and all other present and future acquired property.

The proceeds of these bonds now offered will extinguish the whole existing floating debt of the Company, and provide for the purchase of a large amount of additional rolling stock.

For copy of mortgage and further particulars apply at the office of the Company, No. 37 William street, New York, where subscriptions for the bonds will be received.

New York, February 13, 1866. 4t7

BARROW HÆMATITE STEEL CO.,

LIMITED.

BARROW IN FURNESS,

LANCASHIRE, ENGLAND.

MANUFACTURERS OF

Steel Rails, Tyres, Wheels, Axles,

Shafting, Boiler Plates, Ship Plates, &c., &c.

CHAS. CONGREVE & SON,

SOLE AGENTS,

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C. SHALER SMITH, Late Eng'r and Arch't of Powder Mills and Gov't Works, Augusta, Ga.

C. H. LATROBE, Late Chief Eng'r Pensacola and Georgia Railroad.

SMITH & LATROBE,

Civil Engineers and Bridge Builders,

WITH

Benjamin H. Latrobe,

LATE CHIEF ENG'R BALTIMORE & OHIO R. R.

CONSULTING ENGINEER,

No. 7 Law Buildings, Baltimore, or Charlotte, N. C.

Langdon Rolling Mill Co.,

AT SPUYTEN DUYVIL, N. Y.,

OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

J. LANGDON, President.

RICHARD W. TYSON & CO.,

Baltimore Rivet & Spike Works,

BALTIMORE, MD.

MANUFACTURERS OF

HOOK AND FLAT HEAD

RAILROAD SPIKES,

BOILER AND TANK RIVETS, BRIDGE BOLTS, &c.,

All of Best Quality Iron.

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PASSENGER, BAGGAGE, MERCHANDISE, FLAT BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES, STEAM BOILERS, SUGAR CANE MILLS, SUGAR PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS IRON and BRASS CASTINGS, &c. &c.

HOMER RAMSDELL, President.
GEO. M. CLAPP, Treasurer.
JOS. BELKNAP, Superintendent.

Address

Washington Iron Works,
Newburgh, N. Y.

IMPORTANT TO CONSUMERS OF STEAM.

FUEL ECONOMIZED

AND

POWER OF STEAM INCREASED.

CARVALHO'S

IMPROVED SUPER-HEATER,

Prevents "Priming" in Boilers, and Economizes from 20 to 30 per cent. of the fuel used.

This invention, awarded a **SILVER MEDAL** at the Fair of the American Institute, 1865, **IS SIMPLE IN CONSTRUCTION,** and is easily attached **at small cost** to boilers in use, **OR TO LOCOMOTIVES,** greatly increasing their economy and efficiency. It will furnish pure steam of a moderate temperature for use in engines, or when required, produces, without the least fear of decomposition, highly Super-Heated Steam, for Chemical and Manufacturing purposes, fumigating ships, &c. Persons interested in the use of Steam, are invited to call upon, or address the subscriber, who is the sole Agent for the United States.

HENRY W. BUCKLEY,
Consulting Engineer,
57 Broadway, New York.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

March.		Connecting with
1st —	ARIZONA,	GOLDEN CITY,
11th.	HENRY CHAUNCEY,	COLORADO
21st..	NEW YORK,	CONSTITUTION.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS; 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Baggage checked through. One hundred Pounds allowed each adult.

An experienced Surgeon on board. Medicines and attendance free.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River, New York.

3m9 F. W. G. BELLOWS, Agent.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

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PROPRIETORS AND MANUFACTURERS OF THE

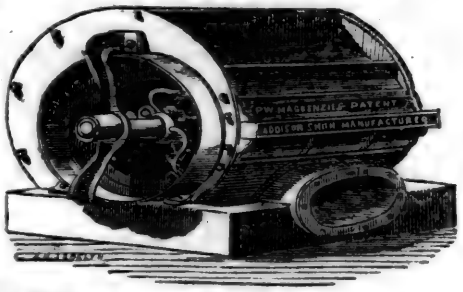
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GAS EXHAUSTOR

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THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison. We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

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SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Manch Chunk.

ONE HOUR AND TWENTY MILES SAVED.

On and after September 25, 1865, trains will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

☞ Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent.

New York, September 16, 1865.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 17, 1866.

American Enterprise in the West Indies.

The recent friendly visit of Mr. Seward to St. Domingo, and the assurance of confidence extended by him to the present liberal Government now established there, has turned the attention of some of our enterprising men to that island as a fitting place for the extension of a profitable intercourse. It appears from some documents which have been placed before us, that already a large tract of land has been secured in the North of the island, in the famous Royal valley watered by the navigable river Yaqui, comprising 300,000 acres, of which a glowing account is given the public. This tract is said to offer the following inducements for developments. The climate is salubrious, the soil fertile, and its natural productions rich and diversified. Sugar, cotton, corn and tobacco, coffee, and cocoa, are easily raised. The woods on the estate purchased are the most valuable known in commerce and the arts, such as pine, oak, and mahogany, logwood, fustic and satinwood, for all of which there is a constant demand, and of which there is an unlimited supply. In addition to these the mineral wealth of the locality offers large advantages to the enterprising. A well known gold field stretching from the borders of the river Yaqui, reaches to the crest of the mountain chain of the Cibao for twenty-five miles. All the streams passing over it contain gold of the finest quality, 23 carats fine, and it is so abundant that the natives of the country with a common gourd can wash out each an ounce a day. It is a well known fact that immense supplies of the precious metals were formerly obtained here by the Spaniards, principally from the Cibao. The metal is found in loose flakes and small grains, and even nuggets of 32 lbs. weight have been known to be obtained. As compared with California, Colorado, or any other American gold or silver bearing state, St. Domingo offers large returns on very easy terms. The outlay necessary to obtain them is very small, and the saving in time and machinery is all in favor of enterprises directed to the island.

But in a purely commercial light there is much to be considered. Cotton grows spontaneously of a soft and fine texture. On any one acre 1,000 lbs. may be gathered, the sea island variety has been planted with perfect success.

Sugar is easily and cheaply cultivated, the cane growing 18 and 20 feet high, does not require replanting but reproduces itself. The product of each acre may be stated at from 3 to 4,000 lbs., and can be sold on the spot for from 1 to 2½ cents per lb., affording a large profit to the exporter. Coffee is also easily raised and produces from 2 to 3,000 lbs. per acre. Cocoa is abundant and of a fine quality. Tobacco is very extensively grown, the crop in 1857 under every disadvantage of the disturbances on the island bring about seven millions of pounds. Hides are abundant, as immense heads of cattle roam through the forests. The article brings 5 to 6 cents per lb. Beeswax also abounds, while cocoa nuts, oranges, lemons, plantains, bananas, pine apples and other tropical fruits exist in great plenty. Rice is also a staple of the country, and of an excellent quality.

In short, nature is bountiful in the highest degree, and in the valley alluded to, does not offer her bounties at the expense of health. The average temperature in the hottest season is 76° to 78° at mid day, and at night bed covering is necessary for comfort.

The opportunities for commercial traffic are constant and inviting. We are informed on good authority that flour brings $16 to 18 in gold, salt pork $50 per bbl., mackeral $20 in gold, codfish $12 50, cotton prints 40 to 60 cents, specie, per yard, liquors in bottle average 1 to $2 each, lard sells for 40 cents per lb., cheese 25 cents, pilot bread 7 cents.

In fact the whole of our American products and all kinds of American manufacture are saleable in considerable quantities on the island, with a certainty of increased demand as the country resumes its quite and repose.

Here then at our very doors lie a country with which we may drive a profitable business, extract gold on the largest scale, obtain copper of the best quality, the most precious of woods and the most valuable kinds of food. A few day's sail places enterprise within reach of easy gratification and distance opposes the smallest obstacles to success.

It is well known that this JOURNAL devotes much of its attention to commercial subjects, and advocates a policy on the part of the Government to extend our trade and navigation, wherever it is practicable to do so. There is much talk just now of our obtaining the island of St. Thomas from the Danish Government as a naval station for our squadrons in the West Indies. Here is a spot already selected by an American interest which would cost the Government nothing but the outlay for wharves and storehouses on a navigable river of convenient access. Not that any such idea prevails for a moment among those interested in the country, but it is very evident that an American settlement at the mouth of the Yaqui would answer all the purpose of the station at St. Thomas, and cost little or nothing to the Government.

At any rate, we are disposed to encourage every effort to extend our commerce in this direction, and we hope we shall hear more of the present enterprise which we have casually had occasion to notice.

Albert County Branch Railroad.

We learn from the St. John *News*, that a company for the construction of this road has been temporarily organized. Hon. W. H. Steeves is President; Thos. McHenry, Secretary; Hon. E. B. Chandler, Treasurer; and Hon. A. E. Botsford, James Steadman, Geo. Calhoun, and E. R. Burpee, Esqs., Directors. Three parties are now engaged

in surveying the route, and it is expected they will be through by the 20th of March. Operations on the road will, it is thought, be commenced about the first of April.

Illinois Central Railroad.

The receipts from operations of this road for the years ending December 31, 1864 and 1865 have been as follows:

	1864.	1865.
Freight	$3,706,632 72	$4,040,587 03
Passengers	2,360,398 55	2,722,262 32
Extra baggage	4,037 75	4,198 13
Mails	75,346 26	74,392 52
Express	49,757 58	134,857 81
Rent of road	59,559 78	57,747 70
Rent of property	.....	14,491 39
Rent of cars	.....	2,511 36
Storage and dockage	127 06	12,376 88
	$6,255,859 70	$7,068,425 14
Earnings over P. & O. Railroad	73,587 50	.....
Earnings over L. P. & B. R. R	.....	117,783 23
	$6,329,447 20	$7,181,208 37
Less operating expenses:		
Salaries	$95,913 18	$117,385 79
General expenses	126,044 59	156,256 75
Legal expenses	12,761 84	17,662 00
Claims and damages	35,627 09	105,435 89
Station expenses	487,809 92	578,030 44
Train service	320,783 90	340,859 65
Wood and preparing	78,946 85	45,091 00
Coal and preparing	287,000 72	300,230 23
Oil and waste	64,301 98	103,148 91
Other supplies	45,171 83	51,639 78
Repairs of engines	430,712 55	591,672 70
Repairs of cars	372,583 62	518,245 59
Repairs of tools, etc.	46,244 90	58,083 55
Cleaning engines and cars	47,849 35	54,230 83
Equipment expenses	30,892 45	39,519 77
Repairs of road	794,569 79	1,216,952 86
Repairs of bridges	88,877 59	79,240 36
Repairs of fencing	55,538 04	84,401 56
Operating St. Charles Air Line	2,337 47	8,009 91
Exchange	.....	508 77
Rent of cars	664 12	.....
Insurance	20,238 66	31,497 63
Loss and damage by fire	23,858 97	10,387 61
Profit and loss	.....	1,302 85
	$3,460,739 39	$4,509,794 43
Leaving net earnings	$2,868,707 81	$2,671,413 94
Deduct charter tax	405,514 04	496,489 84
	$2,463,193 77	$2,174,924 10
Add am't applicable to interest fund, as per land office report	730,970 73	432,905 18
Add am't applicable to free land fund	290,619 67	288,910 22
Add balance of profit and loss account, N. Y. office profits from sundry sources	62,603 80	57,862 45
Net amount as shown in General Balance Sheet	$3,547,387 97	$2,954,601 95

Compared with the year 1864, the gross income from traffic in 1865, shows an increase of $851,761 17; with an increase in operating expenses of $1,049,055 04—making a decrease in net earnings of $197,293 87. Deducting the charter tax, the loss is $288,269 67. The balance to credit of Interest Fund Account, being amount applicable to interest and dividends, is $592,786 02 less than the previous year. The President in his report says:

This railway, communicating between the northern and southern States, lost at the opening of the war its southern business, which had been growing up for many years. During the war, our large armies were supplied to a great extent over this line, furnishing a substitute for the traffic lost. Upon the return of peace, army business was mostly discontinued, and as considerable time must elapse before the former relations between the two sections could be restored, solicitude was felt for the traffic in the interval. It may be also added, that the close of the war found the season too far advanced to admit of planting, thus leaving what the war had spared of the capital and industry of the South, to a great extent unemployed. It will be perceived that these circumstances placed this railway largely upon its local resources for traffic during the past season. Notwithstanding Illinois sent to the field over 200,000 men, we find that the population and area of cultivation have steadily increased during the war, more especially on the line of this road. The gross earnings of the line, for 1865, were $7,181,208 37, against $6,329,447 20 in 1864, being an increase of $851,761 17. The Mobile and Ohio Railway, an extension of our line from the Ohio River to the Gulf of Mexico, is hardly yet reopened; other southern lines tributary to ours have not been placed in working order. When these and other old channels of trade shall have been re-opened, and the business relations of the North and South restored, we confidently expect to increase our traffic. As the season for planting approaches, we are beginning to realize strong confirmation of this. For sixty days past all the rolling stock we could spare has been used in the transportation of supplies for the South, showing that the cotton, sugar and tobacco plantations are now being reconstructed. It is demonstrable that during the war the local business of the road has been growing, and when the full volume of restored southern trade shall have been added, I can hardly perceive how we can fail to realize an increase in the aggregate.

Since our last annual report, we have earned $7,181,208 37; received from collections in the land department, $1,933,915 40; expended on permanent structures and increase of equipment, $854,434 22; and for operation, $4,509,794 43. We have paid to the State our annual tax of seven per cent. on the gross earnings for the year ending Oct., 31st, 1865, amounting to $496,489 84; have paid interest on the funded debt, $810,050, and two dividends of five per cent. each on the capital stock, amounting to $2,236,584 21, in addition to a stock distribution of ten dollars per share, and have reduced our funded debt by the redemption and cancellation of bonds, $900,500. We commenced the new year with a balance of net cash assets on hand of $1,703,525 25, being $550,000 in excess of the dividend of five per cent. declared for the 1st of February, 1866, and since paid, and with a stock of supplies on hand valued at $876,478 63. The amount of bonds canceled and in the hands of the Trustees, in anticipation of collections by the land department, was, on the 31st of December, $2,341,500. During the past year your equipment was increased by the addition of 22 new locomotives (two more being nearly completed at our own workshops,) 5 mail and baggage cars, 62 platform cars, 1 derrick car, with shop machinery and tools, to the amount of $532,540 72; and your construction account was increased, for new iron bridges, new station buildings, engine houses, workshops, and other permanent improvements, $321,893 50. Wherever the condition of the property or the interests of the company required it, repairs have been made to station buildings, workshops, bridges, etc. The track has received extensive repairs, and is now in better condition than for some years. The machinery and rolling stock of the road, consisting of 148 engines, 112 passenger cars, and 3,337 freight cars, have received thorough and expensive repairs. They are now in good condition, and with the 22 engines added this year, are equal to a traffic of $8,000,000 per annum.

The contracts for station service at the three terminal stations, Chicago, Cairo and Dunleith, have been abrogated, and the business is now managed by salaried agents.

This company has no arrangements with any express freight lines. The only contracts of this nature are with the American and Adams Express Companies, for the carrying of money and parcels. Our revenue from these two companies, from arrangements entered into on the 1st day of May last, will amount to $180,000 per annum. These contracts are renewable yearly.

The following general statement is condensed from the reports hereto annexed:

Balance of net cash assets as shown in last Annual Report		$2,298,706 77
Gross earnings in 1865		7,181,208 37
Net receipts of land department		1,933,915 40
Decrease in working supplies		197,198 92
Decrease in miscellaneous assets		128,897 79
Profit and loss, New York office		57,862 45
Receipts on shares for payments of past due calls, and difference in conversion of canceled bond scrip into shares		14,520 00
Amount of 6 per cent. redemption bonds, issued in exchange for 7 per cent. construction bonds		477,000 00
		$12,289,309 70
Permanent expenditures—		
Masonry, bridging, new station buildings, etc.		$321,893 50
New engines, cars, machinery and tools		532,540 72
Operation expenditures—		
Maintenance of road	$1,296,193 22	
Maintenance of mach'y	1,261,752 44	
Train expenses	840,969 57	
Station expenses	578,030 44	
General expenses, salaries, claims and damages, etc.	532,848 76	
		$4,509,794 43
State tax of 7 per cent. on gross earnings, for the year ending October 31, 1865		496,489 84
Interest on funded debt		810,050 00
Sterling exchange on coupons payable in London		128,537 88
Dividends on shares		2,236,584 21
Payment of 8 per cent. bonds of '65		238,000 00
Payment of optional right bond		1,000 00
Bonds, canceled by land department collections, $1,054,000 & premium		1,212,100 00
Bonds redeemed and delivered to Trustees in advance of collections, in addition to those in their hands January 1, 1865, being excess of bonds paid off in 1865, over the am't canceled as above	$84,500 00	
Premium on same	14,294 37	
		98,794 37
Balance		1,703,525 25
		$12,289,309 70

During the past year the rates of transportation did not keep pace with the increase in the cost of operating and maintaining the line, as compared with the preceding year. The appreciation in prices of labor and supplies did not reach its maximum until about the close of the war, and has not receded upon the return of peace, although an early reduction in expenses may now be expected. As compared with the previous year, our earnings have increased $851,761 17, and operation expenditures $1,049,055 04.

The iron originally placed in the track was of a very excellent quality, but the time had arrived when large renewals had to be made, and hence during the past year the expenditures on this account charged to operation were greatly in excess of previous years. There were 6,578 tons of iron used in repairs of track in 1865, costing, with

ties, chairs, other materials and labor, $1,216,952 86, against 3,477 tons at a cost of $794,569 77 in 1864, showing an increase in 1865 of 3,100 tons, at a cost of $422,383 09 over 1864. There were also extraordinary expenditures in the machinery department, amounting to $140,000, caused by inability, on account of pressure of business, to make the needful repairs in the preceding year. This excess for iron, repairs of machinery and other extraordinary expenditures, amount to $575,000, after deducting the credit referred to by the General Superintendent. Deducting this amount from the operation expenditures and excluding therefrom the State tax, which in the above statement of account is treated as a separate item, the amount of operation expenditures in 1865 is $3,931,794 43, or $475,055 04 in excess of 1864, and the amount of net earnings $3,246,413 94, or $377,706 13 in excess of 1864. For further details of the operations of the transportation department, I refer you to the report of the General Superintendent, and accompanying statements.

The report of the Land Commissioner shows that sales were made to 2,364 purchasers, of 155,056.82 acres, at an average of $12 07 per acre, for $1,872,309 52, the average price per acre being $1 11 more than in 1864. Our rule now is, to require the payment of one-fourth down on all sales made, and to sell only to actual settlers. The total obligations now held by the company, upon most of which partial payments have been made, leaving a balance of $8,785,035 25, are good, and will be paid. There were 998,069.36 acres of land remaining unsold at the close of the year. During the past year the sales of land in the southern part of the State were much larger than in previous years, owing to the culture of cotton, tobacco and other southern products, which promises to enable us to dispose of large tracts of land hitherto comparatively unsalable. I believe this has been the most successful land enterprise ever organized in this country. While others have been regarded as monopolies and have met with strong public opposition, this, having been conducted on principles of uniform justice and good faith, has been free from local jealousies and discontent. No purchaser, being an actual settler upon the land, has lost his home through rigorous or harsh treatment on the part of the company. Where indulgence has been deserved, it has been extended to meet the necessities of the farmer. For further details of the operation of this department, I refer you to the report of the Land Commissioner, and accompanying statements.

During the past eight years the debt of the company has been materially reduced. In December, 1858, you had, in round numbers, $19,500,000 of debt; now you have $12,300,000. The share capital was then held by about 900 shareholders, and now by 1,450.

General Balance Sheet.

Permanent expenditures		$30,529,843 97
Interest and dividend account	$9,816,209 63	
Less avails of int. fund	2,954,601 95	
	$6,861,607 68	
Add amount deducted from capital stock and applied to interest fund in 1851, and which is now returned in order to have capital stock show the correct credit	300,000 00	
		7,161,607 68
Net cash assets, N. Y.	$1,672,776 34	
" Chicago.	30,748 91	
		1,703,525 25
Miscellaneous assets, New York		28,637 32
Premium paid on bonds delivered Land Department in anticipation		367,967 15
Working stock of supplies		876,478 63
		$40,668,060 00

Capital stock		$23,374,400 00
Canceled bond scrip		37,160 00
Construction bonds due—		
April 1, 1875. 7 per ct.	$6,837,000	
April 1, 1875, 6 per ct.	2,896,500	
Eight per cent. bonds, due March 1, 1865	3,000	
Optional right bonds, due Feb. 20, 1868	32,000	
Redemption bonds, due April 1, 1890	2,563,000	
		12,331,500 00
Bonds delivered Land Department	$7,266,500	
Less in the hands of the Trustees	2,341,500	
		4,925,000 00
		$40,668,060 00

Capital Stock.

Balance as per last annual report		$20,808,110 00
Stock distribution of August, 1865	$2,119,930	
Transferred from interest fund, as explained in General Balance Sheet	300,000	
Conversion of canceled bond scrip, say 1,465 shares@$90	131,850	
Payment of $10 per share	14,520	
		2,566,300 00
Total number of shares issued, 233,744@$100 per share		$23,374,400 00

Net Cash Assets.

Cash Assets, New York office		$2,022,479 59
Less sundry coupons and dividends.		349,703 25
		$1,672,776 34
Cash assets Chicago	$464,530 82	
Less liabilities	433,781 91	
		30,748 91
Total amount as shown in General Balance Sheet		$1,703,525 25

Interest Account.

Construction bond coupons, April and October		$643,875 00
Interest on optional right bonds		2,275 00
" eight per cent. bonds		10,360 00
" redemption bonds		153,540 00
Premium on Sterling Exchange, to pay coupons in London		128,537 38
Dividend of Feb., 1865	$1,064,790 00	
" Aug., 1865.	1,059,965 00	
U. S. tax on above	111,829 21	
		2,236,584 21
Stock distribution, August, 1865		2,119,930 00
Add amount at debit of this account in last annual report		4,521,108 04
Total amount at debit, as shown in General Balance Sheet		$9,816,209 63

Permanent Expenditures.

Construction	$319,282 03
New equipment	532,540 72
Engineering expenses in Illinois	1,800 00
Dunleith Bridge (surveys)	811 47
	$854,434 22
Add balance at debit of this account in last annual report	29,675,409 75
Total amount as shown in the General Balance Sheet	$30,529,843 97

From the report of the Superintendent we learn that the motive power and rolling stock have been well maintained, and will compare favorably with its condition at the time of any former report.

The number of miles run by engines with passenger trains during the year was 1,010,961; with freight trains, 1,977,163; with construction trains, 69,878; with wood trains, 3,027; with switching trains, 446,437—total, 3,507,466, an increase over the previous year of 120,616 miles. Average number of cars hauled, 12.82; pounds of waste used, 55,514; gallons of oil, 34,787; cords of wood, 9,860; tons of coal and wood used, 97,560.70. Cost of repairs, $627,486 28. Cost of repairs per mile run, 17.89 cents. Cost of wages, 5.65 cents. Cost of cleaning, 1.24 cents. Cost of fuel, 10.65 cents. Cost of oil, waste and tallow, 1.99 cents. The entire cost per mile run by locomotives, including oil and waste, fuel, wages of enginemen and firemen, and repairing and cleaning engines, has been, 37.41 cents, against 32.52 cents in 1864, and 22.28 cents in 1863; the total cost being $1,313,337 26, $1,125,298 68, and $670,802 43 respectively.

The expenditures on account of machinery department have been large, principally caused by the high price of labor and materials, and the extraordinary amount of services required in former years by the Government, leaving the burden of the repairs to be performed during the past year.

The number of locomotives belonging to the company is 148, being an increase of 22 over the number of the previous year, of these 139 are coal burners. The number built in the company's shops during the year was 5, and 2 more are under way and will be completed early in the season.

The company have 69 passenger cars, 34 baggage, mail and express cars, 1 officer's car, 1 pay car, and 7 sleeping cars; 3,337 freight cars; 4 derrick, 3 wrecking, and 3 tank cars, and 14 snow plows. There have been added to the rolling stock during the year, 5 mail and baggage cars; 62 freight, and 1 derrick car; 50 flat cars have received coal car bodies. The repairs have been extensive, 13 passenger, 4 mail and baggage, and 157 freight cars have been rebuilt; 2,619 cars of all classes have received thorough repairs, and 745 were re-painted. The cost of repairing passenger cars was 3.28 cents, and freight cars, 1.22 cents per mile run.

In addition to the motive power and rolling stock that have been charged to permanent expenditures during the year, there has been a large amount of shop machinery and tools supplied to the various shops.

The amounts charged on account of road department for the year have been $1,493,575 23 to operation, and $321,893 50 to permanent expenditures. The items used in operation account were for repairs of track and bridges, amounting to $1,833 37 for each mile of road, and to 37.9 cents for each mile run by locomotives, being an increase over 1864 of $595 12 per mile of road, and 11.9 cents per mile run. There were used in the repairs of road during the year, 308,198 cross ties, 343,285 lbs. spike, 45,844 chairs, 52,521 fish plates and bolts, 19,822 bars of re-rolled iron, 10,987 bars of new iron, 17,001 bars of repaired iron, and 10,828 bars of old iron. The average cost of repairing iron was $1.02 per bar. The bridges and station buildings have received thorough and in many cases extensive repairs. There have been 2 miles of ballasting completed since the last report, in Cairo freight yard, and 3,400 feet on the east track south of Weldon shops, and the cost of stripping on Section 12, preparatory to getting out gravel, and about 140 miles of board and post fence.

The number of passengers carried was 1,092,787—an increase of 105,117. Number carried one mile, 88,614,440—a decrease of 12,197,286. Average number of miles traveled by each passenger, 73. Revenue per mile 3.07 cents. Do., per mile of road, $3,850 44.

Tons of freight transported, 1,034,946—an increase of 12,922. Tons carried one mile, 136,494 661—a decrease of 16,777,007. Average distance each ton was carried 132 miles. Revenue per ton per mile 3.10 cents. Average revenue per ton, $4 10. Tons of freight carried one mile north, 46,490,718; do., south, 90,003,943. Tons of local freight carried, 915,933; do., carried one mile, 120,745,225; do., carried one mile north, 42,177,514; do., south, 78,567,661. Tons of through freight, 119,013; do., carried one mile, 15,749,485; do., carried one mile north, 4,313,204; do., south, 11,436,281.

Land Department.

From the report of the Land Department we learn that the total land sales in 1865, were 154,252 acres, for $1,850,895 79. The aggregate sales from commencement to January 1, 1866, were 1,596,931 acres, for $18,811,673 44. The unsold lands amount to 998,069 acres.

The following is a statement of transactions of the Land Department for the year 1865, and general statement of accounts to December 31, 1865:

Land notes and contracts on hand as per report of 1864		$9,357,692 56
Received in 1865	$1,087,644 77	
Canceled in 1865	555,229 80	
		532,414 97
		$9,890,107 53
Payments in 1865		1,105,072 28
		$8,785,035 25
Treasurer I. C. R. R. Co., remitted as per report of December 31, 1864	$3,111,031 15	
Remitted him in 1865	507,632 29	
		3,618,663 44
Construction bonds canceled as per report of 1864	$3,871,000 00	
Canceled in 1865	1,054,000 00	
Premium paid on do.	473,118 75	
		5,398,118 75
Free land fund as per report of December 31, 1864	$806,527 69	
Remitted Treasurer in 1865	288,910 22	
		1,095,437 91
Expense account, as per report of 1864	$607,240 07	
Expense account in 1865	130,672 69	
	$737,912 76	
Less payment forfeited on canceled sales, 1865	36,098 61	
		701,814 15
Allowed from notes for pre-payment and other causes, as per report of 1864	$178,283 80	
Allowed in 1865	8,741 58	
		187,565 38
Notes receivable on hand	$10,840 10	
New office building in '64	32,661 41	
" " '65	47,522 31	
Sundry assets	23,179 43	
		114,203 25
Defaulting agents		12,666 89
Expenses on purchased lots & lands		127,080 41
		$20,040,585 43

Acres.	Land Sales, 1865.	Cash.	Notes, etc.
122,154	Construction lands	$515,227	$827,632
27,228	Free lands	142,103	212,286
4,870	Interest lands	26,716	44,172
	Donated town lots	21,589	2,291
154,252		705,635	1,086,381
804	Purchased lands	8,488	619
	Purchased T. L.	11,591	644
155,056	Total	725,714	1,087,644
1,486,275	Tot. to Dec. 31, '64	2,123,135	14,814,217
1,641,331		2,848,849	15,901,861
41,768	Canceled in 1865.	4,119	555,229
1,599,563	Total sales to date	2,844,730	15,346,632
Cash			2,844,730
Interest account			1,816,111
Suspense account			33,112
			$20,040,585

Construction Bonds Canceled.

Amount surrendered to the Trustees by the company as per report of 1864		$3,871,000 00
Surrendered in 1865		1,054,000 00
Making in all		$4,925,000 00
Applied on the issue of deeds as per report of 1864	$3,114,145 68	
Applied in the same manner during 1865	981,060 32	
		4,095,206 00
Leaving canceled construction bonds in Trustees hands Jan. 1, 1866		$829,794 00
To which add amount of bonds surrendered in advance of receipts on construction lands sold		2,341,500 00
Making the aggregate in Trustees' hands		$3,171,294 00

Journal of Railroad Law.

The case of Smith *vs.* New York Central Railroad Company, lately decided by the Superior Court of this State, was an action brought for the recovery of damages alleged to have occurred to certain merchandise, through the negligence of the defendant as a common carrier, on or about the first day of February 1857. The property in question, and the claim for damage thereto, was assigned by the vendee, Milliman, to the plaintiff, before the commencement of the action. The action came on to be tried at the Monroe Circuit, in April 1864, before his honor James C. Smith, Justice, and a Jury. The plaintiff proved that January 29th 1857, Smith, Palmer & Co., delivered to the Western Railroad Company a case of cigars, directed in substance to R. Milliman, Rochester, New York, to be duly forwarded to him; that in February of that year the defendant delivered the cigars, in bad order, to the vendee, Milliman, that "the Western Railroad, and the New York Central Railroad connect together at Albany," also entries in the defendant's books at Albany, showing, in abreviations, the receipt of the cigars from the Western railroad by the defendant. The plaintiff offered in evidence the affidavit of A. A. Wemple, Co., general freight of the defendants at Albany, explaining said entries, rnd admitting that there were no entries, in the defendant's books at that place, for 1857, showing any damage to said cigars, which was excluded by the court. The plaintiff further proved the measure of damages, viz., $309, at that time, their value in the condition in which they were delivered to the vendee being nothing whatever; the assignment of the bill of sale, and the claim for damage thereto, to the plaintiffs. The plaintiff having rested, the defendant moved for a nonsuit; which motion was granted. A stay of proceedings for sixty days was ordered, to enable the plaintiff to make a case and exceptions, to be heard at the general term in the first instance.

By the Court, Johnson, J. The action was brought against the defendant as common carrier, by carelessness and negligence. The plaintiff, to maintain the action proved the delivery of the property in good order to the Western Railroad Company, in Massachusetts, to be transported to R. Milliman, in Rochester, New York; that the railroad of that company connected with the defendant's railroad at Albany; that the goods were delivered to Milliman at Rochester by the defendant's freight agent in a condition so damaged as to be entirely worthless. He also gave in evidence copies of entries in the defendant's books tending in some degree, to show that the goods were received by the defendant at Albany from the Western Railroad Company. This evidence was uncontradicted. The plaintiff was non-suited. I am of opinion that the non-suit was wrong and should be set aside. The defendants counsel insists that there was no evidence to show that the property was in a sound condition, when it was received by the defendant. If this is so, the nonsuit was proper. The plaintiff must of course give evidence sufficient to show that the goods were in good condition when they came to the possession of the carrier, as part of the evidence that they have been injured while in the carrier's custody. Merely showing a delivery by the carrier in an injured condition is not enough. It must be shown in what condition the carrier received them, in order to prove an injury in his hands. This may be shown by direct affirmative evidence, or by proof of facts and circumstances from which the presumption of fact arises, that the goods were in proper condition when the carrier received them. Enough was I think, proved in this case to raise such presumption. The property was placed in the possession of the Western Railroad Company in good order and condition, and until the contrary is shown, must be presumed to have continued in that condition, while in the possession of that company. It was delivered by the defendant, after being transported over its road from Albany to Rochester, in a damaged condition; and the further presumption necessarily follows, that it received the injury while in the possession of the defendant. The general rule is, that things once proved to have existed in a particular state, are to be presumed to have continued in that state until the contrary is established by evidence, either direct or presumptive. (Best on Presumptions, § 136. Sleeper *vs.* Van Middlesworth, 4 Denio, 431. Walrod *vs.* Ball, 9 Barb. 271. Cooper *vs.* Dederick, 22 id. 516.) Unless this rule is to be applied to goods delivered, to be transported over several connecting railroads, there would be no safety to the owner. It would often be impossible for him to prove at what point or in the hands of which company, the injury happened. But give to such party the benefit of the presumption that the goods he has delivered in good order in such case, continued so until they came to the possession of the company which delivers them at the place of destination in a damaged condition, and his rights will be com-

pletely protected. The burthen is then shifted upon the latter company of proving that such goods came to its possession in a damaged condition, by way of defense. This proof the latter company can always make, much more easily and readily than the converse can be proved by the owner. This is in perfect harmony with a well settled rule of law, as an exception to the general rule. The general rule undoubtedly is that the burthern of proof is always upon the party who asserts the existence of any fact which infers legal responsibility. But the exception is equally well established, that in every case the *onus probandi* lies on the party who is interested to support his case by a particular fact which lies more particularly within his knowledge, or of which he must be supposed to be cognizant. If the subject matter of a negative averment lies peculiarly within the knowledge of the other party, the averment is taken as true unless disproved by the other party. (1 Greenl. Ev. § 79. 1 Stark. Ev. 362–365. Wills on Circumstantial Ev. 183, 184.) This applies in all civil cases. A familiar instance is, the action to recover the penalty for the violation of the excise law. And it applies also in criminal cases in weighing the evidence, after slight evidence has been given, sufficient to raise the presumption that the allegation is true, in the absence of any evidence to the contrary. In this case, and all cases of like nature, I think it is enough for the owner to show that he delivered the property to the connecting road in good condition, and that the burthen is then cast upon the company delivering the goods injured in proving that they were not injured in their possession, or that they came to their possession thus injured. This evidence in almost every case is all that the owner can possibly give, inasmuch as he is not supposed to accompany his property in the transit. The defendant was unquestionably a common carrier in reference to this property, and subject to all the liabilities of such carrier to the plaintiff, though it may have received it from the Western Railroad Company alone, and upon its undertaking to transport the property to Rochester. The statute (2 R. S. 693, § 67 5th ed.) expressly makes any railroad company receiving freight for transportation, subject to the same liabilities as common carriers. The liability attaches upon the receipt of the property for the purpose of being transported, and is to the owner of the freight. But this liability is for its own acts, or for injuries which such freight receives while it is in custody for such purpose, and not for the acts of the other companies which may have previously injured such freight.

The plaintiff's counsel seems to insist that under § 67 of the statute above referred to, the defendant would be liable to the plaintiff, even though the goods were injured while in possession of the Western Railroad Company, and came to the possession of the defendant in the same injured condition in which it was delivered by the defendant at Rochester. But I do not think the statute was intended to create any such liability against any company except the one which first received and undertook to transport the freight. The language is "whenever two or more railroads are connected together, any company owning either of said roads so connected shall be liable as common carriers for the delivery of such freight at such place." It is obvious I think that this was intended to apply only to the company originally receiving and undertaking to convey and deliver the freight. In this respect the statute is only declaratory of the common law obligation of the carrier making the contract. He undertakes for all the carriers intermediate the points of shipment and delivery. (Bartis *vs.* The Buffalo and State Line R. R. Co. 24 N. Y. Rep. 269.) But an intermediate carrier, who was not a party to the original undertaking, would, I apprehend be liable only as an ordinary carrier, for loss or damage arising while the goods are in his possession as such carrier. This gives the owner his election, in case of loss or damage, to bring his action either against the carrier with whom the original undertaking was entered into, or against the particular carrier in whose hands the loss or injury has occurred. There can be no doubt, I suppose that the latter is clearly liable for his own default, without any aid from the statute.

Courts may take judicial notice of whatever ought to be generally known, within the limits of their jurisdiction. (1 Greenl. Ev. § 6.) This would I think, include notice of the great lines of public travel and transportation of property, and their connection with each other, and the general course of trade and transportation through the country. In a case like this the court would infer, without further proof than was given a delivery of the property by the Western Railroad Company, to the defendant to be transported by the latter as carrier to Rochester. I am clearly of the opinion therefore, that enough was proved by the plaintiff to put the defendant upon its defense, and to authorize a recovery by the plaintiff as no counter evidence was given. If these views are correct, it follows that the nonsuit should be set aside and a new trial granted, with costs to abide the event.

☞ A recent survey of the route of the proposed railroad between Manchester and Keene, N. H., shows that it is quite direct. The entire length to be built is 46 miles, and the estimated cost $1,500,000.

Nashua and Lowell Railroad.

The receipts and expenses of this road for the years ending March 31, 1864 and 1865, have been as follows:

Receipts:	1864.	1865.
From freight	$126,482 78	$150,189 88
" passengers	107,041 58	142,739 35
" expresses	2,860 20	3,740 02
" mails	2,890 02	2,831 06
" interest	2,148 23	1,493 72
	$241,422 81	$300,994 03
Disbursements:		
Repairs of road	$26,163 09	$41,212 55
" engines	9,610 81	16,768 04
" cars	15,277 55	20,641 38
" bridges, buildings, etc.	6,296 08	15,284 58
Fuel	24,794 01	34,570 76
Oil and waste	3,265 55	5,018 82
Rents	32,022 41	30,321 31
Conductors, etc	24,792 95	31,602 69
Merchandise and depot expenses	19,472 49	26,002 78
Miscellaneous	18,343 86	28,343 77
Dividends 8 per cent.	48,000 00	48,000 00
Contingent fund	13,384 01	3,227 35
	$241,422 81	$300,994 03

The following is a comparative statement of the receipts, expenses and net earnings of the road for the years ending March 31:

	Receipts.	Expenses.	Net.
1860	$235,950 16	$164,506 46	$71,443 70
1861	246,905 80	180,666 87	66,238 93
1862	185,657 37	142,548 17	43,109 20
1863	201,435 27	146,188 35	55,246 92
1864	241,422 81	180,038 71	61,384 01
1865	300,994 03	249,766 68	51,227 35

The financial condition of the company, April 1, 1864 and 1865, is as follows:

	1864.	1865.
Construction	$486,593 84	$486,593 84
Equipment	92,870 00	92,870 00
Fixtures and stock in shop	20,536 16	20,536 16
Real estate	17,698 54	113,023 54
Materials charged to other roads	39,652 43	56,766 44
Notes receivable	35,000 00	4,000 00
Cash on deposit	68,340 72	40,801 24
Sundry accounts	400 54	400 54
	$761,092 23	$814,991 76
Capital stock	$600,000 00	$600,000 00
Unclaimed dividends	1,269 00	1,451 00
Wilton railroad	7,000 00	7,000 00
Stony Brook road	8,850 00	8,850 00
Dividends declared	24,000 00	24,000 00
Notes payable		50,440 28
Contingent fund	119,973 23	123,244 48
	$761,092 23	$814,991 76

President.—F. B. Crowninshield.

Directors.—F. B. Crowninshield, Daniel S. Richardson, Edward Spalding, Onslow Stearns and Henry Sigourney.

Superintendent.—John B. Winslow.

Treasurer.—Edward Spalding.

☞ The Reno, Oil Creek and Pithole Railroad Company, and the Kersey Railroad Company have been consolidated. The latter company is the owner of the railroad track from Rouseville to Humboldt, upon Cherry Run, and this consolidation removes all the difficulties which have hitherto hindered the progress of the former upon that portion of the route, and ensures a more speedy completion of the line to Pithole than could otherwise have been accomplished. Regular trains are run between Reno and Rouseville; making close connection at Reno with eastward bound trains of the Atlantic and Great Western Railway, and at Rouseville with a regular line of hacks to Plumer, Pithole, and the oil regions above. The road will be completed to Plumer and Pithole in a few days.

☞ A meeting was held at Carmi, Ills., on the 24th ult., to consider the subject of the completion of the Illinois Southern Railroad. Resolutions in favor of White County issuing bonds for the sum of $100,000 in aid of the road were passed.

☞ A bill has passed the Wisconsin Legislature to authorize the towns on the line of the Prairie du Chien and La Crosse Railroad, to aid in its construction. Also to authorize Milwaukee and Prairie du Chien Railway to hold property in other States.

☞ The track of the new railroad line between Fall River and Braintree (formerly the Dighton and Somerset road) is nearly completed. The line crosses the track of the New Bedford and Taunton railway a short distance northerly of the Weir station.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	....	10c
Acton Vale ..... Ca	50,000	5	....	5c
Adventure ..... L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	20	15
Algomah ..... "	20,000	....	2	25c
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	1½
American ..... Ca.	200,000	2½	....	5½
Amygdaloid ..... L. S.	20,000	....	....	25
Annapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T.	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6½
Atlas ..... "	20,000	....	1	2½
Aztec ..... "	20,000	....	1	3
Balt. and N. C. ..... N. C	2,000	5	....	35c
Bare Hill ..... "	....	....	....	95c
Bay State ..... L. S.	20,000	....	3½	9
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	125,000	5	....	50c
Black River ..... "	200,000	2½	....	10c
Bohemian ..... L. S.	20,000	....	7½	12
Bolton ..... Ca.	200,000	5	....	1½
Boston ..... L. S.	20,000	....	5*	55c
B. and Corinth ..... Vt.	20,000	10	....	....
Brooklyn ..... L. S.	20,000	....	2	....
Brome ..... Ca.	100,000	5	2	2
Cabot ..... L. S.	20,000	....	½	....
Caledonia ..... "	20,000	....	....	6
Cambridge ..... "	20,000	....	5	15c
Canada ..... Vt.	100,000	4	90c	75c
Carp Lake ..... L. S.	20,000	....	....	1½
Cascade ..... "	20,000	....	....	....
Central ..... "	20,000	....	....	40
Champlain ..... Ca.	200,000	1½	....	15c
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester ..... "	200,000	1	....	12c
Cheticamp	30,000	5	....	1½
Chippewa ..... L. S.	20,000	....	....	....
Cleveland ..... Ca	100,000	5	....	....
Cliff ..... L.	20,000	....	....	....
Clifton ..... "	20,000	....	....	1
Collin ..... "	20,000	....	½	....
Columbian ..... "	20,000	....	4½	10½
Consolidated ..... "	20,000	....	5	5c
Copper Falls ..... "	20,000	....	24½	28
Copper Harbor ..... "	20,000	....	1	....
Copper Hill ..... "	200,000	1	....	15½
Copperas Hill ..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	25c
Dacotah ..... L. S.	20,000	....	....	5
Dana ..... "	20,000	....	3½	50c
Deep River ..... N. C.	....	5	....	15c
Delaware ..... L. S.	20,000	....	....	10
Derby ..... "	20,000	....	1	1½
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	3½
Dudley ..... L. S.	20,000	....	½	75c
Dunham ..... Ca.	200,000	2	....	25c
Durham ..... "	200,000	5	....	25c
Eagle River ..... L. S.	20,000	....	3½	2
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex	200,000	....	....	20c
Etna ..... L. S.	20,000	....	....	12½
Eureka ..... "	20,000	....	....	....
Everett ..... "	20,000	....	5*	....
Evergreen Bluff ... "	20,000	....	....	12
Flint-Steel ..... "	20,000	....	....	13
Forest City ..... "	20,000	....	3	1
Forest Shepherd ... "	20,000	....	6	11c
Franklin ..... L. S.	20,000	....	6½	38
French Creek ..... Pa.	100,000	5	....	50c
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill ..... "	20,000	....	5	50c
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ..... "	20,000	....	1	40
Grand Trunk ..... Ca.	100,000	5	....	65c
Great Western ... L. S.	20,000	....	2	31c
Green Mountain ... Vt.	20,000	10	....	4½
Guilford ..... L. S.	20,000	....	5	40c
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	6½	15
Hanover ..... "	20,000	....	½	2½
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	3½
Hilton ..... "	20,000	....	....	1½
Hope ..... "	20,000	....	½	1½
Hudson ..... "	20,000	....	....	2
Hulbert ..... "	20,000	....	3½	3½
Humboldt ..... "	20,000	....	2	3½
Hungarian ..... "	20,000	....	1	62½
Huron	20,000	....	16	37
Indiana	20,000	....	....	6
Inverness	200,000	2½	....	....
Isle Haute	40,000	....	....	....
Isle Royale ..... L. S.	20,000	5	15	12½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw ..... "	20,000	....	....	4
Kickapoo ..... "	20,000	....	1	....
King Phillip ..... "	20,000	....	2	....
Knowlton ..... "	20,000	....	1	6
Lafayette ..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	50c
Logan ..... "	100,000	3	....	2½
Lyster ..... "	200,000	2	....	....
Madison ..... L. S.	20,000	....	1	1
Malden ..... "	20,000	....	....	....
Mandan ..... "	20,000	....	2½	45c
Manhattan ..... "	20,000	....	2½	2½
Marquette ..... "	20,000	....	....	3½
Maryland ..... Md.	....	5	....	40c
Mass ..... L. S.	20,000	....	....	....
Massachusetts ..... "	20,000	....	....	....
Mendota ..... "	20,000	....	4	....
Merrimac ..... "	20,000	....	4	....
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	5½	1½
Michigan ..... "	20,000	....	....	....
Middlesex ..... "	20,000	....	....	....
Mineral Hill	....	....	....	40c
Minnesota ..... L. S.	20,000	....	3½	7½
Missisquoi ..... Ca.	150,000	2	....	1½
Montezuma ... N. Mex.	300,000	5	....	....
Morrison ..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	5½	19½
Native ..... "	20,000	....	3	50c
Naumkeag ..... "	20,000	....	1	2
Nelson ..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	2
Nevada (Silver) .. "	20,000	....	....	....
New England ..... "	20,000	....	2	50c
Newton ..... Ca.	200,000	1	....	8c
New York ..... L. S.	20,000	....	....	½
N. Y. & Passaic... N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	1½
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	10c
North Sutton ..... Ca.	100,000	5	....	1
North Western... L. S.	20,000	....	7½	32
Norwich ..... "	20,000	....	....	4
Ogima ..... "	20,000	....	....	5½
Ontonagon ..... "	20,000	....	....	2
Ottawa ..... Ca.	200,000	1	....	23c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	....	2½	1½
Pewabic ..... "	20,000	....	3½	34
Phila. & Boston.. "	20,000	....	15	2
Phœnix ..... "	20,000	....	....	11½
Pittsburg & Boston "	20,000	....	5½	49
Pontiac ..... "	20,000	....	3½	1½
Prince of Wales ... Ca.	200,000	....	....	....
Providence ..... L. S.	20,000	....	....	½
Quincy ..... "	20,000	....	10	50
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	7½
Richford ..... "	60,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	3
Roscoe ..... Ca	200,000	1	....	80c
Rudisell ..... "	....	....	....	....
St. Clair ..... L. S.	20,000	....	3	1
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.) L. S.	20,000	....	8½	80c
Salem ..... "	20,000	....	1	....
Sharon Consol ..... "	20,000	....	....	3
Sheldon ..... "	20,000	....	....	16
Silver Creek ..... "	20,000	....	1	....
Silver Hill ..... "	20,000	....	....	30c
Silver Lake ..... "	20,000	....	....	....
Silver Valley ..... "	20,000	....	....	10c
Southampton ..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	20c
South Side ..... L. S.	20,000	....	3	75c
Springfield ..... Md.	....	5	....	55c
Stadecona ..... Ca.	100,000	5	....	....
Star ..... L. S.	20,000	....	7½	1
Stark ..... Vt.	100,000	2	....	....
Strafford ..... "	30,000	10	....	50c
Superior ..... L. S.	20,000	....	4	2½
Sussex ..... "	20,000	....	....	....
Sutton ..... Ca.	100,000	5	....	85
Toltec ..... L. S.	20,000	....	20	37½
Tremont ..... "	20,000	....	5*	1
Union (L. & M.) .. "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria ..... L. S.	20,000	....	1½	....
Vulcan ..... "	20,000	....	....	....
Washington ..... "	20,000	....	....	....
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota.. "	20,000	....	2½	2½
Wickham ..... Ca.	200,000	5	....	20c
Wickopee ..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	3½	1
Wyandotte ..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	....	½
East River	6,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin ..... Me.	3,000	100	....	....
Lake Superior ..... L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant ..... Pa.	10,000	50	....	....
Teal Lake ..... L. S.	....	....	....	2
Tyson	20,000	10	....	3
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	....	8½
Bucks County ..... Pa.	....	....	....	½
Canada ..... Ca.	50,000	5	....	2½
Clute	....	....	....	½
Crystal Lake	....	....	....	....
Erie	....	....	....	21
Gay's River	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone ..... Pa.	....	....	....	1
Lancaster	....	....	....	....
Macomb ..... N. Y.	100,000	5	....	45c
Mineral Point	100,000	5	....	½
Mount Hope ..... N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ..... N. J.	12,000	100	....	110
N. Y. & Boston.. N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay ..... N. F.	....	....	....	½
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ... N. Y.	100,000	5	....	....
Sussex ..... N. J.	....	....	....	40c
Union	100,000	5	....	57c
Wallkill ..... N. Y.	....	....	....	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	....	60½
Ashburton ..... "	50,000	50	....	13½
Atlantic & G. C .. Md.	....	....	....	105c
Baltimore ..... "	....	100	....	2
Bear Valley ..... "	40,000	12½	....	14
Beaver Meadow ... Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	6½
Big Mountain ..... Pa.	....	....	....	5
Blackball ..... N. S.	8,000	25	....	....
Boston & Pictou. "	100,000	5	....	....
Bridgeport ..... Pa.	30,000	10	....	....
Broad Mountain ... "	30,000	10	....	....
Butler ..... "	....	....	....	15
Cape Briton ..... N. S.	200,000	2½	....	....
Carbondale ..... Pa.	....	....	....	8
Central ..... "	....	....	....	44
Clinton ..... "	....	....	....	1
Coal Brook ..... "	4,000	50	....	....
Continental	10,000	50	....	73½
Cumberland (pref.) Md.	50,000	100	....	43½
Daniel Webster	5,000	100	....	....
Everhart	20,000	25	....	....
Franklin ..... Pa.	5,000	100	....	17½
Fulton ..... "	60,000	5	....	6½
Gilbertson	5,000	100	....	42
George's Creek ..... Pa.	10,000	....	....	109
Grand Tunnel	4,000	100	....	50
Green Mountain ... Pa.	....	....	....	4
Hampton & Balt. Md.	....	....	....	91
Hazleton ..... Pa.	32,300	50	....	56
Henry Clay	3,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	6½
Locust Mountain .. "	....	....	....	41
Lorberry ..... "	4,000	100	....	11
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	6
Metropolitan ..... "	....	100	....	....
Middle Coal Fields.. "	....	....	....	6
Milford	2,500	50	....	....
Mill Creek ..... Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ..... R. I.	8,000	10	....	....
New Creek ..... Pa.	....	....	....	1½
North. & Luzerne .. "	....	....	....	....
Penn. ..... "	100,000	50	....	148½
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot ..... Pa.	4,000	50	....	....
Port Hood	4,000	100	....	49½
Potomac ..... Md.	40,000	10	....	5½
Powell ..... Pa.	....	....	....	....
Preston	....	....	....	20
Princess Alex. ... N. S.	5,000	100	....	....
Ridgeway	....	....	....	....
St. Clair ..... Pa.	5,000	100	....	10
Schuylkill Valley.. "	20,000	10	....	15½
Shawmut	6,000	50	....	....
Short Mountain ... Pa.	18,000	50	....	26½
Stafford	....	....	....	....
Suffolk	4,000	100	....	98
Sugar Loaf ..... Pa.	....	....	....	....
Summit ..... "	40,000	20	....	....
Susq. Coal & C. Mt. "	....	....	....	4½
Tamaqua ..... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley.. Pa.	22,760	50	....	44

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	....	....
Acadia (G.) ..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	....
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.)- N. M.	....	....	....	....
Am. Pioneer ..... A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.) ..... N. S.	100,000	2	....	....
At. & Pac. (G. & S.) Nev.	50,000	10	....	....
Bay State (G.) .... Col.	200,000	5	....	....
Bencon (G.) ..... N. S.	200,000	2	....	....
Benton (G.) ..... Col.	100,000	5	....	....
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	....
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) .. "	100,000	10	....	....
Canadian (G.) ..... Ca.	200,000	2	....	....
Central (G.) ..... Col.	50,000	20	....	....
Chaudiere (G.) .... Ca.	100,000	5	....	....
Chebucto ..... N. S.	100,000	5	....	....
Colonial (G.) ..... Ca.	100,000	2½	....	....
Colorado (G.) ..... Col.	50,000	10	....	....
Consol. Greg'y (G.) Col.	50,000	100	....	....
Copalinshe (G.) .... "	200,000	20	....	....
Corisannie (G.) .... "	100,000	10	....	....
Corydon (G.) ..... "	100,000	25	....	....
Day & Bushnell (G.) C.	300,000	10	....	....
Denver (G.) ..... Ca.	50,000	20	12½	....
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.) ... Nev.	100,000	5	....	....
Empire (S.) ..... "	....	....	....	....
Empress (S.) ..... "	....	....	....	....
Eureka (G.) ..... Cal.	....	....	....	....
Excelsior (G.) ..... Col.	30,000	10	....	....
Frankfort (G.)	100,000	2	....	....
Garrison's (G.) ..... Col.	100,000	5	....	....
Gilbert River (G.) ... Ca.	100,000	5	....	....
Gilpin (G.) ..... Col.	100,000	5	....	....
Gold ..... "	100,000	5	....	....
Gold Field	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River	100,000	3	....	....
Gould & Curry (G. & S.) N.	....	....	....	....
Gunnell (G.) ..... Col.	300,000	10	....	....
Halifax (G.) ..... N. S.	200,000	2	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.) ..... "	80,000	25	10	....
Isaac's Harbor (G.) N. S.	100,000	5	....	....
Isabella (G.) ..... Col.	....	....	....	....
Kennebec (G.) ..... Ca.	100,000	5	....	....
Kent (G.) ..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	....	....	....	....
Lake Major ..... N. S.	12,000	50	....	....
Libertad (G. & S.) Mex.	....	....	....	....
Manhattan (G.) ..... Col.	100,000	10	....	....
Mariposa (G.) .. .Cal.	100,000	100	....	11½
Massachusetts (G.) .. Ca.	500,000	5	....	....
Mex. Pac. (G. & S.) Mex.	100,000	100	....	....
Montague (G.) ... N. S.	50,000	10	....	....
Montana (G.) ..... Col.	100,000	5	....	....
Montezuma (G. & S.) N.	100,000	5	....	....
Mt. Alpine (G.) ... Col.	250,000	5	....	....
Mt. Vista (G. & S.) Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	....
New Gregory (G.) "	50 000	10	....	....
New York (S.) ... "	100,000	10	....	....
N. Y. & N. S. (G.) N. S.	100,000	5	....	....
Nova Scotia (S.).. "	100,000	2	....	....
Oldham G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	....	....	....	....
Palma (S.) ..... "	....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.).. L. Cal.	....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (G.) ..... Col.	50,000	20	....	....
Prince Albert (G.) .. Ca.	100,000	2	....	....
Quartz Hill (G.) ... Col	40,000	25	....	5
Quicksilver ..... Cal.	100,000	100	....	41
Renfrew (G.) ..... Ca.	120,000	2½	....	....
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.) .... Col.	....	....	....	....
Sacramento (S.).. Nev.	....	....	....	....
San Antonio (S.) .. A. T.	60,000	50	....	....
Santa Clara (Q.) .... Cal.	....	....	....	....
Santa Rita ..... Ariz. T.	....	....	....	....
Scottie (S.) ..... Ariz. T.	....	....	....	....
Sherbrooke (G.) N. S.	100,000	10	....	....
Sierra Nevada (G.) Col.	....	....	....	....
Silver Hill (S.) ... Nev.	....	....	....	....
Sonora (S.) ..... Ariz. T.	....	....	....	....
Southam (G.) ..... N. S.	100,000	5	....	....
Stafford (G.) ..... Ca.	100,000	5	....	....
Star (G.) ..... Col.	100,000	25	....	....
Stewart (G.) ..... Ca.	100,000	5	4	....
Smith & Parm. (G.) Col	125,000	20	20	....
Tascher (G.) ..... "	50,000	10	....	....
Victoria (G.) ..... "	100,000	2	....	....
Waverly (G.) ..... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.) .. "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	23	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	60
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	41	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	46½
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	....	42
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to Metro.	Aug. 1,	'64.)	—	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,660	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18.965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	8,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	....	—	—	—	Buffalo Street	.....	.....	—	—	—	—	—	—	—
30 Sep. '64	—	23.0	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	.....	327,713	50.493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	153,749	72,000	88,000	.....	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	8	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '64	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	51½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	—	—
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	—	—
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	—	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	—	32
31 Oct. '64	11.00	—	—	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	—	34½
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	—	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	.....	.....	—	—	—	—	—	—	—
31 Oct. '64	12.00	—	—	60	12	0	Oakland (Pitts'rg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	—	—
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	—	—
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	—	—
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	—	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	73
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,388	120,000	—	—	41.269	9,418	5	—	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & GrsF.)	175,610	159,312	15,500	—	79,670	21,297	6	—	35
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	51½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	23
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,872	16,233	7½	—	67½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1882	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
Real Estate Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Mar. 1, 1866.	Interest. Rate.	Interest. Periods.	Interest. When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	'22
Loan of March 31, 1848 ..... registered	8,908,342	6	" " "	1868	117
" " " ..... coupon		6	" " "	1868	117¼
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	5	" " "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" " "	1874	95½
" " " ..... coupon		5	" " "	1874	95½
Loan of June 22, 1860 ..... registered	7,022,000	5	" " "	1871	97½
" " " ..... coupon		5	" " "	1871	98
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" " "	1881	103
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	13,415,000	6	Jan. & July.	1881	104½
" " " ..... coupon		6	" " "	1881	104½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,278,100	6	" " "	1881	104½
" " " ..... coupon		6	" " "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	103½
" " " (5-20s) ..... coupon		6	" " "	1882	103½
Loan of March 3, 1865 (5-20s)	61,243,000	6	May & Nov.	1885	103½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	1,632,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,769,100	5	Mar. & Sept.	1904	90½
" " " ..... coupon		5	" " "	1904	90½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	103½
" " " ..... coupon		6	" " "	1884	103½
Treasury Notes of July 17, 1861 ..... coupon	167,350	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 1st series	818,044,000	7.3	Feb. & Aug.	1867	100
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	99½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	99½
Debt Certificates	62,264,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	174,012,141	6	At maturity.	1867	---
United States Notes (greenbacks)	423,435,513				
Fractional currency	27,623,734				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	116
" — " " 1860 ..... "	198,500	7	" " "	1890	----
" —War bonds ..... "	610,004	7	" " "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	92
" — " " " " ..... "	1,000,000	6	" " "	1882	92½
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" " "	'63-'80	90
" — " " (R. R.) ..... "	525,000	7	" " "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ..... "	1,322,085	6	" " "	1877	98
" —Interest stock ..... "	737,222	6	" " "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" " "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" " "	1879	96½
—Canal bonds (sterling) ..... "	1,778,423	6	" " "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" " "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,173	2½	" " "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	----------	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	-------	84
" " " special stock "	1,216,737	5	" "	----------	----
" Deferred stock ..... "	1,243,000	5	" "	----------	----
" " special stock "	479,545	5	" "	----------	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" " (war loan) ..... "	800,000	7	" " "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" " " " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'66-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	95
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc) ... coupon	616,130	6	----------	d'm'd.	85
" — " (R. R. etc) ... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	----------	----
" — " " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	-------	6	Mar. & Sept.	'63-'77	94½
" — " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	94
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1865	----
" — " " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) ... "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100½
— " " (") ..... "	35,000	6		1885	----
— " " (") ..... "	603,333	6		'89-'90	102½
Massachusetts—State b'ds (Western R.R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
— " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'66-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip ..... "	200,000	6	" "	'64-'66	----
----------	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	Interest. When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107½
" — " " " " ..... "	600,000	5	" " "	'77-'78	96
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	94
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	93½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	----------	'41-'71
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	73½
" —Capitol Loan of 1857	100,000	6	April & Oct	1863	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. ... coupon	200,000	6	" "	1883	----
" — " " S. W. Branch .. "	7,000,000	6	" "	'72-'88	73½
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri ... "	3,000,000	6	" "	'73-'87	75
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	780,000	----------	----------	----------	----
" " —Notes ..... "	535,100	6	Feb. & Aug.	1876	93
New Jersey—State stock ..... registered	200,000	6	----------	----------	----
" " " — State bonds (war loan) .. coupon	95,000	6	Jan. & July.	Var.	----
" " " — " (" ") .. "	531,820	6	" "	'65-'71	----
New York—General F'd: Astor Debt	200,000	6	" "	1871	----
" " " — " " Deficiency Loans ..	561,500	5	Jan. & July.	pleas.	----
" " " — " " " " ...	348,107	5	" "	pleas.	----
" " " — " " " " ...	900,000	5	" "	1875	----
" " " — " " " " ...	442,961	6	May & Nov.	1868	100
" " " — " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " " — " " " " ...	1,300,000	6	" "	'68-'78	100
" " " — " " " " ...	700,000	7	" "	1870	----
" " " — " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " " — " " " " ...	14,230	6	----------	d'm'd.	----
" " " — " " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " " — " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " " — " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " " — " " " " ...	100,000	6	" "	1867	----
" " " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " " — " " " " ...	15,889,025	6	" "	'64-'76	----
" " " — " " " " ...	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	82½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " " (" ") ..... "	1,015,000	5	" "	1865	----
" — " " " (" ") ..... "	379,866	6	" "	1868	----
" — " " " (" ") ..... "	2,153,552	6	" "	1870	98
" — " " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " " (" ") ..... "	4,095,309	6	" "	1881	95
" — " " " (domestic debt)	2,400,000	6	" "	1886	97
" — " " " (war loan) ..... coupon	125,680	6	" "	1863	95
" — " " " (" ") ..... "	1,500	----	" "	1866	----
" —Irreducible debt (school funds, etc.) ...	279,318	----	" "	1868	----
Oregon—State scrip	2,920,403	6	Yearly.	----	----
Pennsylvania—State Stock Loans	55,372	----------	----------	----------	----
" — " " " "	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	87
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	----	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	85
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	86
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation ...	97,360	----	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	92½
South Carolina—State bonds (stg) .... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	----------	'68-'90
" " —State b'ds (railroads) .. coupon	1,310,000	6	----------	----------	1877
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	----------	1882
" — " " (interm. impr.) "	2,063,606	5	----------	----------	Var.
" — " " (railroads) ... "	12,799,000	6	----------	----------	Var.
" — " " (capitol) ..... "	608,000	5	----------	----------	1890
" — " " (Hermitage) .. "	48,000	6	----------	----------	1890
Texas—Had no debt in 1861	-------	----------	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	----------	'63-'64
" —State bonds (war loan) ..... coupon	58,000	6	----------	----------	'62-'63
" " " (" ") ..... "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'88-'98	70
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,866,000	5	" "	1892	----
West Virginia—No information	-------	----------	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) ..... "	200,000	6	Jan. & July.	1867	----
— " " (domestic) ... "	100,000	6	" "	1877	----
— " " (") ..... "	1,100,000	6	" "	'78-'93	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,783	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,756	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,038,611
1866	504,991	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Alton:													
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122487	104,254	80,296	1,098,464
1862	78,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	109,860	101,355	104,372	122,084	132,201	146,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	336,985	409,251	401,280	357 966	307,919	236,824	3,840,093
1866	210,171	207,918	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,260,050
1862	129,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,796	135,595	1,423,439
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	176,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,965	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	186,172	227,260	311,189	232,287	288,095	384,290	300,707	281,141	190,272	3,222,093
1866	287,555	174,164	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	368,100	281,334	296,169	473,188	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	585,145	480,710	519,206	669,005	729,759	716 878	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,622	747,942	702,681	767,508	946,707	921,886	749,191	546,609	7,968,990
1866	523,566	405,634	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211.07
1862	24,243	24,344	22,773	19,467	22,411	22,518	21,401	31,693	33,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	50,208	50,198	51,485	61,767	51,386	60,895	528,864
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	850,495
1865	77,878	77,242	83,450	75,614	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	76,338	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,945	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	908,341	886,039	1,240,628	1,472,120	1,389,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	15,295,916
1866	...including Buffalo Division...1,187,188	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,336	372,593	369,468	3,445,827
1863	299,944	271,085	275,643	289 224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	582,828	512,628	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	55,687	46,452	51,329	55,257	43,544	512,218
1863	56,203	53,778	60,540	64,306	56,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	98,112	86,626	93,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,587	1,222,017
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,168	109,661	154,869	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	284,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	363,194	402,122	309,083	424,206	484,173	521,636	493,421	356,912	4,859 671
1866	314,698	283,177	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,948	129,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,906	106,269	203,018	237,562	251,906	241,370	300,841	395,579	366,717	171,125	2,536,031
1866	131,707	122,621	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	687,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,066	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,118	1,187,606	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	-----	-----	-----	-----
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,966	321,206	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,082,149	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	166,795	154,032	203,853	245,938	286,844	221,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	292,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	344,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,260	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	886,511	738,107	601,238	650,311	612,128	718,016	759,405	807,382	713,472	570,826	8,426,044
1866	555,488	474,738	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	160,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,737	207,098	162,694	2,240,503
1866	178,119	155,893	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	78,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,574	1,172,100
1862	32,235	47,142	56,006	83,552	106,845	113,578	115,214	168,219	178,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,460,322
1865	144,084	139,171	155,753	144,001	128,738	194,525	271,799	374,024	379,981	375,534	361,610	247,023	2 926,243
1866	226,069	194,167	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,288
1866	45,102	36,006	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850	676,000	6	Jan. & July.	"	1880	97
" " " 1855	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	94
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----------	----------	1870	----
Real Estate bonds	47,550	---	----------	----------	1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						----
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £418,960	2,027,718	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	800	5	"	"	1863	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	96½
" " $300,000	423,880	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	82
" " $2,500,000	867,000	6	"	"	1889	81½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	92
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage (S. F.)	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----------	'57-'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	------	----
2d Mortgage	1,000,000	7	----------	----------	------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	3,167,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1887	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	6,000	8	March & Sept.	" "	1876	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	93
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	98
Income bonds	53,500	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,010,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1878	90
3d Mort. (M. L.) or 2d Extension	1,723,500	7	" "	" "	1876	87
4th Mort. (M. L.) or 3d Extension	1,103,740	8	Jan. & July.	" "	1892	73
River Line bonds	4,000	7	----------	----------	1887	----
Dividend bonds	24,811	---	----------	----------	------	----
Income bonds	3,500	---	----------	----------	------	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	----
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	----
C. and T. Dividend (convert.)	12,256	7	April & Oct.	New York.	1865	----
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	94
Columbus and Xenia:						
Dividend	36,860	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----------	----------	------	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	----
Connecticut and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	942,000	---	----------	----------	------	----
Toledo depot bonds	162,500	---	----------	----------	------	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102½
2d Mortgage	2,516,500	---	March & Sept.	" "	1891	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	----
Construction bonds, 2d Div'n	666,000	---	----------	----------	------	----
Eastern (Mass.):						
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6½	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:					------	
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,950	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buf. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	----------	----------	1869	----
Mortgage Bonds	150,000	7	----------	----------	1881	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	99½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1853	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	847,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1831	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	80
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept	"	1889	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	111
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,194,500	7	" "	" "	1877	89½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	402,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1876	18½
1st Land Grant	3,612,000	7		" "		48½
2d Land Grant	691,000			" "		
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc (endors.)	231,000					
***New Albany and Salem:**						
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
Mortgage	450,000	7	March & Sept	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally	New York.	var.	100
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1890	
New York Central:						
Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Debts of former Co's outstanding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	100
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	91½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	94
5th Mortgage	1,002,500	7	June & Dec	"	1888	91½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	
N. York, Providence and Boston.						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92½
2d Mortgage	3,077,000	7	"	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84½
Chattel Mortgage	360,000	10	" "		1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64–'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	92½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	87½
" 1844, "	804,000	6	" "	"	1880	87½
" 1848, "	101,000	6	" "	"	1880	87½
" 1849, "	67,000	6	" "	"	1880	87½
" 1857, (convertible)	564,000	6	" "	"	1886	87½
" 1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	99
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	92
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	83
Bridge Bonds	137,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£87,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	76
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,393	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	87
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	77
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	85
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	73½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	84
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	95½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	91
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	80,991	—	385,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	6	—
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	—	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89.470	46,029	7	—
31 Jan. '65	122.4	—	17 0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	—
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203.329	423,518	150,702	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	3½	—
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	*	—	658,805	51,000	—	810.982	66.0	211,886	270.672	54,299	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000.000	—	6,810,340	117.4	652,765	1,847,281	622,556	9	114½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,483,983	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,465	631,728	244,471	7½	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	168 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	73
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	637,700	4,208,600	4,019,000	—	10,008,224	285.0	1,450,280	3,540,092	1,833,517	8½	83
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	—	8,376,510	5,924,969	—	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	114
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,433	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	27½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	108½
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '65	454.8	252.5	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231.500	—	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	119
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	499,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,094,074	603,767	—	31½
								INDIANA.													
— — —	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448.858	230,384	9	55
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	11.0	----	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,484,347	*	—	819,900	640,000	—	1,588,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	.....	—	36½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	166½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,348,870	—	2,929,782	75.5	112,434	431,606	156,347	—	—
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,961	—	3.649,398	960,000	27,364	4,891,849	100.0	200,813	412.156	162,268	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	921,449	570,000	—	.....	.....	.....	.....	38.5	11 mo's.	458,821	21,256	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743.971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	131.8	.....	428,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,578	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	66.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	135.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,282,624	555 434	—	—
31 Aug '60	53.7	—	----	125.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	248,969	108.424	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6.491.386	7,565,489	.....	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	102½
31 Mar. '65	346.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	.....	18,284,315	523.8	2,187,124	4,289,466	1,881,113	—	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	—
28 Feb, '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	490,186	950,499	540,647	—	87
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb, '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
30 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40,558	6,352,109	90. 1	289,189	399,291	51,329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	441,668	205,584	757,381	36.5	76,344	79,761	42,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,194,900	3,068,491	—	7,985,475	142.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,095	109.1	139,955	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,951	4,259,300	99.2	186,240	222,982	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,656	450,422	226,767	6	91
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,800	—	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,539	86,811,374	286.8	2,968,010	6,509,945	1,544,097	3	110
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,660,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	12,273,647	281.5	1,099,845	3,051,669	1,085,387	11	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,931	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	413,215	650,999	182,610	6	94
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,151	476,975	—	4,076,974	—	—	4,911,728	164.3	737,506	1,272,600	443,232	8	116½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,302,660	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,086	1,221,104	366,333	10	128
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	93.6	658,622	1,471,985	487,864	10	134½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,105	161,205	78,265	6¾	66
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	228,318	472,321	165,932	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	547,256	1,050,189	460,423	6	101
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	864,352	309,341	8	107½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	282,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,445	809,562	71.0	185,647	291,618	63,019	8	116½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	469,527	46,018	14,000	500,000	219,400	—	719,500	33.7	54,272	220,820	43,027	7	107½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	85,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,563	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,020	469,532	8	105
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,469,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper. by B. & L. Co.)		17,500	—	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	2,057,916	207,343	248,495	2,214,225	924,980	—	3,932,547	77.3	151,327	342,297	134,365	—	41
30 Nov. '64	156.1	17.3	128.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,520	—	14,986,900	218.3	1,430,223	2,996,854	1,178,712	10	153½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 88½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,288,390	45.7	194,712	388,285	137,905	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	—	1,800,000	1,050,000	—	3,141,091	93.5	.....	408,288	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	529,748	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	491	Concord (par $50)	1,900,000	*	—	1,500,000	—	—	1,400,000	61.3	.....	821,995	136,049	8	86
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,035,345	—	—	1,000,000	12,300	20,904	operated by Concord R. R.			—	90,699	7	110
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	16,518	3,250,118	82.0	.....	210,265	210,265	7	84½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	—	.....	24.7	oper. by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,235	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124.2	.....	5,739,980	1,140,788	35	116
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,082,243	1,035,276	123,930	2,321,449	60.2	.....	231,166	71,108	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	104
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	100
31 Dec. '65	53.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,574,548	5,000,000	805,000	—	6,434,399	53.8	654,192	1,875,981	803,328	10	135
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6¼	46½
31 Dec. '64	38.5	—	.....	47	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	267,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,058	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,681,285	288,059	—	919,163	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	—
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	326.5	—	276	114	4,600	Erie	42,316,853	*	6,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	83½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,399,292	4,182,600	1,587,295	8	104
30 Sep. '64	94.0	9.5	08.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.6	290,474	497,269	235,287	14	79
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,395,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,404,048	13,975,521	2,694,714	6	93½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,565,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,855	784,208	—	—	4,571,900	—	4,571,900	121.7	458,311	726,346	176,040	—	—
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,924	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,203	8	—
30 Sep. '64	189.6	48.5	18.2	—	26	84	398	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	452,370	827,615	360,754	10	35
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	380,000	—	920,324	51.3	114,725	257,035	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	58,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,039,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,448	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,301	94.9	.....	103,953	38,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	975,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,924,500	171.9	.....	469,455	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	236,201	8	—
16 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	280,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	522,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	123
31 Dec. '64	131.8	—	—	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2,499,348	1,235,162	15	111
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,840	1,036,065	1,752,400	123,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,636	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	—
30 Nov. '64	101	102.5	.....	—	56	28	1,276	Cleveland and Pittsburg	8 575 965	*	4,125	4,266,988	4,026,551	—	8,776,362	203.5	1,256,812	2,512,315	438,897	8	78½
31 May '65	102	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,310	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	107½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,126	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	oper. r. w. Lit.		Miami.	307,321	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,311	485,203	—	2,366,705	3,782,430	—	6,214,825	142.0	—	1,069,187	431,980	—	—
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,886	2,423,286	614,641	30	140
31 Dec. '64	178.8	77.6	13.1	—	48	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,993	—	15,805,815	250.8	456,408	1,038,165	427,406	—	—
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Aug. '58	117.9	8.0	.....	—	17	16	288	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '64	158.8	52.0	.....	—	80	19	388	Sandusky, Dayton and Cinc.	3,988,495	595,400	251,867	3,843,946	1,341,098	14,202	5,172,137	205.9	385,409	719,024	145,900	—	19½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,736	125.0	209,011	3 8207	189,488	—	—
Dec 64	424	—	—	—	48	18	959	Toledo & Wabash	10,080 918	*	—	3,427,050	6 666,568	—	10,246,015	250.0	1,244,368	3,050,422	945,492	3½	82

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286	—	—
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013	—	23½
31 Oct. '64	52.0	—	9.7	—	12	12	82	Cumberland Valley	1,121,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	—	6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	135½
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	—
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*	—	1,000,000	1,620,000	—	2,620,000	78.0	308,770	456,518	43,741	2½	26½
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	18.5	163,520	486,788	189,007	10	—
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	85,466	—	—
31 Oct '64	36 0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700.000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,016,458	41,541	—	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	60,103	7,966	—	—
31 Oct. '64	43.5	14.5	11.0	6 0	15	4	126	Huntingdon and Broad Top	2,912 243	*	—	1,325,992	1,383,427	268.281	2,977,700	58.0	305,743	335.280	143,472	—	19½
31 Oct. '64	80.0	—	34.0	—	119	164	1,38	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	598,596	301,041	—	—
31 Oct. '64	70.0	17.5	5 3.0	—	51	4	2,713	Lehigh Valley	7,432,706	1,739,410	—	6,627,050	1,477,000	17,532	8,121,584	87.5	502,028	2,280,282	1,452,154	20	62
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,046,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	28
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(	"	"	")	7½	84½
31 Oct. '64	55.6	14.2	13.5	—	20	26	674	North Pennsylvania	5,560,418	517,375	—	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	345,401	—	35
31 Dec. '63	300.8	56.1	319.6	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	6,243,894	20,000,000	16,554,840	—	46,860,796	356.9	5,846,778	17,459 169	4,139,111	10	55
31 Oct. '64	17.0	3.0	22.5	—	18	45	101	Phila., Germant'n & Norrist'n	1,139 079	282,599	—	1 358,100	315,000	—	1,673,100	24.0	258,739	423,147	207,893	8	54
31 Oct. '64	237 6	—	29 1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	29½
30 Nov. '64	152 0	46 8	206.5	—	216	81	14089	Philadelphia and Reading	18 998,276	5,736,480	734,788	20 072 323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,347	4,308,160	15	60½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960.494	—	245,795	999,200	250.000	—	1,249,200	28.2	175,447	224,006	477,658	10	114
31 Oct. '64	96.0	—	51.6	—	41	100	964	Phila., Wilmington and Balt.	9,349.300	*	—	8,647,300	692,000	—	9,349,300	197.0	839,238	3,205,660	1,365,200	10	57
31 Oct. '65	59.5	—	11 4	89.5	12	11	84	Pittsburg and Connellsville	3,361 64	198,820	—	1.774,773	1,500,000	64.208	3,784,101	72.0	272,688	594,365	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,128	12,657,000	—	22,942,670	468.3	3,940,773	7,120,466	3,019,067	10	91½
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178 773	112,824	—	500,000	791,597	Lease'd to Northn.	Cen.	87,070	226,316	107,490	10	40
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,985	—	684,036	1 009,095	162,312	1,856,443	26.4	118,648	278,232	149,817	—	—
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802.253	165,884	—	391,800	372,000	1,343	968,137	29.6	96,566	293,338	211,317	8	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	114
								SOUTH CAROL'NA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	142.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439.769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	541,190	125,871	—	—
28 Feb. '59	102.0	—	....	—	—	—	—	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,686	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	—	Central Southern (Tenn.)	1,021.439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,387	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	818,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,255	554,949	319,618	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	48	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,055	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,892	*	—	2,056,544	1,731,000	.....	.....	169.0	.....	734.119	337,284	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'rado	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240.000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	182,846	196,568	—	—
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,830,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,266,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,600,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	ope	r. by Vt.	Central	.....	8	96
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,905	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b. Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,618	36.188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,084	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Peteraburg	2,006,873	122,166	—	1,500,124	590,610	156,161	9 months	79.2	47,702	64,121	16,332	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,222,150	*	—	465,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Peteraburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	62,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	—	—	835,750	204,805	26,853	.....	43.5	1,058,054	168,758	79,586	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	226	Virginia Central	4,952,758	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,061	369,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	175.0	....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,118,118	508 455	—	42
31 Dec. '64	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	357,517	7,110,000	402.000	—	8,755,527	235.0	915,288	1,985,511	647,851	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,988,000	*	—	11,750,000	188,000	—	11,988,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,482 [illegible]	*	15,311	1,631,130	911.029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	....	78.0	204	139	2,399	Grand Trunk	[illegible],345	*	—	15,125,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.6	115.5	63.0	—	92	126	1,689	Great Western	23,933,740	*	1,250,000	16,802,746	9,281,335	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94 5	1.6	....	—	18	20	357	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	497,266	191,182	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	12.0	—	14	15	271	European & North American	4,539,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,398	—	1,280,000	13,100	136,000	1,709,232	60 0	.....	132 455	36,070	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	120,107	87,151	—	—
								NEW GRANADA.													
Dec 63	47.	—	—	—	11	22	120	Pan ma	5,000,000	*	668	5,000,000	70,000	—	10,788,722	48.1	.....	1 617,488	1,238,926	—	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	28
Catawissa (preferred)	1,150,000	7	---	30½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	45
Chicago & Alton (preferred)	2,425,400	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	54½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	8	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	96
" " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	---	85
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	83
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	57
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	90½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18---	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	79
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. R.R.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91½
Six per cent. Loan	2,432,274	6	A. & O.	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	81
2d Mortgage	3,980,670	6	J. & J.	1882	75
Improvement	568,500	6	M. & N.	1876	68½
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	50
Preferred Interest b'ds.	227,560	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	24
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	89½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1875	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	53½
Chesapeake and Ohio	100	3,226,595	---	----
Delaware Division	100	1,633,350	---	84
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	4,282,950	6	52
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	78
" (preferred)	100	1,175,000	10	114
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	---	21
" " (preferred)	50	2,722,607	---	28½
Susquehanna and Tide Water	50	2,048,260	---	11
Union	----	----	---	4½
Union (preferred)	50	2,750,000	---	4½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	59

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	47 50	@ 50 —
Pig, American, No. 1		47 —	@ 48 —
Bar, Refined, English		100—	@106 —
Bar, Swedes, assorted sizes (in gold)		97 50	@105 —
Store Prices.			
Bar, Swedes, assorted sizes		160 —	@170 —
Bar, English & American, Refined		120 —	@125 —
Bar, English & American, common		110 —	@115 —
Scroll, English		150 —	@200 —
Ovals and Half-round		142 50	@150 —
Band, English		— —	@150 —
Horse Shoe		145 —	@150 —
Rods, English		122 50	@130 —
Hoop, English		155 —	@220 —
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia	per lb.	33 @	— 35
Sheet, English, Single, Double and Treble		— 7	@ — 8½
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English (gold)	per ton	— —	@ 56 —
Rails, American		85 —	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	—'17 @	— 22
English Spring (1st & 2d qlty.)		— 11 @	— 12
English Blister (1st & 2d qlty.)		— 12 @	— 19
English Machinery		— 13½@	— 15
German		— 14½@	— 16½
American, Blister		— 11 @	— 13
American, Cast, Hammered		— 17 @	— 21
American, Cast, Rolled		— 12 @	— 14
American Spring		— 10 @	— 12
American Machinery		— 13 @	— 14
Milan (in bond)		— — @	— —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— — @	— 50
Sheathing, Yellow		— — @	— 38
Pig, Chile		— — @	— —
Bolts		— — @	— 50
Braziers'		— — @	— 56
American Ingot (cash)		— 33½@	— 34½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	— —
Spanish		8 50 @	8 62½
German Refined		8 50 @	8 62½
English		8 50 @	8 62½
Bar	per lb.	— — @	— 10
Pipe and Sheet		— — @	— 14

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 24½@	— —
Straits		— — @	— 23½
English		— — @	— 23
Plates, Charcoal I. C	per box	16 — @	16 50
Plates, I. C. Coke		12 50 @	14 —
Terne, Coke		10 75 @	11 —
Terne, Charcoal		— — @	14 15

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash)	per 100 lb.	7 25 @	7 50
Clinch (cash)		8 75 @	9 25
Copper		— — @	— 60
Ausable Horse, Norway Iron, Forged		— — @	— 40
Zinc Nails (6 mos.)		— — @	— 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 26 @	— 26½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73 @	— 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— — @	— —
Naptha, Refined (60@63 gravity)		— 40 @	— 41

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

	Th. 8	F. 9.	Sat 10.	M. 12	Tu. 13	W. 14
Atlantic M. S. S. Co.	130½	----	130	130	128	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	93
California 7s	112½	----	----	----	----	----
Canton Co.	43½	43½	----	----	44½	44½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	112½	117	113	----	----	----
" " pref.	----	117	----	----	116	115½
" " 1 M.	----	93	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	114	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	25½	25½	25½	26	26½	27½
" " pref.	53½	52½	52½	53½	53½	54½
" " 1st M.	----	79	----	----	79	79
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	87	----	87	----	87
" " A. B.	----	----	----	----	----	----
" " I. R.	----	----	----	----	----	----
Chicago & Rock Isl.	106½	107½	107½	108	108½	107½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	111	----	----	----	111½
Clev. and Pittsburg	77½x	76	75½	76	76	78½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	107½	107½	----	107½	----	107½
" " S. F. 7 p.c.	----	94	----	----	----	----
Cumberland Coal, pref	43½	43½	42½	----	42½	43½
Del. & Hudson Canal	135	135	135	135	----	134½
Del., Lack. & West.	124	----	----	126	----	126½
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	85½x	82½	82	83½	82½	83
" pref.	80	80	80	----	80	81
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	100
" 3 M. 7 p.c. '83	96	96	----	95½	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	104	104	103½	----	103½	104
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	116	115½	----	117	117½	118½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	----	11½	11½	11½	----
Michigan Central	102x	101½	----	102½	101	100½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	111	----	----	----	----
M. S. and N. I.	73½	74½	73½	74½	76½	78
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F. 94	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	96	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	79	78½	77	75	72½	72½
" iss. to H. & St. J. R.	----	----	----	76½	75	----
" " Pacific	78½	78	76½	73½	72	----
New York Central	91½x	91	92	91½	92½	
Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	100	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	91	----
" " 6s, S.F. '87	----	----	91½	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7 p.c. '73	----	----	100	----	----	----
" "2M. 7 p.c. '64	----	----	----	----	----	----
" "3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	82	85	83½	84	82	81
Ohio & Miss. cer.	24½	24½	----	25	25	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	212	210	212	208	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	150	----	----	148½	----	----
Phila. and Reading	98½x	97½	97½	98	98½	99½
Pitts. Ft. W. & Chicago	90½x	89½	89	90½	90½	92½
" 1M.	----	98	98	----	99	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	41½	40½	40½	40½	----	41
St. L., Alton & T. H.	----	30	29	29	30½	31½
" " pref.	----	----	57	----	----	----
" " 1M.	----	----	----	87	87	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	91	91½	89½	84	87
Tol. Wab. & Western	52	----	----	----	----	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	85
" 2M.	74	73½	----	----	----	73½
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	69	69	68½	----	----	69

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	97	----
U. S. 5s, 1871, coup.	98	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	87	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	90½x	90⅝	----	90⅝	90⅝	90⅝
U. S 5s, 10-40s, reg.	----	----	90⅛	90⅛	90⅝	----
U. S. 6s, 1881, reg.	104½	104½	104½	104½	104½	----
U. S. 6s, 1881, coup.	104½	104½	----	104½	104½	----
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	117	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	118	117⅛
U. S. 6s, 1 year certif.	99	----	----	99⅛	99⅛	----
U. S. 6s, 5-20s, c. 1862.	103⅛	103	103	103⅛	103⅛	103⅛
U. S. 6s, 5-20s, c. 1864.	103⅛	103	----	103⅛	103⅛	103⅛
U. S. 6s, 5-20s, c. 1865.	103⅛	----	103⅛	103⅛	----	----
U. S. 6s, " reg.	----	----	----	----	----	103⅛
7.30 Notes, 1st series.	99⅛	99⅛	----	----	----	100
" " 2d series.	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
" " 3d series.	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
American Gold	132½	----	129⅛	----	129½	130½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12	Tu.13
Cattawissa	----	----	22½	22⅞	----	23½
" preferred	31½	32	31½	29⅞	29½	29½
Camden & Amboy	119	116	116	116	116	116
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	82	----	----
" " 6s, '89.	81	----	----	----	----	----
" mort. 6s, '89.	----	----	92	92	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	33	33	33	33	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	91	----	----	----	----	----
Lehigh Navigation	52½	52½	----	52½	52½	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '84.	87	87	----	----	----	----
Lehigh Valley R. R.	62½	62	----	62½	62	62
" " 6s.	----	----	90	89½	----	----
Little Schuylkill R. R.	----	----	----	----	----	28
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	54½	----	----	54½	54½	54½
Morris Canal	78	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	36	35½	35½	35	35	35
" " 6s.	----	84½	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	44½	----	44½	44½	44½	44½
Pennsylvania R. R.	55½	55½	55	55	----	54½
" 1st m.	----	95½	96	----	----	----
" 2d m.	93½	----	93½	90½	----	----
Penn. State, 5s	----	----	86½	----	----	----
" " 5s, coupon.	86	----	----	----	----	----
" " 6s, W. L.	100	----	100	----	----	----
Philadelphia City, 6s	----	87½	----	----	----	----
" " new.	90½	90½	90½	90½	90½	91
Philad., Germ. & Nor.	----	----	54	----	----	54
Phila. & Reading	49	49½	49	48½	48	49½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	87	----
Philadelphia & Erie	29½	29½	29½	28½	28½	29
" " 6s.	----	----	----	95	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	21	22	----	----	----	21
" " pref.	28	----	28½	28	----	28½
" " 6s '82.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
" " 6s '72.	----	----	----	----	----	81
Susq. Canal	----	----	----	----	----	11
" " 6s '78.	----	----	50	----	50	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83.	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	59	----	----	----	----	----
" " bonds.	----	----	80	----	----	----
Hestonville, (Horse)	34	33½	33½	53	33½	36
Chestnut & Wal. "	51½	51½	----	----	----	51½
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	73	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12	Tu.13
Baltimore City 6s, 1875.	98	----	----	----	----	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	99	99½	----	----	98½	98½
Balt. and Ohio	110½	110⅜	----	----	----	110
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	96	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	97½	97½	----	97
Northern Central	----	----	----	----	----	43
" " b'ds, '85.	----	----	85	----	----	----
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

	Th. 8.	F.9.	Sat.10.	M.12	Tu.13	W.14
Boston and Lowell	----	----	94	----	----	----
Boston and Maine	116	----	116½	----	----	----
Boston and Providence	128	----	----	----	----	----
Boston and Worcest.	133	133	----	----	----	134½
Cheshire, pref.	----	----	45½	45	----	45
Concord	----	----	----	66½	67	66
Connecticut River	----	----	----	----	----	103
Eastern, Mass.	101	----	----	101	----	----
Eastern, N. H.	----	----	100	----	----	----
Fitchburg	----	----	----	----	107½	----
Manchester & Lawr'ce.	110	----	----	----	----	----
Michigan Central	103	103	----	----	----	102½
Northern, N. H.	----	----	----	----	95½	94½
Old Colony and Fall R.	103½	----	----	----	105	----
Ph., Wil. & Baltimore	57	57½	57	57½	----	57
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	96	----	----	96	----
Vermont & Mass.	----	41	41	----	----	----
Western	----	----	135½	135	----	133½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	95	----	----	----	----
Metropolitan "	46½	46½	46½	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	25½	26	28
Franklin "	38½	39	----	38	38	38
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	12½	----	----	----
National "	----	----	----	----	----	----
Minnesota "	7⅛	----	7⅛	7⅛	----	----
Pewabic "	----	----	----	36½	----	34
Pittsburg "	----	----	----	----	----	----
Quincy "	52¾	----	----	50	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of February

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	68	"	68½
Virginia State 5s	48	"	52
Do. 6 per cent.	40½	"	41½
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	72
Erie shares, $100 (all paid)	53	"	53½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	76½	"	77
Marietta and Cincinnati Railroad Bonds.	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	—	"	—
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	33	"	37
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	76	"	77

American Railroad Journal.

Saturday, March 17, 1866.

Stock Exchange and Money Market.

It is a remarkable circumstance that in the progress of the country from an unsound to a sound currency, which has been thus far made without any damage to its interests, there still remains a portion of the press which stands up for the false basis, decries a return to the normal standard of values, and predicts all sorts of ruin to the people if they are not kept supplied with false money and prices of the highest range.

Thus we find in the money article of a leading journal a few days since, it was maintained as desirable for the interests of the country, that the premium on gold should again advance; that confidence was shaken by the *sudden disturbance of the paper dollar*, which means its improving in value and in purchasing power, and which most holders would think an advantage; in short, that the approximation of the gold and paper dollar "is of no assistance," in paving the way to a return to specie payments. The same journal also adds, that with the recovery of the gold premium, dry goods will be likely to assume a firmer tone. Those persons deferring purchases will become eager to buy. The dry good trade is thus propped up for the occasion.

Here then, we have the key to one movement not difficult to be understood. It is apparent enough to us. We have doubtless engaged in business on inflated prices a very large number of millionaire dealers. It is of common fame that their sales are ten, fifteen, twenty millions of dollars during a year. So, too, the large cotton and other manufacturing companies have enormous sums afloat in stock and debts at paper prices. These persons knew the risk they ran in continuing their business on a paper basis; but they made so much money by the operation they resolved to go on, and now their only fear is that the country may really become truly solvent. When we read articles misrepresenting the condition and the policy of the Treasury department; when facts are persistently perverted; when the fall in gold is lamented, and the rise in the value of the paper dollar spoken of as an alarming circumstance, we may fairly conclude that finance is yet in some quarters an unknown science, and to follow such blind guides much further we shall surely be led into the ditch. It is indeed a most extraordinary circumstance that any class of journals, boasting of experience and influence, should be found attempting to retard the return of the country to the paths of honor and integrity; should uphold for a single moment a system which is false and unreal, which has corrupted and demoralized trade and commerce, and has placed the whole power of the country in the hands of jobbers and brokers.

Now, for our part, we rejoice to see the premium on gold decline, and the value of the paper dollar appreciate. We see in these results the fulfilment of sound principle working on a solid basis, and exemplifying the value of our institutions when put to the test of trial. We notice with intense satisfaction that every time gold declines at home, our stocks rise abroad; that the money of the country is worth sixty millions of dollars in gold more than it was a month or six weeks ago. To deprecate and regret an equality between the gold and paper dollar is a most curious action on the part of a political economist and financier, and may be set down as one of the marvels of the hour, and unexplainable, except we trace out the interests which are at work together; and are combined to retard and not to promote the general prosperity. We cannot disguise our alarm at the ready prevalence of the easy doctrines intended to keep up inflation, raise the price of gold, sustain the enormous values of manufactured goods, and of the necessaries of life. All this is in the interest of a class of monied men who are desirous of perpetuating their profits, adding still more to their millions, and grinding out of existence a class of moderate business men who have hitherto been a large interest in the country, and a most reliable one, and are in fact the salt of the community.

It is very noticeable that while the speculating press is engaged in discouraging any return to specie payments, their columns are filled with the testimony of experts like Rothchild, who do not hesitate to affirm their opinions as boldly as ever, and scout at the idea of any system being permanent which is based on fictitious credits and paper that cannot be redeemed.

We might as well look this matter boldly in the face. The country cannot afford, in justice to its great and permanent interests, to be kept in an insolvent condition; it cannot be retarded in its general career by any individual interests. One rule for all in money, is the only safe rule in a commercial or free country; and uniformity in values in the gold as in the paper dollar is indispensable to the successful pursuits of industry and honest accumulation. All the special pleading in the world cannot change the facts that a false currency is a fraud, both of Governments and people; and the sooner it is done away with the better. We are just now in the right path, we have only to keep it, and we shall come out well. Everything favors our honest intentions. Our resources are large, our revenue is ample, our surplus on the increase; we have every assurance of our being able to maintain our credit throughout without the least difficulty. Nor should we be called upon to delay our return to a sound state of things, because we are told that in England it took many years to do so. There is no kind of resemblance between England and the United States; no parallel in their finance or legislation. The British people are always an unwilling people when called on to pay, or to be taxed. A farthing more or less, on a glass of ale would at any time endanger a political party in England; while here we submit, with the most perfect good humor, to taxes on every kind of drink, to an extent which is quite remarkable.

We have on many occasions suspended and resumed specie payments without much delay; certainly without taking 20 or 30 years to do it in; and we are under no necessity of delaying our own solvency in order to complete any parallel of English history. The rapid appreciation of our paper money is in fact a returning to specie payments; and for the very natural and sensible reasons that our debt is diminishing, and our resources growing up to the paper which represents them. The people believe their currency is intrinsically and truly as good as the gold it represents. So that we may ere long see a general equalization of gold and paper going on without any disturbance whatever. The difference between par and gold at 30, is much less than between it and gold at 285; and the steps to resumption actually grow easier every day as the differences disappear.

We have occasion to welcome a friendly laborer into the field of political economy, in the shape of a new series of DeBow's *Review*. This work, which was always one of meritorious research, is now revised under happier auspices, and with more correct convictions. The great disturbing element having been removed, we do not see why the material interests of the South and North may not move on together harmoniously. Certainly in the production of the great staple we see the grandest results for all. Mr. DeBow in he number of his *Review* for March of the present year, has considered at some length, and with much detail, the cotton interests of the South, the result of an extended personal tour through the cotton States. The crops is estimated by him as likely to reach 1,500,000 bales, after making all the necessary deductions, though many are sanguine of a much larger return. He says:

Under all the advantages of the old system of labor, and with the full agricultural force which existed in 1860, the crop of the cotton States, with a fair season, might reach five million bales; but taking the chances of such a season one year with another, it would be a reasonable estimate to say 4,500,000 bales.

The efficient negro population of the South has been reduced by the war, on a liberal estimate, one-fourth. Upon the supposition that all now in existence are willing to work up to the standard of the past, a deduction of one-fourth must therefore be made from the above figures,

But would it not be an absurb hypothesis to suppose that in the inexperience, the ignorance and wild hopes of sudden freedom, that the negro will be so productive an agent as under the regulations and system of slavery, which existed two hundred years? No one familiar with the character of the black races would make such a mistake, and there are no results so far which would cause us to make it. A fair deduction of another quarter will therefore be very safe. Thus the 4,500,000 bales must submit to be divided by two.

Here, then, we have a profitable crop of 2,250,000 bales, *with the whole cotton region under full cultivation*..

Is that an existing condition? Our observation, conversation and collected information from every source, leads to the belief that *not more than half of the cotton district will be cultivated*—that is, meaning by the district, the average lands of the country. More than half the number of acres may be put under cultivation; but it will not be of the richest and best lands—the prolific river bottoms. These, from the expense of working, and for other reasons, are left out. Any one who will examine the newspapers and land agencies of the South, will perceive the truth of this remark. To be on the safe side, however, assume that only one-third of the lands are uncultivated, and the crop is reduced to 1,500,000 bales.

This, in the opinion of the Editor of the *Review*, is a very fair calculation, and is based, it will be noted, upon assumptions which experienced men know to be more liberal than will probably be realized.

The figures *are not likely to be increased* by anything that is *now* to happen, and *may be greatly reduced* by the ignorance, neglect or desertion of the laboring forces, which, judging from the experience of all other countries, is more likely to occur than not, and reduce the crop to 1,000,000 or 1,200,000 bales.

No account is taken in the calculation of the application of white labor to cotton, beyond what was applied to it before the war. The extensive mortality of the war has made white labor at the South very scarce, and so far it is absorbed in the necessary pursuits of the mechanic arts and trade, which have been furnishing most lucrative employment. The wear and tear, and frightful destruction caused by the war, opened other channels of employment besides agricultural.

The increase of white labor at the South, so far as the next crop is concerned, from *immigration*, is too trifling to be taken into account. The aggregate number of laborers introduced is insignificant, and so far is largely absorbed in the cities, etc.

These are our views, and we are willing to stand by them.

Future years of emancipation may, and doubtless will, produce vastly improved results. Certainly the field is a wide one, and is open to enterprise and capital. We are among the hopeful.

It is worthy of notice that the supply of money continues very large. Dealers in fair credit have more offered to them than they know how to employ. So far, then, we have not yet suffered by any contraction in our currency to any visible extent, and the various losses due to contraction are yet to be experienced. On the contrary, prices keep up much too long and too high for the real benefit of the people. Who would believe that those consumers, who are in the habit of buying flour or other meal, such as buckwheat, in small quantities are actually paying at the rate of $16 per bbl. for flour, and as much for buckwheat, always until now the cheaper grain. The wrong has been pointed out again and again by the press, yet the swindle continues.

Thus, therefore, we see paper money abundant, the currency actually improving, and prices keeping up, to the great suffering of consumers of moderate means.

We see many paradoxes before our eyes as we contemplate our system of finance, and find it differing in its operations from many known rules of conduct elsewhere. It is safe to say that we are in fact returning to specie payments without much difficulty as yet, and without the prospect of much embarrassment in the future. The fall in gold is doing the business for us.

The tendency to a decline continues, and the press which favors inflation attributes the decline to the brokers themselves, who have generally resolved to lower prices on their own account. At least such is the ridiculous explanation given for the continual fall. Our 5-20s continue to rise on the foreign exchange, being now a fraction above 70.

The balance in the Sub-Treasury on Wednesday was $91,905,285 05.

The New York exports, exclusive of specie, for the week ending March 13, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,657,542	$3,669,361
Prev. reported	40,287,206	42,035,069
Since January 1	$43,944,748	$45,700,430

The New York imports compare as follows:

	1865.	1866.
Dry goods	$1,309,777	$3,898,261
Gen. merchandise	1,801,237	4,555,644
Total for the week	$3,111,014	$8,433,905
Prev. reported	19,554,251	53,236,902
Since January 1	$22,665,265	$61,670,807

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 85; N. Y. 7s, Bounty Loan, 98¾; Connecticut 6s, 92¾; Brooklyn 6s, Water Loan, 92; Galena and Chicago 2d mort., 95; New Jersey Central R. R., 104; do., 1st mort., 100; St. Louis, Jackson and Chicago 1st mort., 90½; Milwaukee and St. Paul, 42; do., pref., 85; Indianapolis and Cincinnati, 55; Mariposa pref., 18; Pacific Mail scrip, 109; Quartz Hill Gold, 5; Union Navigation, 101; Central Coal Co., 44; Spring Mt. Coal, 45½; Schuylkill Coal, 15¼; Maryland Anthracite Coal, 17½; Wyoming Valley Coal, 44; Wilkesbarre Coal, 55; Western Union Tel., 67½; do., Russian Extension, 109; Central Bank, 107¾; Am. Ex. Bank, 111; 4th National Bank, 98; Phœnix Bank, 97; Metropolitan Bank, 121; St. Nicholas Bank, 101; 9th Na-

tional Bank, 109; Merchants Ex. Bank, 106; Shoe and Leather Bank, 111.

Philadelphia.—Reading mort. 6s, 87½; Sunbury and Erie 7s, 95; Pittsburg 5s, 67; do., 6s, 98; Allegheny County coupon 5s, 73; 13th and 15th streets R. R., 23; 10th and 11th streets, 51½; Big Mt. Coal, 5; Fulton Coal, 6½; N. Y. and Middle Coal Fields, 6; Hazleton Coal, 56; Lehigh Zinc, 31; Bank of North America, 205; Mechanics Bank, 28½; Commonwealth Bank, 52¼; Farmers and Mech. Bank, 123; Commercial Bank, 55; Philadelphia Bank, 141; Dalzell Oil, 1½; Eldorado, ⅜; McElrath, ¾; McClintock, 94c.; Maple Shade, 2⅞; McIlheny, 1; N. Carbondale, 2; Ocean, 10; Oil Creek and Cherry Run, ¼; Sugar Valley, ⅞; Sugar Creek, 2¼; St. Nicholas, ¼. The latest quotations are: City 6s, 87@87½; do., new, 91⅜@91¼; State 5s, 86¾@87; do., coupon, 85@86½; do., 6s, W. L., 99¾@100; Phila., Wil. and Balt., 57; Reading, 49¼@50; do., 6s. 1870,93@95; do., bonds, 87@88; do., con., 100@107; Camden and Amboy, 115⅞@116; Penn. R. R., 54⅞@55; do., 1st mort., 95½@96; do., 2d mort., 93¼@93½; Little Schuylkill R. R., 27⅞@28; Morris Canal, 77¼@78; do., pref., 114@115½; do., bonds, 90@95; Wyoming Valley Canal, 58@60; do., 6s, 79¾@80¼; Susquehanna Canal, 10¾@12; do., 6s, 45@51; Sch. Nav., 21½@22½; do., pref., 28@29; do., 6s, 1882, 75½@76½; Union Canal bonds, 22¾@23; Delaware Div. Canal 34@34¼; do., bonds, 79@82; Elmira and Williamsport, 25@30; do., pref., 39@41; do., 7s, 1873, 92@95; Lehigh Coal and Navigation, 51⅞@52; do., bonds, 1884, 88@88½; North Pennsylvania, 35@35½; do., 6s, 84@84; Philadelphia and Erie, 29⅛@29¼; do., 6s, 90@93; Minehill, 54½@54¾; Catawissa, 23@23½; do., pref., 29⅜@29⅝; Lehigh Valley, 62@62¼; do., bonds, 89¾@90¼; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 72¾@73¼; West Philadelphia, 60@69; Spruce and Pine, 34@35; Green and Coates, 31@33; Chestnut and Walnut, 51@51½; Thirteenth and Fifteenth, 20@20¼; Girard College, 25@27; Tenth and Eleventh, 51@51½; Norristown, 54@54½; Union, 23@26¼; Hestonville, 36@36¼.

Boston.—Vermont Central 2d mort., 25¼; New York and Boston Air Line 6s, 30; Stony Brook, R. R., 72; Cape Cod R. R., 66; Granite R. R., 59; Ogdensburg and Lake Champlain R. R., 36½; Conn. and Pass. Riv. pref., 70; Boston, Hartford and Erie, 20; Massachusetts 5s, 1883@1894, gold, 93¾; do., 6s, 1876, 107¼; Maine 6s, 1875, 107¼; Rhode Island 6s, 1883, 92¾; Connecticut 6s, 1882, 92¾; Albany 6s, 1888, 93¼; Chicago 7s, 1889, '86@78; do., 1881, 92½; Portland 6s, 92; Cambridge 6s, 1881, 91½; Boston Water Power Co., 25; Essex Co., 92½; Franklin Coal, 17½@18; New England Coal, 50; Belmont Coal, 6¾; Mammoth Vein Coal, 2; Blackstone Bank, 122⅜; Bank of Commerce, 117½; State Bank, 107¾; Merchants Bank, 116; Suffolk Bank, 121; Eliot Bank, 118¼; Randolph Bank, 146⅛; 2d National Bank, 144¼; Old Boston Bank, 68¼; Tremont Bank, 115; New England Bank, 122; Quincy Stone Bank, 108¾; Webster Bank, 108; Eagle Bank, 111½; Bay State Mining Co., 9; Great Western, 31½c.; Hancock, 15; Humboldt, 3⅝; Mesnard, 1¾; Petherick, 1⅞; Phœnix, 11½; South Side, 75c.; Star, 1.

Baltimore.—Central Ohio 1st mort., 79; Marietta and Cincinnati bonds, 80; N. W. Va. 1st mort., 96¼; Maryland 6s, 1870, 100½; North Carolina 6s, 85; Virginia 6s, 71; Bare Hill Mining Co., 0.95; Maryland Anthracite, 16½; Am. Gas Coal, 0.60; Atlantic Coal, 1.05; Penn. Oil, 0.50; Baltimore Chrome, 0.95; Union Bank, 72¼; Franklin Bank, 12. The latest quotations are: Balt. and Ohio, 110@110¼; do., 6s, 1867, 98@100; do., 1875, 96@96; do., 1880, 95@96½; do., 1885, 97½@98; Northern Central, 44@45; do., bonds, 1885, 83½@85; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 95@95; do., 3d mort., 93@95; Marietta and Cincinnati 7s, 1891, 80@81; Central Ohio, 20@20; do., 1st mort., 77@82; Western Md. bonds, 76@79; do., guar., 97¾@98; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 95@97; do., 1873, 95@96; do., 1875, 98@99; do., 1886, 97@100; do., 1890, 98@99; do., coupon, 100@100⅜; do., Park, 101@101½; do., 1892, 92@96½; do., 5s, 1838-'70, 82@83; City Passenger R. R., 18@18⅛; Canton Co. 43½@45; Gardner, 0.80@0.80; Am. Gas Coal, 0.70@0.85; Maryland, 0.20@0.25; North State, 0.31@0.40; Springfield, 0.10@0.30; George's Creek, 106@110; Santa Clara, 8½@10½; Balt. Chrome, 0.90@0.95; Bare Hill, 0.90@1.00; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.90; Baltimore Coal, 150@200.

The Missouri Railroads.

Proposals will be received by GEN. P. JOS. OSTERHAUS, President of the Board of Commissioners of the Southwest Pacific Railroad (heretofore known as the Southwest Branch of the Pacific Railroad,) until the 9th of May next, for the purchase of said road, and all the other property, appurtenances, privileges and franchises belonging thereto. Our correspondent in Missouri, Mr. Henry Kraut, who is a mining engineer of long standing and great experience, but who has no interest whatever in railroads, in a recent letter to us, says:

"I have carefully examined all the territory through which the Southwest Branch runs, or will have to run. The reports of the geologists of Missouri are far behind the truth. The geognosie of the mining engineer and mineralogist will show more riches; and the capitalist of the East is invited to pay particular attention to that part of Missouri where the Southwest Branch will go through. I have done so, and found that there is agricultural and mineral riches not surpassed by any country in the world."

Internal Revenue Decision.

The Commissioner of Internal Revenue, in reply to a letter in relation to the stamp duty on a subscription paper where the subscribers each agreed to take stock in a railroad company, has decided that such subscription, unless the sum subscribed is paid when the list is signed, is held to create a promise to pay a definite and certain sum of money, and, therefore, each person signing his name and not paying his subscription at the time should affix and cancel a stamp appropriate to a promissory note of the amount subscribed. If a person signs the list and pays the subscription at the time, his signing the paper would be a mere memorandum, and as such would not be subject to stamp duty. If a subscription list is made in such a form as that the subscribers bind themselves to pay only in the event of a certain amount being raised, then each signature is held to form an agreement or contract, and as such subject to a stamp duty of five cents. But if each signer agrees to pay unconditionally, then each creates a new instrument subject to a stamp duty as a promissory note.

To Contractors.

The North Missouri Railroad Co., St. Louis, Mo., will receive proposals until the 20th of April for the construction of the Extension of their road from Macon City to Iowa, and from Moberly to Brunswick—in all 93 miles. Bids will be received for one mile and upwards, or for the whole work. Proposals will also be received at the same time and place for the superstructure of bridges, iron or wood, of spans to vary from 20 to 200 feet.—*See Advertisement.*

☞ Messrs. GREENLEAF, NORRIS & Co., having established themselves in new and elegant apartments at No. 6 New Street, (Stock Exchange Building) are prepared to transact any business committed to their charge. Gold, Government, State, City, Railroad, etc., Securities bought and sold on commission. These gentlemen have been too long and favorably known on the street, to require any recommendation at our hands.

☞ We understand that the North Missouri Railroad Company are taking private bids for a bridge over the Missouri river, which will cost, at a guess, $500,000. The fact has not been officially announced for the reason that the examination for foundations are not completed.

☞ We invite the attention of our readers to the card of Messrs. VERMILYE & Co., in our present issue. Having enlarged and newly fitted up the apartments so long occupied by them at No. 44 Wall St., they are prepared to execute all orders for the purchase and sale of stocks, bonds, etc., which may be entrusted to them. Dealers in all classes of Government Securities. Compound Interest Notes, etc., bought and sold. Orders executed at the Regular Stock Exchange.

Erie vs. Illinois Coal.

The following are the results of a trial made with different coals on the Chicago and Rock Island Railroad:

1,083 bush. Erie Coal ... } ran the same distance.
1,831 bush. Illinois Coal. }

Erie Coal Costs.		Illinois Coal Costs.	
On the rail.....	$8 22⅔	At Peru.....	$4 50
Wheeling	40	Pit, say half tariff rate...	1 12½
Loading on tender	28½	Loading	28½
Total	$8 91	Total....	$5 91

To run the same number of miles, Erie Coal costs $386 10; Illinois Coal costs $432 91—equal to 12⅛ per cent. in favor of Erie Coal. Or Erie Coal at $8 91, and Illinois Coal at $5 27 are equal.

The number of miles run was 2,967; and the miles per bushel; Erie Coal, 2.87-100; Illinois Coal, 1.62-100.

Covington and Ohio Railroad.

The bill authorizing the construction of this important work has passed the Legislatures of Virginia and West Virginia in substantially the same form. A commission of five persons from each State will have charge of the whole subject, and will have authority to grant the charter to any company of capitalists who will give proper assurances that the road shall be promptly and efficiently built.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railway for the first week in March, 1866, were $117,455 61
Corresponding week of previous year. 115,860 39

Increase $1,595 22

The earnings of the Chicago and Rock Island Railroad for the 1st week in March, 1866, were $55,172 00
Corresponding week of previous year.. 76.917 00

Decrease $21,745 00

The earnings of the Michigan Central Railroad for the 1st week in March, 1866, were.. $75,923 56
Corresponding week of previous year.. 74,339 48

Increase $1,584 08

The earnings of the Grand Trunk Railway for the week ending March 3, 1866, were:

Passengers	$33,506 00
Express, freight, mails and sundries..	4,750 00
Freight and live stock	87,770 00
Total	$126,026 00
Corresponding week, 1865	122,189 00
Increase	$3,837 00

The earnings of the Western Union Railroad, for the week ending March 7, 1866:

	1866.	1865.
From freight	$4,066 34	$3,839 19
" passengers	3,357 82	3,147 47
" express	250 09	162 80
" mail	296 58	296 58
Total	$7,970 74	$7,446 04

Receipts from Jan. 1, to March 7:

1866	$89,077 81
1865	88,427 09
Increase	$650 72

The traffic of the Great Western Railway for the week ending Mar. 9, 1866, was as follows:

Passengers	$31,881 07
Freight and live stock	44,338 85
Mails and sundries	2,457 28
Total	$78,677 20
Corresponding week of 1865	43,463 85
Increase	$35,213 34

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of February, 1866:

LAND DEPARTMENT.

Acres Construction Lands Sold	9,177.13 for	$92,806 94
Acres Int. Fund Lands sold	322 84 for	4,838 54
Acres Free Lands sold ..	320.00 for	4,658 20
Total sales during month of Feb., 1866	9,819.97 for	$102,303 68
To which add Town Lot Sales		400 00
Total of all		$102,703 68
Cash collected in February		$115,549 53

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$167,908 56
do.	Freight	323,761 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	10,000 00
Total Receipts in month of Feb., 1866.		$512,027 89
Total Receipts in month of Feb., 1865.		528,972 00

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of Feb., compared with the same period last year, have been as follows:

	1865.	1866.
From freight ..	$410,806 50	$290,380 06
" passengers	241,129 98	158,562 46
" express matter ..	9,782 60	8,512 50
" mails	7,825 00	7,825 00
" rent of railway ..	7,083 33	7,083 33
" miscellaneous ...	1,876 90	2,374 95
Total	$678,504 31	$474,738 30
Earnings Jan. 1st, to Feb. 28	$1,368,648 50	$1,030,226 78

The earnings of the Milwaukee and Prairie du Chien Railway for the month of Feb., 1866, were $84,897 44
Corresponding month of previous year 74,283 18

Increase $10,614 26

The earnings of the Chicago and Alton Railroad for Feb., 1866, were $207,913 01
January 1865 ..... 275,822 49

Decrease $67,909 48

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of Feb., 1866, were $155,893 13
Corresponding month of previous year 153,771 86

Increase $2,121 27

The earnings of the Toledo, Wabash and Western Railroad for the month of Feb., 1866. $194,166 80
Corresponding month of 1865. ..... 139,171 23

Increase $54,995 57

Missouri State Debt.

We give below a copy of the recent act of the Legislature of the State of Missouri for the conversion of the Railroad indebtedness of the State, with the accrued interest thereon to January 1, 1868, into Consolidation bonds, for the gradual payment of the interest on the same after that date, and the final redemption of the principal:

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. To provide for the funding of the principal and interest now due and unpaid, and interest accruing up to Jan. 1, 1868, of the railroad indebtedness of the State of Missouri, the Governor is hereby directed to cause to be issued consolidation bonds of the State of Missouri, in sums of one thousand dollars each, to be dated on the 1st day of January, A. D. 1868, and payable thirty years thereafter, with coupons attached for the interest thereon, payable semi-annually, as follows, to wit: at the rate of 3 per cent. per annum for the first four years, at the rate of 4 per cent. per annum for the next four years, at the rate of 5 per cent. per annum for the next four years, at the rate of 6 per cent. per annum for the next six years, at the rate of 7 per cent. per annum for the next four years, at the rate of 8 per cent. per annum for the next four years, and at the rate of 9 per cent. per annum for the last four years.

The principal and interest coupons shall be payable at the Bank of Commerce, in the City of New York, or such other bank as the General Assembly shall hereafter designate. The total amount of the consolidation bonds so to be issued shall not exceed thirty millions of dollars.

The said bonds shall be signed by the Governor countersigned and sealed with the seal of the State by the Secretary of State, and shall be registered in the office of the State Auditor, and the faith and credit of the State are hereby pledged for the payment of the interest and the redemption of the principal thereof.

SEC. 2. The said bonds shall be issued for the single object of consolidating the present railroad indebtedness of the State, and shall be used only in exchange for the bonds heretofore issued by the State, as well as those guaranteed by the State in aid of certain railroad companies, as follows: For the seven thousand bonds in aid of the Pacific Railroad Company; for the four thousand five hundred bonds in aid of the Pacific Railroad Company, for the Southwest Branch thereof; for the four thousand three hundred and fifty bonds in aid of the North Missouri Railroad Company; for the three thousand five hundred and one bonds in aid of the St. Louis and Iron Mountain Railroad Company; for the six hundred and fifty bonds in aid of the Cairo and Fulton Railroad Company; for the seven hundred bonds in aid of the Platte County Railroad Company, and for the interest on all of said bonds, as aforesaid; and also, in exchange for the revenue bonds now outstanding and unpaid, together with interest thereon.

SEC. 3. The holders of the bonds aforesaid shall, at any time after the passage of this act, have the privilege of exchanging said bonds and the unpaid coupons thereof, and those maturing up to and including January 1, 1868, for a like amount in consolidation bonds, in the manner following: the bonds to be exchanged for consol dation bonds shall be surrendered to the State Auditor, who shall cancel said bonds and coupons, and indorse such canceled bonds with the words "exchanged for consolidation bonds," which indorsement shall be attested by the Secretary of State. The State Auditor shall deliver, in lieu of the bonds so canceled, consolidation bonds to the full amount of said bonds and interest coupons unpaid up to and including those of Jan. 1, 1868: provided, that for any balance less than one thousand dollars, the State Auditor shall give in exchange certificates of indebtedness, which shall be convertible into consolidation bonds whenever presented in sums of not less than one thousand dollars. These certificates of indebtedness shall be signed and sealed by the Secretary of State and countersigned by the State Auditor, who shall keep an accurate register of all the bonds canceled, and of all the consolidation bonds as well as certificates countersigned by him and delivered in exchange.

SEC. 4. To provide for the certain and prompt payment of the semi-annual interest of these consolidation bonds, a tax of one-quarter of one per centum on all real estate and other property and effects subject to taxation, which is required to be collected under the provisions of the convention ordinance of April 8, 1865, entitled "an ordinance for the payment on State and railroad indebtedness," is hereby levied, and shall be assessed and collected for the year A. D. 1868, and every year thereafter, and shall be sacredly applied towards the payment of said interest coupons; and any surplus remaining shall go into a sinking fund, which is hereby created for the payment of the principal, and said sinking fund shall be invested in the consolidation bonds of the State of Missouri, but shall not be diverted or applied to any other purpose.

SEC. 5. Any sums which may be received by the State from the Pacific Railroad and the Southwest Branch thereof, the North Missouri Railroad and its west branch, the St. Louis and Iron Mountain Railroad, the Platte County Railroad, the Cairo and Fulton Railroad or either of them, whether on account of interest or principal of the debt due the State by said roads respectively, or of the tax provided for in the Convention ordinance of April 8, 1865, or any part thereof, or of any other tax which may hereafter be imposed, levied and assessed on any of the said railroads, and the proceeds of the sale of any of these railroads respectively, in payment of which any bonds or other obligations of this State are receivable by law, shall likewise be receivable in the consolidation bonds issued under this act and in the matured coupons thereof, and be placed to the credit of the sinking fund.

SEC. 6. The foregoing section, or any part of this act, shall not be so construed as to affect in any manner the relation of those railroads to the

State, nor so as to relieve the said railroads of any of their obligations to pay interest and principal for which the State holds a lien on said railroads.

SEC. 7. The privilege of bondholders to have their bonds and coupons exchanged for consolidation bonds, as provided in section three of this act, shall expire on the first day of January, A. D. 1869.

SEC. 8. The Secretary of State and State Auditor are hereby authorized to employ such additional clerical force as may be necessary, in the performance of the duties required of them by this act. And any other expense necessarily to be incurred under the provisions of this act shall be paid out of the treasury, and charged to the State interest fund.

TABLE.

Showing the Amount of the Consolidated Railroad Debt of the State of Missouri, Jan. 1, 1868.

	Principal.	Accrued interest.	Total.
Pacific Railroad.	$7,000,000	$2,940,000	$9,940,000
Southwest Br...	4,500,000	2,030,000	6,530,000
North Missouri.	4,350,000	1,827,000	6,177,000
Iron Mountain..	3,501,000	1,470,420	4,971,420
Cairo and Fulton	650,000	273,000	923,000
Platte County ..	700,000	294,000	994,000
Revenue Bonds (for interest of 1859).....	431,000	232,630	663,630
Total.....	$21,132,000	9,067,050	30,199,050

From which total there is to be deducted the amount paid in coupons and bonds by the several State banks and by the late owners of the Platte County Railroad, being about $200,000.

The above is a correct statement.

A. THOMPSON, State Auditor.

The local indebtedness, growing out of the War, classed as ahead of the Public Debt, is thus refered to in the report of the Joint Select Committee on the State Credit, which accompanies their Funding Bill:

The first class is known and distinguished as the war debt, and for its payment the State has issued and will issue Union Military Bonds, and has provided for the payment of the same by law, making them receivable for taxes, and levying the tax to an amount that will insure their payment on or before the first day of January, 1868. The war debt has been considered and treated in commercial language, as a preferred debt, the justness of which the creditors and the people of this State have not for a moment questioned, regarding the expenditure in the light of salvage to the endangered ship; or in other words, a debt created, the effect of which was to preserve and indemnify the bonds that were issued by the State prior to the war. The second class is known and distinguished as the bonded or railraod indebtedness of the State, and which will amount in principal and interest, exculsive of the bonds issued to the Hannibal and St. Joseph Railroad, on the 1st day of January, 1868, to thirty millions of dollars. The interest coupons on the bonds loaned to the Hannibal and St. Joseph Railroad Company having been promptly paid at maturity by that company, your committee do not consider it an indebtedness for which they are called upon to provide.

☞ The following statement will show the number of hogs packed in Cincinnati, the average weight, and yield of lard, in each of the last six seasons:

Year.	Number.	Av. Weight.	Yield of Lard.
1860–'61	433,799	221 5-35 lbs.	28 9-16 lbs.
1861–'62	474,467	224 23-34	29 5-18
1862–'63	608,457	203	25 21-28
1863–'64	370,622	188 11-12	23 1-8
1864–'65	350,600	201 1-8	24 1-5
1865–'66	354,079	238 18-31	32 13-25

The increase in the average weight in the past over the preceding season has been nearly 19 per cent., and in lard 37 per cent.

Car Wheels.

Perhaps in nothing is the traveling public more interested than the safety of car wheels, and the best mode of producing a car wheel which will be the most secure from accident, is a subject of vital interest to every railroad management. Many of the worst accidents occur from the breaking of the flange of the car wheel, and which if made of cast iron is always liable to break. Wrought iron which is undoubtedly the best, has never to any considerable extent been used in this country. Next to that, should be strictly cold blast charcoal iron remelted only in a Reverberatory Furnace. No good car wheel can be made from iron remelted in a Cupola Furnace. In all cases the iron if of good quality will degenerate and assume all the appearances, qualities and tenacity of common anthracite iron, if used in a Cupola Furnace bring in contact with the coal the same as in an anthracite blast furnace, the melted iron carrying with it the sulphur and other impurities of the coal which co-mingles with the fluid iron, besides the unequal melting of hard or soft pig will not produce a uniform casting from the same heat or melt.

Iron remelted in a Reverberatory Furnace, does not come in contact with the coal, and is collected in a common pool before casting commences, when it becomes thoroughly mixed, before casting or pouring commences. It is by the process of remelting increased in tensile strength many thousand pounds to the square inch, while by the cupola process of remelting it loses in tensile strength many thousand pounds to the square inch.

The cupola mode is the cheapest, and hence the desire to have cheap wheels has led to this almost universal mode of producing car wheels upon which the safety of railway trains and of the life of travelers so much depends. I fear the subject has not been fully inquired into by railroad managers. If what I have said will arrest their attention, I am satisfied that their inquiries will result in a total abandonment of the cupola system of casting. SAFETY.

Chesapeake and Ohio Canal.

The canal is being prepared for the spring trade and will probably be opened by the 20th. It is confidently expected that the amount of coal to be transported over this channel during the coming season will be much greater than ever before. About fifteen new boats are on the stocks at the different yards in this city, and every preparation has been made for a heavy trade.—*Cumberland Civilian.*

☞ The tunnel for the Junction Railroad, Philadelphia, has been finished to the north side of Market street, and about forty feet tunneling more will complete the work. It is probable that by the 1st of May, cars will be able to pass through it. The work has been prosecuted with vigor, though, from the character of it, considerable time has been consumed in its construction.

☞ The citizens of Utica have accepted the act passed by the Legislature of this State on the 19th ult., authorizing the city to take stock in the Utica, Chenango and Susquehanna Valley Railroad Company, and to sell its bonds to provide for the payment of the same. The amount of bonds to be issued is not to exceed $500,000, for a term not exceeding 20 years, at a rate of interest not exceeding 7 per cent. per annum.

British North American Provinces.

The area and population of the various British North American Provinces in 1861, was as follows:

	Square miles.	Population.
Canada.....	350,000	2,506,755
New Brunswick	27,037	252,047
Newfoundland	33,850	122,638
Nova Scotia.....	17,279	330,857
Prince Edward's Island...	2,127	80,867
British Columbia	236,500	95,000
Total.....	666,803	3,388,164

The confederation of these provinces has long been a favorite project in Canada, while it has been strenuously opposed by Nova Scotia, Newfoundland, and the other maritime provinces. This opposition, however, seems to be wearing away, as the Newfoundland Legislature has recently decided in favor of it by a large majority. The probabilities of a great confederation being formed upon the north of the United States are not, therefore, as remote as they were; and the other maritime provinces may be expected at some future day, to decide in its favor, as Newfoundland has done.

Saratoga and Hudson River Railroad.

The new railroad between Athens and Schenectady, which has been in the course of construction, is now completed, and ready for business on the opening of navigation. It is thirty-eight miles in length from where it leaves the New York Central track two miles east of Schenectady to its terminus one mile north of Athens, on the west bank of the Hudson River.

Northern (Illinois) Railway.

The following gentlemen have been elected directors of this company for the ensuing year: J. A. Sleeper, L. L. Cond, Merrill Ladd, Henry T. Fuller, Cornelius Price, E. H. Mason, George Strong, S. C. Tuckerman, Darwin Andrews, G. A. Thomson, D. W. Dame, E. P. Barton, and A. B. Partridge. G. A. Thomson, of Racine, Wis., was elected President, and Merrill Ladd, of Chicago, Secretary and Treasurer.

Northern Pacific Railroad.

A dispatch from Washington says that "The House Committee on the Pacific Railroad has reported a bill in favor of the Northern Pacific line, providing for a guaranty by the Government for twenty years of the interest upon a portion of the stock on the security of the lands granted to the company and the income of the road."

☞ The Government of Nova Scotia have arranged with Mr. Fleming for the completion of the Pictou Railway which they found it necessary to take off the hands of contractors. The making of this arrangement necessitated Mr. Fleming's resignation of the position of Chief Engineer, and a Mr. McNab has been appointed in his place. The amount to be paid is $2,116,500.

☞ The Norfolk *Virginian* says: "The freight trains of the Norfolk and Petersburg Railroad are bringing cotton into this city from Griffin, Ga., and Memphis, Tenn. We understand that one thousand bales, destined for the steamer Ephesus, will arrive by the same route, in time for her departure to Liverpool."

☞ The Delaware and Raritan Canal was opened on the 15th inst.

Philadelphia and Erie Railroad.

The Governor of Pennsylvania has vetoed the bill recently passed by the Legislature, authorizing the Philadelphia and Erie Railroad Company to extend its branches into adjoining counties etc.; taking the ground that the privileges accorded by the bill is an infringement of private rights, and that its operation would be conducive to the fostering of monopolies, instead of the promotion of general prosperity.

☞ The ordinance providing for a subscription on the part of the city of Baltimore to $200,000 of the capital stock of the Western Maryland Railroad Company, in order to secure its completion to Hagerstown, has passed both branches of the city council.

☞ D. C. Coolman, Esq., has been appointed Chief Resident Engineer of the Atlantic and Great Western Railway; headquarters at Meadville, Pa.

Mr. Grinnell from the New Jersey Locomotive Works, has been appointed Purchasing Agent, and Superintendent of the Locomotive and Car Departments.

☞ I. G. Ogden Jr., Esq., of the Banking House of Messrs. Robinson & Ogden, No. 4 Broad street, has been unanimously elected a member of the New York Stock Exchange.

☞ John S. Barbour, Esq., has been elected President of the Orange and Alexandria railroad company.

Cattawissa Railroad.

The receipts of this road for the year ending October 31, 1865, were $370,223 33; and the payments, $252,170 54, viz: for maintaining and operating road, $220,636 12; interest, $20,800; State tax on capital and tonnage $2,102 91; United State tax $8,631 51.

☞ The Ottawa and Prescott Railway Bridge is rapidly approaching completion, and consists of an arch and chord of four spans of one hundred feet each, the piers being of solid masonry.

☞ The officers of the Brockville and Ottawa railway are: John G. Richardson, President; H. Abbott, Vice-President; J. W. B. Rivers, J. L. McDougall, A. McArthur, J. N. Travers, A. B. Dana. W. R. Worsley was elected Secretary and Treasurer.

☞ The Norfolk and Petersburg Railroad is now in good working order, the trains running regularly and making daily connections with the steamers on the bay route from Baltimore.

☞ The contractor, J. A. Boyd, broke ground on section 11, (the summit of Parr's Ridge) of the Metropolitan Branch of the Baltimore and Ohio Railroad on the 25th ult.

☞ We see it stated that the Hudson River Railroad Company have ordered six thousand tons of Steel Rails, sufficient to lay sixty miles of road, and as the iron wears out it is to be replaced by steel. They cost twice as much, and will wear ten times as long as iron.

☞ The Utica *Observer* says that $50,000, the amount required by the Utica and Black River Railroad Company as a condition of extending their road from Boonville to Lyon's Falls, has all been taken. About $10,000 of the subscription was by citizens of Carthage.

PARDOW, DOUGHTY & Co.

STOCK BROKERS,

No. 43 Exchange Place,

(After May 1st at No. 10 Wall St.,)

NEW YORK,

Buy and Sell, on Commission, at the New York Stock Exchange, all descriptions of Stocks, Bonds, and Government Securities.

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Member New York Stock Exchange.
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MANHATTAN

Life Insurance Company,

No. 156 Broadway, New York.

(New Marble Building.)

Cash Capital and Accumulation over

$1,800,000

The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.

The dividends are paid in the life-time of the assured, thus aiding them to pay future premiums.

POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec.

S. N. STEBBINS, Actuary.

FIFTEENTH ANNUAL REPORT OF THE MANHATTAN LIFE INSURANCE COMPANY Of New York.

JANUARY 1, 1866.

Net assets, January 1, 1865		$1,823,724 77
RECEIPTS DURING THE YEAR.		
For premiums, extra premiums, &c	$1,104,919 13	
For interests and rents	136,800 52	
For interest and rents accrued	39,877 56	
	1,281,597 21	
		$3,105,321 98
DISBURSEMENTS.		
Paid Claims by death on Policies and Bonus, and payment of Annuities	$205,144 55	
Paid Expenses, Salaries, Taxes, Revenue Stamps, Medical Examiner's Fees, Commissions, &c.	191,932 70	
Paid Dividends, Re-Insurance, Purchased Policies and Bonus, Interest on Dividends, &c	89,053 93	486,131 18
		$2,619,190 80
ASSETS.		
Cash in Bank and on hand	$43,559 09	
Bonds and Mortgages	324,375 00	
Real estate	57,350 00	
Premium Notes on Policies in force	1,041,261 41	
[The actual estimate of the Policies which secure these notes is about $1,300,000.]		
United States and New York State Stocks, cost	449,181 75	
Quarterly and Semi-Annual Premiums deferred, and Premiums and Interest in course of collections and transmission	308,928 99	
Temporary Loans on Stocks and Bonds	298,965 00	
[Market value of the Securities, $361,018 50.]		
Interest accrued to date, and all other property	45,569 56	
		$2,619,190 80

Advantages of this Company over other Companies.

Dividends in cash annually.

Forty per cent. dividend declared 1st January, 1865.

Notes taken for half the annual premiums.

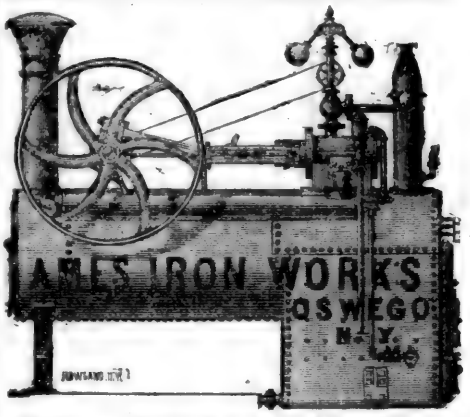
Expenses less than those of any "all cash" Company.

Ten years non-forfeiting Life and Endowment Policies issued.

Policies incontestable.

HENRY STOKES, President.
C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec'y.
S. N. STEBBINS, Actuary.



We have now Manufactured Portable and Stationary Steam Engines, from **four to forty Horse Power,** adapted to all purposes where Steam Power is required. Also Steam Pumps and Fire Engine, for use on board Vessels, in Factories, Mills and Public Buildings as Boiler Feeder, Bilge Pump or Fire Pump. It can be used to drive a Blower or other Light Machinery; and mounted on Small Portable Boilers, it forms a most suitable Pumping Engine for Wood and Water Stations on Railroads. Paye's Patent Trip Hammers, especially adapted to Railroad Shops. Send for Circular to

Ames' Iron Works, Oswego, N. Y.
Or No. 4 Dey St., New York.

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No. 84 Broadway, New York.

TELEGRAPHIC TRANSFERS OF MONEY TO CALIFORNIA AND OREGON.

Exchange for Sale on

SAN FRANCISCO,

LONDON,

DUBLIN and

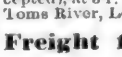
PARIS.

in sums to suit.

WELLS, FARGO & CO.

Raritan and Delaware Bay RAILROAD.

On and after Monday Feb. 12th, the Express Train will be Discontinued.



THE STEAMER WILL LEAVE PIER No. 5. North River, daily (Sundays excepted), at 3 P. M., connecting with train for Manchester, Toms River, Long Branch, &c., &c.

Freight for Camden and Intermediate Stations

will be taken at LOW RATES on the 4 o'clock line, reaching Camden the next morning.

J. N. POTTER, President.

NOTICE TO HOLDERS OF THE BONDS OF THE Vicksburg, Shreveport and Texas Railroad Co.

NOTICE is hereby given that the undersigned, are ready to pay the distributive or pro rata shares of the amount of the price bid for the property of the Vicksburg, Shreveport and Texas Railroad Company, at Sheriff's sale on 3d February, 1866; and that Joseph F. McGuire, will pay said sums on presentation to him at Monroe, La.

The following bonds were taken from the Company's safe by the U. S. Marines, and were never sold by the Company:

No.	51		having	29	coupons attached.
No.	76 to 89	inclusive	" ea.	40	" "
No.	98			40	" "
No.	672 to 700	"	"	40	" "
No.	808 to 1000	"	"	40	" "
No.	1101 to 1150	"	"	40	" "
No.	1451 to 1600	"	"	40	" "
No.	1701 to 1958	"	"	40	" "

JNO. T. LUDELING & Associates.

February 10, 1866. 4t8

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 24, 1866.

Law of Common Carriers as to Lien for Freight, Compensation, &c.

To what extent a carrier has a lien for his freight on goods carried by him has been much discussed, and is not entirely determined. A distinction is made in this regard, between a private carrier and a common carrier. Private carriers have no such lien, while common carriers have. No legal proposition is better established than this. A common carrier may not only refuse to carry goods, unless the freight is paid to him, but if he carry them, and the freight is withheld, he may retain the goods, and obtain his freight from them in any of the ways in which a party enforces a lien on personal property. (Hunt *vs.* Haskell, 24 Me., 339; Fox *vs.* McGregor, 11 Barb., 41.) A relinquishment of possession of the goods by the carrier or other person who has a lien upon them, is an abandonment of the lien. By a transfer of the possession, the holder is deemed to yield up the security he has by means of the custody of the property, and to trust only to the responsibility of the owner or other person liable for the charge. (Bailey *vs.* Quint, 22 Vt., 464; Bigelow *vs.* Heaton, 6 Hill, 43.) But it was said by Judge Beardsley in the last case, that the lien might be retained after delivery by the agreement of the parties. So if a carrier be induced to deliver goods to the consignee, by a false and fraudulent promise of the latter that he will pay the freight as soon as they are received, the delivery will not amount to a waiver of the carrier's lien, but he may disaffirm the delivery, and sue the consignee in *replevin*.

It has been questioned whether a common carrier, who carries the goods of a party, but without his order or knowledge, can maintain a lien for the freight. Generally the owner would have the right to refuse such service, and require that the goods should be replaced, or he might have his action for intermeddling with his property. But if the facts were such as to leave to the owner only the option between receiving his goods or rejecting them, the carrier cannot maintain his lien. (3 Parsons on Contr., 208.)

A common carrier can acquire no lien on goods belonging to the United States Government for services rendered in transporting such goods. (Dufolt *vs.* Gorman, 1 Minn., 301.) And while he holds them on this ground, they are not at his risk as a common carrier, for he is responsible only as any other party who holds property as security for debt.

AGENCY OF CARRIER.

It is settled that when the carrier cannot find the consignee, or learns that he is a swindler and would cheat the consignor, he is bound to protect the owner and consignor, and for that purpose to hold the goods or store them in some proper way for his use. (Stephenson *vs.* Hart, 4 Bing., 476.) And so he is, if the consignee refuses to receive the goods. He would be bound to give notice to the consignor only, if that, under the circumstances, would be reasonable care. The carrier may also be a factor to sell for the owner, either by express instructions or by usage of trade. (Williams *vs.* Nichols, 13 Wend., 58. When this is the case, after the carrier has transported the goods, and is engaged in his duty as a factor for sales, he is responsible as a factor only, or for his negligence or default, and not as a carrier. But after he has sold the property and has received the price which he is to return to the owner, his responsibility as a carrier revives, and in that capacity, he is liable for any loss of the money.

Thus when the owners of a steamboat, which ran upon the Ohio River took produce to be carried and sold by them for a certain freight, and were bringing back in the same vessel the money which they obtained on the sale of the produce, when the vessel and the money were accidentally consumed by fire, it was held that under the usage of trade in the western waters, they were acting as common carriers in going, as factors in selling the produce, and as common carriers in bringing back the money, and were liable for its loss notwithstanding the accident. (Harrington *vs.* McShane, 2 Watts, 443.)

COMPENSATION.

The amount of compensation for the carriage of freight and passengers by railroads, is usually fixed by law. Where the compensation is not so fixed, the carrier may determine it himself. But having adopted and made known a usual rate, he is so far bound by it, that on a tender of this rate he must receive the goods, and can recover no more if they are not prepaid and he carries them. And whether it be fixed by law or by his own established usage, it must be applied equally and indifferently, all persons being charged the same price for the carriage of the same quantity of similar goods for the same distance. It seems that although a carrier need not receive goods until the price of carriage is paid, yet if he does so receive them, he cannot maintain an action for their carriage until the goods are delivered. (Barnes *vs.* Marshall, 14 Eng. L. & Eq., 45; 8 Q. B., 785.) If the hire to which the carrier is entitled is not paid, he is not bound to deliver the goods, and if he now retains them in his warehouse or place of business, he is liable in case of loss or injury, only for negligence. His liability is no longer that of a common carrier, but that of a depositary for hire or gratuitously as the case may be.

SPECIAL AGREEMENTS AND NOTICES.

We have in a former article set forth the law upon the question how far a common carrier may vary or restrict his liability by special agreements and notices. It is well settled that the common law liability of a carrier may be varied or altogether destroyed by special agreement. But the carrier cannot by mere notice extinguish his peculiar liability, although he may in this way materially modify or qualify it. A public notice

so spread abroad that all might know it, and brought to the distinct knowledge of the sender, would undoubtedly, says Judge Parsons, (2 Parsons on Contracts, 24,) justify the carrier who proposed to confine himself to certain departments, or to exclude certain classes of goods, and in accordance therewith refused to take parcels of the excluded description. A common carrier does not necessarily agree to take all sorts of goods any more than he does to carry them to all places. An express company between New York and Boston does not agree to carry a load of hay or a cargo of cotton. The carrier has a right to refuse, without notice, articles which obviously differ from his usual course of business, and he has also a right to define and limit that business and give notice accordingly. (1 Hurl. & N., 63.)

So, too, he has the right to say to all the world and to each sender that he will not carry goods beyond a certain value; or that, if he carries such goods, he must be paid for it by a premium on the increased risk. This is reasonable, and it is consistent with public policy, because it tends to give the carrier exact knowledge of what he carries, and of what risks he runs, and thus to induce him to take the proper care, and proportion his caution and his means of security to the value of the goods. In this country it would seem to be pretty nearly if not quite settled, that it is incompetent for a carrier, either by notice or express contract, to exempt himself from liability for his own negligence. The strongest case that we have seen to this effect is the case of Sager *vs.* The Portsmouth R. R. Co., 31 Me., 228. There the defendants had transported the plaintiff's horse from Boston to Portland. It was upon a cold day in November. The horse was carried in an open car, and suffered serious injury from the exposure to the cold. This action was brought to recover damages for that injury. The defendants introduced a paper signed by the plaintiff whereby he agreed to exonerate the company from all damage that might happen to any horses, oxen or other live stock, that he should send over the company's road; meaning thereby that he took the risk upon himself of all and any damage that might happen to his horses, cattle, &c.; and that he would not call upon said company or any of their agents for any damage whatever. At the trial the learned judge instructed the jury that this contract would not exempt the company from liability for their own malfeasance, misfeasance or negligence. And this instruction was held correct.

It would follow then, that where the carrier interposes such general notice, as "all baggage at risk of owners," the sender may disregard it and the baggage will be at the risk of the carrier; or he may expressly refuse to be bound by it, and insist that his baggage shall be carried under the responsibility which the law creates; and if the carrier refuses to take the goods, he will render himself liable to an action. But if the notice be only limited and qualified, and in itself reasonable, the sender having knowledge of it is bound by it. Nor can he insist that the carrier shall receive and transport his goods without reference to it.

In a recent decision in New York, a rule of law of much importance is asserted; it is, that a railroad company is bound to introduce improvements which are ascertained to be practicable and conducive to safety, and are therefore liable for an injury caused by neglect in not introducing them.

From what we have already said, and from the authorities we have cited, it may be inferred, that the right of a common carrier to limit his responsibility by a special contract cannot be considered as settled, or clearly defined. The common law makes a common carrier responsible for all damage, excepting only that which is caused by an act of God, or by a public enemy. If this responsibility rests only on usage, it disappears of course, when the parties make an express contract, covering the same ground; because usage binds parties only on the supposition that it entered into their intention and their contract. If this responsibility is matter of positive law, whatever be its origin—then of course, it cannot be evaded or modified at the pleasure of the parties. And if either of these grounds were taken, no question would remain. But neither of them is taken. For a time some Courts were disposed, as we have seen, to hold the responsibility of a common carrier to be determined by law, and to be beyond the reach of contract. But it is not so now. It is held, that his responsibility rests upon and is preserved by "public policy."

Merchants' & Consumers' Anthracite R. R. Co.

The bill recently introduced into the Legislature of Pennsylvania to incorporate this company has passed both houses. The bill gives the new company the power to construct a single or double track road from any point on the Delaware River near Philadelphia to any point in the Schuylkill County coal region, with authority to make branches and use intervening roads. The company is intended to be a coal transporting road mainly, and is designed to be a rival to the Reading Railroad. The new company is restricted in its charges to two and a half cents a mile per ton for freight on coal.

Milwaukee and Prairie du Chien Railway.

The earnings of this road for the years ending December 31, 1864 and 1865, have been as follows:

	1864.	1865.
From freight	$1,149,958 27	$1,389,458 78
" passengers	509,712 78	562,911 23
" mails, etc.	51,609 83	33,141 70
	$1,711,280 88	$1,985,511 71
Expenses, viz:		
Repairs of track	$227,001 92	$288,005 16
" bridges	41,533 47	37,688 39
" build'gs, etc.	40,367 77	54,782 02
" locomotives	125,899 37	115,133 10
" cars	182,511 40	174,681 77
" tools, etc.	22,778 87	10,537 00
General management	34,896 81	37,343 76
Foreign agency, etc.	8,503 73	13,076 78
Station service	119,969 70	125,113 65
Conductors, etc.	47,177 88	50,890 32
Enginemen, etc.	65,330 23	71,489 96
Supplies	26,919 01	26,043 63
Fuel	119,566 29	131,606 81
Oil and waste	24,949 52	28,819 67
Loss and damage	12,416 80	9 812 10
Legal expenses	7,571 47	6,695 42
Car service	2,282 32	691 09
McGregor ferry exp'ses	7,750 69	24,560 15
New York office exp.	5,453 72	5,025 07
Taxes, insurance, etc.	83,069 70	118,884 41
	$1,206,950 67	$1,337,880 26
Net earnings	$504,330 21	$647,631 45
Bal. from previous yr.	278,581 69	229,938 01
Interest received on loans, discounts, etc., and from McGregor Western Railway, under lease contract in 1865	6,620 14	25,676 86
	$789,532 04	$903,246 32
Disbursed as follows:		
Improvements at Prairie du Chien	$91,429 62	$16,496 17
Surveys M. & D. R. R. routes	4,370 81	
Account of Milwaukee & Miss. R. R. under liens on property	788 25	517 25
Account of N. W. Telegraph line		14,154 25
Real estate	8,875 85	10,289 42
New locomotives		55,838 87
New cars		23,755 08
Interest on bonded debt	106,400 00	38,202 50
Instalments of sink'g fund—		
Due April 1	31,768 50	80,995 00
Due October 1	66,312 50	83,847 50
Reserved sinking fund		1,435 00
Dividends on pref. stock	249,650 00	286,068 00
Balance to new account	229,938 01	291,647 28
	$789,522 04	$903,246 32

Compared with the year 1864, the gross earnings of 1865 show an increase of $274,230 88, with an increase in expenses of $130,929 59—making the increase in net earnings, $143,301 24.

The earnings of the Southern Wisconsin Branch, (included in the above,) were as follows:

	1864.	1865.
From freight	$41,598 20	$35,399 06
" passengers	26,559 43	26,744 82
" mails, etc.	2,953 11	2,953 11
	$71,210 74	$65,096 49
Expenses	29,650 52	31,808 49
Net earnings	$41,560 22	$33,288 00

The business of the road from which the above earnings were realized is shown in the following recapitulation:

Freight traffic:	1864.	1865.
Tons of local freight	143,670	129,599
Do. carried eastward	89,645	72,035
Do. carried westward	54,025	57,564
Tons of through freight	135,060	161,317
Do. carried eastward	111,762	128,353
Do. carried westward	23,298	32,964
Tons of local & through	278,730	290,916
Do. carried eastward	201,407	200,388
Do. carried westward	77,323	90,528
Income fr. local freight	$535,507 90	$536,910 57
" through fr'ht	611,772 37	834,348 10
" local & th'gh	1,147,280 27	1,371,258 67

The above statement shows a decrease in the number of tons of local freight carried, as compared with previous year, of 14,071 tons. Compared with 1863, there is a decrease of 49,899 tons.

Passenger traffic:	1864.	1865.
Local passengers	241,145	260,498
Through "	16,233	20,096
Income from local	$318,870 97	$384,123 72
" from through	81,066 89	105,756 29
" from military	115,274 92	123,031 22

The above statement shows that there has been an increase in the passenger traffic of the road, aside from military service, which has been the case each year, since the organization of the company, and evidences the gradual improvement of the country.

The mileage of trains in the years named was as follows:

	1864.	1865.
Passenger trains	308,331	310,857
Freight trains	551,155	529,937
Wood and repair trains	83,697	72,494
Total miles run	938,183	913,288

The expenses per mile (cents) run including extraordinary renewals were as follows:

	1864.	1865.
Repairs of road and bridges	28.62	35.66
" locomotives	13.42	12.61
" cars	19.45	19.12
Engineers, firemen and wipers	7.07	8.60
Conductors, baggagemen, etc	5.03	5.57
Fuel	12.75	14.41
Oil and waste	2.65	3.16
Other expenses	39.66	47.36
Total per mile	128.65	146.49

The mileage of freight cars and the average load per car are shown in the annexed statement:

Going East	2,976,894	3,310,267
" West	1,829,450	2,115,842
Total	4,806,344	5,426,109
Average load east	9.16 tons.	8.1144 tons.
" west	4.25 "	4.811 tons.
" east and west	7.28 "	6.1894 tons.

and the mileage of empty freight cars was—

Going East	717,064	503,438
" West	1,635,093	1,657,679
Total	2,352,157	2,161,117

The mileage of passengers or the equivalent of passengers carried one mile in 1864 and 1865, compare as follows:

	1864.	1865.
Eastward	5,323,371	4,617,324
Westward	5,483,282	6,178,822
East and west	10,806,653	11,796,146

—the average rate per mile having been in 1864, 3.65 cents, and in 1865, 3.73 cents.

The equipment of the road consists of 7 1st class passenger, 29 1st class freight engines; 6 2d class, and 3 old engines not in use; 28 first class passenger and 2 second class passenger cars, 10 baggage, 3 mail and express, 513 box, 25 stock, 71 flat, 50 hand and 30 ditching cars—making in all 702 cars.

GENERAL ACCOUNT.

	1864.	1865.
First mortgage bonds	$966,000 00	$402,000 00
1st preferred stock	2,414,500 00	3,082,000 00
2d " "	1,014,000 00	1,014,000 00
Common stock	2,988,073 00	3,014,000 00
Sinking fund	343,700 00	514,200 00
Reserved sinking f'd.	.....	1,435 00
Convertible property.	141,266 59	141,266 59
Due on pay-rolls and bills payable	126,780 79	126,645 97
Due other companies	50,991 52	50,559 36
Due on military accounts	126,136 91	.....
Car reserve account.	4,333 33	4,333 33
Station reserve acc't.	10,700 34	14,779 95
Rolling stock reserve account	.....	45,500 00
Suspense account	.....	18,000 00
Unpaid coupons, due Jan. 1st	35,927 50	14,890 00
Reserved government tax	.....	1,722 00
Iowa Railway construction account	.....	580 72
McGregor Western Railway Co.	.....	22,876 87
Income account; balance to new account	229,938 01	291,647 28
Total	$8,452,350 99	$8,755,527 07

Cost of road	$7,726,273 00	$7,726,200 00
Materials on hand	237,702 86	231,411 63
Advances to McGregor Western RR.Co.	.....	303,805 69
McGregor Western construction	.....	53,711 97
Due from agents and other companies	47,220 40	44,288 91
Due from Gov. military account	156.244 77	36,106 75
Due from P. O. Department	5,262 10	5,264 13
McGregor Western Railway Co's bonds received for old rolling stock	4,333 33	15,733 33
Cash in New York	158'859 73	236,517 49
" Milwaukee.	124,454 77	102,487 77
	$8,452,350 99	$8,755,527 07

The principal statistics relating to the operations of the company, since its re-organization are embraced in the following statements:

Statement showing the amount of each description of stock—

	Common.	1st Pref.	2d Pref.	Total.
	$	$	$	$
As re-organ'd	2,761,800	1,095,400	1,086,800	4,944,000
Less returned by trustees and cancelled	314,600	66,800	101.400	
1861	2,761,800	1,060,800	1,020,000	4,842 600
1862	2,761,800	1,041,000	1,014,000	4,816,800
1863	2,761,800	1,061,000	1,014,000	4,836,800
1864	2,988,073	2,414,500	1,014,000	6,416,573
1865	3,014,000	3,082,000	1,014,009	7,110,000

The movements in the funded debt (convertible into 1st Preferred stock) have been as follows:

On re-organization of company	$2,556,000
Less return by trustees and cancelled	30,000

	Purchased by sk'g f'd.	Converted into 1st Pref.	Outstanding Dec. 31.
1861	....	.....	2,556,000
1862	72,000	.....	2,454,000
1863	34,000	10,000	2,410,000
1864	90,500	1,353,500	966,000
1865	164,000	398,500	402,000

The following exhibits the total stock and debt as re-organized, and at the end of each subsequent fiscal year:

	Stock.	Funded Debt.	Floating Debt.	Total.
	$	$	$	$
As re-organized	4,944,000	2,556,000	.....	7,500,000
Dec.31,'61	4,842,600	2,526,000	199,810	7,568,410
" '62	4,816,800	2,454,000	221,282	7,492,082
" '63	4,836,800	2,410,000	228,429	7,475,229
" '64	6,416,573	966,000	445,139	7,827,712
" '65	7,110,000	402,000	318,472	7,830,472

The floating debt includes $141,266 59 which stands in the general account as "Convertible property and old debts account," and bills payable, pay-rolls, dues to other companies, etc., against which the company held at all times cash and credits sufficient to discharge them.

The sources of the gross earnings of the first 5 years operations have been as follows:

Year.	Passenger.	Freight.	Mail, etc.
1861	$211,250	$835,173	$61,931
1862	357,027	855,902	50,805
1863	294,885	904,157	48,215
1864	509,713	1,149,958	51,610
1865	562,911	1,389,459	33,142
Total	$1,835,786	$5,136,649	$245,703

And the profits from earnings are deduced as follows;

Year.	Aggregate Gross earnings.	Operating and taxes.	Profits from earnings.
1861	$1,108,354	$672,315	$436,039
1862	1,163,734	748,993	414,741
1863	1,247,257	793,747	453,510
1864	1,711,281	1,206,951	504,330
1865	1,985,512	1,337,880	647,632
Total	$7,216,138	$4,759,886	$2,456,252

The taxes in 1861 were $11,143; in 1862, $26,612; in 1863, $51,030; in 1864, $72,230; and in 1865, $112,234.

The income account shows the total earnings (less cost of operations) to have been as follows:

	Profits.	Int. &c.	Total.	T'l incl. bal.
1861	$436,039	$.....	$436,039	$436,039
1862	414,741	5,623	520,364	713,288
1863	453,510	5,169	458,679	669,736
1864	504,330	6,620	510,950	789,532
1865	647,632	25,677	673,309	903,247
Total	$2,456,252	$43,089	$2,499,341	$3,511,792

And the disbursements as follows:

	Interest.	Sink'g Fund.	Dividends.
1861	$118,405	$9,150	$.....
1862	172,900	13,900	156,264
1863	170,485	33,995	155.060
1864	106,400	98.080	249,650
1865	38,202	166,277	286,068
Total	$606,392	$320,502	$847,042

	Improvements.	Other disbursements.	Total.	Balances to credit.
1861	$.....	$15,610	$143,165	$292,874
1862	67,852	92,165	502,181	211,057
1863	26,181	5,484	391,155	278,581
1864	91.430	14.034	559,594	229,938
1865	16,496	104,555	611,598	291,647

In the "other disbursements" of 1862 are included purchases of 59 1st mortgage bonds, 98 shares 1st pref. stock, and 60 shares 2d pref. stock, the aggregate cost of which was $62,922 49.

Paterson and Newark Railroad.

We understand that a party of engineers have been at work for the last week staking out the exact route of this road prior to the commencement of active operations.

The length of the line will be, from Paterson to New Jersey Railroad junction, 11.93 miles; from thence to Jersey City 6 miles, in all 17.19 miles. It is proposed, if the stock is all subscribed, to commence operations on the line by the first of next month, and it is expected to complete it by the 1st of November if everything works well. Negotiations are pending with the New Jersey Company to run the engines and cars over their lines through to Jersey City. The gauge will be 4½ feet, but the cross-ties will be wide enough to admit the laying of a third rail for broad-gauge cars.

The Mahoning Railroad.

The preliminary surveys of this road made under the direction of Sigismund Loew, Esq., are nearly completed. The road will be sixty-eight miles in length, and will reduce the distance between Cleveland and Washington city, *via* Connellsville railroad and Point of Rocks, eighty-three miles.

☞ The Alexandria *Journal* says that a large force of workmen have been sent out on the Loudoun and Hampshire road to clear the track from Thornton's to Herndon, and to put it in order. It is confidently expected that in the course of two weeks the trains will run as far as the last named station, which is thirteen miles from Leesburg.

Alexandria and Fredericksburg Railroad.

The surveys of the Alexandria and Fredericksburg Railroad have been completed, and the work of location is in progress. Col. Stewart, who is the active man in the work, says that the ground will be broken on Monday if the arrangements can be made with the Richmond, Fredericksburg and Potomac Railroad Company for a connection. The work is to be pushed with energy; the calculation being that the road will be in running order in a year. We understand that the whole work, grading, superstructure and rolling stock, has been, or is about to be, contracted for with one house at the rate of $46,000 per mile.

☞ According to a recent statement of Secretary McCullough, the available balance in the United States Treasury, including all sums in the hands of Assistant Treasurers and the National Banks, was on the 10th inst., $123,423,885 91; consisting of coin, $57,799,921 37; currency, $65,623,964 54; of which sum, $21,780,358 55 was on deposit in National Banks.

Railroads of Massachusetts, 1865.

We give below from the *American Railway Times*, a tabular statement showing in detail the result of the operations of each road of the railroad system of Massachusetts for the fiscal year ending November 30, 1865. The following is a comparative statement of the gross amounts of the *whole* system for the past and preceding year:

	1864.	1865.
Number of companies	51	50
Length of roads, miles	1,570	1,610
Aggregate capital	$77,614,305	$78,075,045
Amount paid in	66,629,823	65,565,482
Aggregate cost of roads	73,723,920	72,175,091
Total revenue	16,478,596	18,974,914
Funded and floating debt	22,859,585	25,068,218
Surplus earnings on hand	5,093,550	5,562,436

The results of *operation* for the past two years, may be found in the following abstract:

	1864.	1865.
Number of railways	38	37
Length of main lines	1,272.4	1,304.3
Length of branches	163.5	196.1
Double track and sidings	545.2	571.6
Cost of railways	$61,896,123	$69,625,115
Capital paid in	46,643,848	47,644,540
Funded debt	14,178,801	12,737,871
Floating debt	1,578,548	1,749,536
Total debt	15,775,750	14,517,047
Interest paid on debt	1,141,655	1,091,855
Dividends paid	3,448,115	3,491,105
Surplus	4,993,411	5,438,255
Receipts from passengers	6,649,343	8,829,213
Receipts from freight	6,158,442	7,719,875
Receipts from mails, &c.	735,636	699,589
Total receipts	14,981,015	17,458,928
Expense of road bed	1,396,444	1,780,456
Expense of machinery	1,755,524	2,286,922
Other expenses	6,301,957	7,754,219
Total expenses	9,619,324	11,885,955
Net income	5,313,070	5,519,793
Per ct. of exp. to income	64.2	68.1
Net income per ct. on cost	8.6	7.9
Miles run by pass. trains	4,070,107	4,298,893
Miles run by freight trains	3,224,943	3,221,600
Miles run by other trains	270,918	302,811
Total miles run	7,606,811	7,873,720
Receipts per mile run, cts.	196.9	221.8
Exp'nses per mile run, cts.	126.5	151.0
Net income pr. m. run, cts.	69.9	70.1
Cost of fuel pr. m. run, cts.	17.6	21.9
Road rep'rs pr. m. run, cts.	13.7	16.8
Engine rep'rs p.m. run, cts.	9.7	13.0
Car rep'rs pr. m. run, cts.	13.1	16.1
Passengers carried	17,575,230	19,743,341
Passenger mileage	290,819,276	319,690,040
Tons of freight carried	4,954,676	5,095,328
Tonnage mileage	182,377,580	186,986,450

Names of Railways.	Length. Main lines.	Branches.	Double track & sidings.	Cost.	Capital Stock paid in.	Funded Debt.	Floating Debt.	Total Debt.	Interest paid on Debt.	Dividends paid.	Surplus.	Receipts. From Passengers.	From Freight.	From Mails, etc.	Total.	Total Expenses.
Boston and Worcester	44.6	24.0	62.1	$4,500,000	$4,500,000	$	$505,214	$505,214	$	$450,000	$589,830	$1,003,158	$623,470	$70,506	$1,697,164	$1,160,106
Western Railway	156.0	17.3	126.6	11,271,856	5,627,700	6,269,520		6,269,520	507,295	543,602	1,005,783	1,366,565	1,926,221	138,798	3,431,584	2,204,925
Boston, Hartford and Erie (1)	85.0	14.0	6.8	9,683,408					157,166			66,963	34,398	8,685	110,047	128,916
Fairhaven Branch (2)	15.1		0.7	243,809								60,799	26,190	6,161	93,151	86,246
Providence and Worcester	43.4	1.0	14.9	1,610,109	1,700,000				1,618	136,000		230,602	299,723	13,669	543,995	402,247
Worcester and Nashua	45.7		9.7	1,164,397	1,141,000	35,500	62,759	98,259		106,554	149,447	185,149	284,195	12,161	481,505	247,755
Fitchburg and Worcester	13.9		2.7	333,884	247,900	2,000	4,668	6,668	500	14,879	26,702	28,823	33,218	4,347	66,390	45,963
New London Northern (3)	29.0		6.0	223,993		38,896	8,500	47,396	9,776	52,704		140,433	131,695	31,166	303,294	263,447
Connecticut River	50.0	2.3	7.5	1,813,980	1,691,100	250,000	1,800	251,800	10,318	127,288	171,980	264,805	254,266	14,036	533,108	364,403
Pittsfield and North Adams	18.6		0.7	443,677	450,000					13,500		39,860	50,996	3,075	102,931	71,410
New Haven and Northampton (4)	25.0			691,561	303,000	195,000		195,000	43,500	20,200		20,892	43,656	2,749	67,298	96,345
Stockbridge and Pittsfield (5)	21.9		1.1	448,700	448,700					24,866					81,409	
West Stockbridge (6)	2.7		0.3	39,600	39,600					1,683	478				1,899	
Boston and Providence	47.0	7.0	46.0	3,360,000	3,360,000	21,500		21,500	2,209	331,000	493,407	624,137	547,756	49,211	1,221,104	862,661
Taunton Branch	11.1	0.6	1.1	250,000	250,000					20,000	48,277	129,912	87,661	2,249	229,723	195,268
New Bedford and Taunton	20.1	1.5	1.3	500,000	500,000	195,500		195,500	11,850	40,000	84,437	157,106	14,432	10,216	261,744	198,776
Stoughton Branch (6)	4.0		0.8	102,004	85,400					7,686	10,016	12,062	4,985		17,998	9,908
Easton Branch (6)	3.7			55,894	49,662					3,500	1,476	5,769	2,688		8,438	4,248
Middleboro' and Taunton	8.5		0.6	152,777	149,092		4,000	4,000	237		8,542	18,727	14,413	600	33,740	33,451
Norfolk County	26.0		1.8								37,142	44,001	33,423	3,013	80,437	68,997
Old Colony and Newport	98.5	8.7	27.5	4,271,806	3,609,600	762,500	581,050	1,343,550	67,920	303,966	270,470	812,828	362,779	33,950	1,209,058	644,471
South Shore Railway	11.5		0.4	501,592	259,685	150,000		150,000	9,000		32,972	102,710	7,286	831	110,828	88,013
Cape Cod Railway	46.0	1.0	2.7	1,081,625	721,925	25,700	15,000	40,700	8,963	38,642	9,007	124,891	34,252	7,887	167,030	109,335
Fitchburg Railway	51.0	42.5	75.8	3,540,000	3,540,000					247,800	424,768	407,889	556,993	28,811	993,693	679,439
Vermont and Massachusetts	69.3	8.0	5.5	3,217,234	2,860,000	558,955		558,955	31,167			136,889	198,300	54,895	390,085	267,688
Lexington and West Cambridge	6.6		0.6	258,157	241,200			30,600				25,907	5,399	968	32,265	33,665
South Reading Branch (7)	8.1	0.2	1.8	299,468	209,532							9,584	2,174	112	11,870	19,802
Boston and Lowell	26.7	1.8	43.4	2,639,182	1,830,000	640,000	47,117	687,117	41,072	100,660	559,387	365,715	442,578	27,253	836,547	626,840
Nashua and Lowell	14.5		17.2	654,603	600,000		43,790	43,790	970	48,000	146,268	164,307	198,839	6,866	370,012	304,395
Lowell and Lawrence (8)	12.8		2.3	363,158	200,000	75,000	2,754	77,754	4,566	12,000	26,459				21,780	
Salem and Lowell (8)	16.9		1.7	464,013	248,305	226,900	521	227,421	13,588	2,438					17,500	
Stony Brook Railway (9)	18.2		1.0	267,383	267,300				22	12,072					17,700	
Boston and Maine	74.3	8.8	50.4	4,412,810	4,076,974					826,160	875,515	892,107	447,747	54,083	1,393,848	967,395
Eastern Railway (10)	44.1	50.4	82.1	4,815,963	3,155,000	1,798,600	321,200	2,119,800	112,467	229,792	201,029	950,033	257,186	69,855	1,277,075	761,557
Newburyport Railway (11)	27.0		2.4	597,386	220,340	224,900	140,902	375,802								
Cheshire Railway	53.6		8.0	2,787,442	2,805,925	677,400		677,400	36,210	55,263	60,089	191,675	414,926	23,020	629,621	528,362
Norwich and Worcester	59.4	7.0	8.3	2,613,694	2,363,600	580,000	9,261	589,261	26,481	221,905	267,824	265,506	427,923	20,627	714,057	445,661
Totals	1,304.3	196.1	571.6	$69,625,115	47,644,540	12,737,871	1,749,536	14,517,047	1,091,855	3,491,105	5,438,255	8,829,213	7,719,875	699,589	17,458,928	11,886,965

Names of Railways.	Per cent. of Expense to Income.	Net Income.	Net Income per ct. on cost.	Per ct. of Dividends.	Number of miles run.	Total Rec'pts p.m. run. cents.	Total Exp'ses p.m. run. cents.	Net Income p.m. run. cents.	Cost of Fuel per mile run. in cents.	Repairs (per mile run) of road bed.	Repairs (per mile run) of engines.	Passengers carried in the cars.	No. of passengers carried one mile.	Tons carried in the cars.	No. of tons of merch'se hauled one mile.
Boston and Worcester	68.3	$537,058	11.9	10.0	669,234	258.7	173.4	80.3	19.5	13.5	19.1	16.9	2,386,186	40,499,466	427,404	16,050,097
Western Railway	64.2	1,226,659	10.9	10.0	1,358,514	252.7	162.3	90.4	26.8	14.7	13.2	20.2	1,010,373	43,926,488	693,754	54,190,069
Boston, Hartford and Erie	117.2	.....	....	....	96,003	115.8	135.7	...	39.2	14.3	12.4	5.7	280,849	2,346,979	22,432	495,067
Fairhaven Branch	92.7	6,905	2.8	....	29,054	321.2	297.4	23.8	9.6	30.3	8.5	15.5	70,283	835,726	9,271	131,441
Providence and Worcester	74.0	141,748	8.8	8.0	238,612	228.6	168.9	59.7	21.9	24.4	8.8	23.2	990,886	8,755,384	201,223	6,515,990
Worcester and Nashua	57.4	188,750	15.8	9.3	218,675	202.6	116.3	86.3	20.6	7.3	9.5	10.7	281,271	4,725,985	143,070	3,709,401
Fitchburg and Worcester	69.6	20,427	6.0	6.0	37,166	179.2	124.3	54.9	21.5	24.3	8.3	12.0	67,858	839,021	35,828	532,421
New London Northern	87.0	39,847	17.8	8.9	204,977	148.6	123.6	25.0	12.2	25.3	17.2	8.2	244,482	3,239,280	64,151	4,663,446
Connecticut River	68.3	168,705	9.3	8.0	221,748	240.1	164.9	75.2	16.4	33.9	7.5	19.6	614,785	8,059,866	152,066	4,103,795
Pittsfield and North Adams	79.0	81,521	9.1	8.0	40,640	258.5	178.5	75.0	28.3	28.6	22.3	14.0	86,058	1,118,039	67,436	1,080,550
New Haven and Northampton	144.0	.....	...	2.0	48,662	140.2	200.0	...	16.6	72.7	18.2	6.8	52,350	552,810	35,964	655,173
Stockbridge and Pittsfield	....	.....	...	7.0	.....	....	....	...	...	...	...	...	.....	.....	.....	.....
West Stockbridge	....	.....	...	4.2	2,880	66.0	....	...	...	...	...	...	.....	.....	.....	.....
Boston and Providence	70.0	368,543	11.0	10.0	450,096	271.3	189.5	81.1	22.1	16.3	15.2	20.1	2,032,342	28,433,301	390,171	12,506,844
Taunton Branch	85.0	34,455	13.8	8.0	49,555	469.0	397.9	71.1	21.0	...	13.1	24.4	201,790	2,144,674	66,277	721,531
New Bedford and Taunton	76.0	62,868	12.5	8.0	70,108	373.9	283.9	90.0	15.6	31.1	11.2	26.2	176,807	2,456,804	58,687	617,178
Stonington Branch	55.0	8,090	8.0	9.0	6,896	261.2	143.5	117.7	...	...	...	...	114,113	349,679	25,661	64,457
Easton Branch	50.5	4,190	7.5	7.0	4,680	180.3	90.8	89.5	...	...	...	...	26,929	107,716	7,440	29,760
Middleboro' and Taunton	100.0	289	0.2	...	25,105	135.0	134.0	1.0	19.2	12.6	6.9	2.6	32,623	273,175	13,058	100,077
Norfolk County	85.5	12,040	...	...	49,866	161.5	136.6	24.9	34.0	27.3	10.7	13.8	145,502	1,708,241	82,196	642,920
Old Colony and Newport	53.3	664,587	13.2	8.0	569,268	212.5	113.3	99.2	21.9	13.5	14.8	10.5	1,832,590	33,375,140	302,642	11,342,282
South Shore Railway	74.8	27,815	5.5	...	41,494	270.2	202.4	67.8	19.0	14.2	4.0	4.2	220,084	3,204,000	5,638	87,408
Cape Cod Railway	65.4	57,696	5.6	6.6	88,000	190.0	124.2	65.8	12.0	20.4	9.6	19.1	174,100	4,107,600	43,800	744,000
Fitchburg Railway	68.4	814,254	8.9	7.0	457,264	217.5	148.7	68.8	23.0	17.0	14.6	10.8	1,427,957	17,620,165	486,015	13,613,688
Vermont and Massachusetts	68.6	122,397	3.8	...	164,854	236.3	163.2	78.1	15.5	24.8	12.8	15.9	185,747	3,414,777	112,511	2,193,348
Lexington and West Cambridge	105.2	.....	...	...	19,950	161.3	168.3	...	18.8	24.6	28.0	7.1	184,420	700,644	5,497	25,009
South Reading Branch	167.8	.....	...	...	25,040	47.4	79.2	...	15.7	7.9	7.0	7.8	31,541	219,467	10,767	80,658
Boston and Lowell	75.1	298,707	7.9	5.5	442,523	189.0	141.6	47.4	17.3	20.0	6.5	13.0	1,028,822	12,814,022	541,520	9,794,912
Nashua and Lowell	82.3	65,617	10.0	8.0	198,815	186.0	153.1	32.9	17.2	20.0	6.5	13.0	462,225	5,757,024	243,294	4,400,612
Lowell and Lawrence	....	.....	...	6.0	.....	....	....	...	...	...	...	...	.....	.....	.....	.....
Salem and Lowell	....	.....	...	1.0	.....	....	....	...	...	...	...	...	.....	.....	.....	.....
Stony Brook Railway	....	.....	...	4.5	.....	....	....	...	...	...	...	...	.....	.....	.....	.....
Boston and Maine	69.4	426,453	9.7	8.0	729,533	191.2	132.7	58.5	21.2	18.4	8.6	16.7	2,666,385	38,920,812	278,702	9,744,142
Eastern Railway	59.6	515,518	10.7	6.0	622,202	205.3	122.4	82.9	21.5	7.3	13.0	18.7	2,314,972	36,293,854	208,289	5,852,580
Newburyport Railway	....	.....	...	...	.....	....	....	...	...	...	...	...	.....	.....	.....	.....
Cheshire Railway	84.0	101,259	3.6	2.5	417,001	151.0	126.7	24.3	14.3	12.1	23.9	13.1	112,744	4,347,257	230,753	18,285,520
Norwich and Worcester	62.3	208,896	10.3	9.0	329,984	216.4	135.0	81.4	18.0	18.5	7.6	17.0	296,117	8,442,644	184,801	9,062,984
Totals and averages	68.1	$5,519,793	7.0	7.3	7,873,720	221.8	151.0	70.1	21.9	16.8	13.0	16.1	19,743,341	319,690,040	5,095,328	186,986,450

(1) Formerly New York and Boston and Providence, Hartford and Fishkill. The returns are incomplete.

(2) Owned and operated by the New Bedford and Taunton Railroad Company.

(3) 29 miles in Massachusetts and 52 in Connecticut. The cost given is that in Massachusetts; the operating details are of the whole, as they cannot be divided.

(4) 25 miles in Massachusetts; 85 in all. The cost, debt, etc. are of the portion in Massachusetts; the expenses, receipts, etc. are upon the 30 miles north of Granby.

(5) Leased to the Housatonic Railway Company of Connecticut.

(6) Operated by the Boston and Providence Railway Company.

(7) Operated by the Eastern Railway Company.

(8) Operated by the Boston and Lowell Railway Company.

(9) Operated by the Nashua and Lowell Railway Company.

(10) The Eastern Railway Company has purchased the Essex Railway.

(11) Operated by the Boston and Maine Railway Company.

Minnesota Bonds.

The Minnesota Legislature has passed a law for the adjustment of the old railroad bonds. These bonds amount to something near $2,500,000, issued to aid in the construction of railroads in that State, some six or seven years ago, since which time no interest has been paid on the same The law recently passed, however, provides for the appointment of three commissioners, whose duty is to ascertain the present whereabouts of said bonds, how much the holders paid for them, and if a satisfactory arrangement can be made, new bonds are to be exchanged for the old ones, subject, however, to the approval of the Legislature and a direct vote of the people.

Mississippi and Missouri Railroad.

The holders of the Second Mortgage bonds issued by the Mississippi and Missouri Railroad Company have commenced proceedings in the United States Circuit Court for foreclosure. The amount of these bonds was $700,000, but inasmuch as no interest has been paid thereon, the firm amounts to $1,000,000 or more. Underlying this mortgage are several others which were given upon different sections of the road, but not upon the entire concern. The case will probably come up for hearing at the May term at Des Moines, when it is probable that either a temporary or permanent Receiver will be appointed to wind up the old M. & M. Co.'s affairs. This case is one of huge proportions—embracing various and conflicting interests, where an immense amount of capital will be sensibly affected.—*Davenport Democrat.*

☞ The New Jersey Central Railroad has determined to issue to existing stockholders 20,000 shares of new stock in the proportion of two shares for each eleven shares of old. Fifty dollars per share is to be paid up prior to the 1st of June, and the rest as wanted for construction or equipment. This company is, we understand, aying a third track, and is in a very prosperous condition.

☞ The earnings of the Louisville and Frankfort and Lexington and Frankfort railroads for January 1866, were $43,537 54; and the expenses $28,345 03—leaving a balance of $27,498 87.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	15
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3
Balt. and N. C ..... N. C	20,000	5	----	35c
Bare Hill ..... "	----	----	----	110c
Bay State ..... L. S.	20,000	----	3½	9½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1½
Boston ..... L. S.	20,000	----	5	55c
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	----
Cambridge ..... "	20,000	----	5	15c
Canada ..... Vt.	100,000	4	90c	75c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	30
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	15½
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	50c
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	2
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint-Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	38c
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	50c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	09c
Great Western ... L. S.	20,000	----	2	40c
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	43c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	17½
Hanover ..... "	20,000	----	½	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	3½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	3½
Humboldt ..... "	20,000	----	2	4½
Hungarian ..... "	20,000	----	1	62½
Huron	20,000	----	16	38
Indiana	20,000	----	----	6
Inverness	200,000	----	2½	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	13

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	1
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	40c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	1½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	40c
Minnesota ..... L. S.	20,000	----	3½	10½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	19½
Native ..... "	20,000	----	3	50c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	50c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	½	----
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	2½
Pewabic ..... "	20,000	----	3½	34
Phila. & Boston .. "	20,000	----	16	2
Phœnix ..... "	20,000	----	----	11½
Pittsburg & Boston "	20,000	----	5½	49
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	----
Quincy ..... "	20,000	----	10	49
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	7½	----
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	50c
St. Clair ..... L. S.	20,000	----	3	1
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	50c
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	75c
Springfield ..... Md.	----	5	----	55c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	1
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	2
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	37½
Tremont ..... "	20,000	----	5*	1
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	----
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	5½	----
Winthrop ..... L. S.	20,000	----	3½	1
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	3
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	1
Keystone ..... Pa.	----	----	----	----
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	----
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	60
Ashburton ..... "	50,000	50	----	13½
Atlantic & G. C .. Md.	----	----	----	105c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont	10,000	50	----	6
Big Mountain ..... Pa.	----	----	----	5
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler	----	----	----	2
Cape Briton ..... N. S.	200,000	2½	----	25c
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	46½
Clinton ..... "	----	----	----	1
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	44½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	17½
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	42
George's Creek ..... Pa.	10,000	----	----	109
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	56
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	41
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	4
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	6½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	100	----	----
Penn. ..... "	100,000	50	----	146
Penn. Cannel	6,000	50	----	----
Picton	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	49½
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston	----	----	----	20
Princess Alex .... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	8½
Schuylkill Valley .. "	20,000	10	----	16
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	26½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	44

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	8	----	----
Albion (G.)	100,000	8	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	----
At. & Pac. (G. & S.) Nev.	50,000	10	----	----
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	----
Chaudiere (G.) .... Ca.	100,000	5	----	----
Chebucto ..... N. S.	100,000	5	----	----
Colonial (G.) ..... Ca.	100,000	2½	----	----
Colorado (G.) ..... Col.	50,000	10	----	----
Consol. Gregg (G.) Col.	50,000	100	----	----
Copalinshe (G.) .... "	200,000	20	----	----
Coriasannie (G.) .... "	100,000	10	----	----
Corydon (G.) ..... "	100,000	25	----	----
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	----
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	----
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	----
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	----
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	----
Halifax (G.) ..... N. S.	200,000	2	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	----
Isaac's Harbor (G.) N. S.	100,000	5	----	----
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11½
Massachusetts (G.) . Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	----	----
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	----
New Gregory (G.) "	50 000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	----
Nova Scotia (S.) .. "	100,000	2	----	----
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	60,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	----
Quartz Hill (G.) ... Col	40,000	25	----	5
Quicksilver ..... Cal.	100,000	100	----	40½
Renfrew (G.) ..... Ca.	120,000	2½	----	----
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	----
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	80,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	----
Smith & Parm. (G.) Col	125,000	20	20	----
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	....	41
30 Nov. '64	4.62	——	179	28	——	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	....	45
30 Nov. '64	27 43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	.....	41,000							
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	——	26	6	——	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	....	——
30 Nov. '64	11.75	——	200	31	——	Lynn and Boston	254,811	200,000	50,000	18,165	129,927	12,197	8	....	60
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	....	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11.000	——	(Middlesex)		50	....	25
30 Nov. '64	31.85	——	341	140	——	Metropolitan (Boston)	1,420.141	1,176,075	——	218,487	580,043	49,981	6	....	46½
30 Nov. '64	6.84	——	263	41	——	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	——	3	....	42
30 Nov. '64	5.69	——	75	9	——	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	——	....	——
30 Nov. '64	6.75	——	66	15	——	Salem & South Danvers	173,980	150,000	——	25,900	37,917	——	——	....	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)		5	....	25
30 Nov. '64	2.50	——	10	2	——	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	....	——
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)		——	....	——
30 Nov. '64	6.00	——	70	——	——	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	——	....	——
30 Nov. '64	——	——	411	63	——	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	....	86½
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,660	——	——	(Leased)		c	....	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	....	——
30 Nov. '64	11.60	——	59	8	——	Worcester	86,657	75,800	——	53,668	25,453	——	——	....	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	....	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	.....	.....	——	....	——
						NEW YORK.									
30 Sep. '64	10.76	——	---	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	---	78	—	Broadway & 7th Ave., N. Y.	3,293,248	2,100,000	1200000	75,000	95,551	18,965	——	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	——	——	55
30 Sep. '64	24.00	——	---	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	---	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	---	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	——	....	....
30 Sep. '64	0 09	9.41	——	——	——	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	....	....
30 Sep. '64	——	18.00	——	——	——	Brooklyn City & Rockaway	—	12,000	——	700	——	——	——	....	....
30 Sep. '64	——	25.00	——	——	——	Brooklyn, E. N. Y. & R'kw'y	90.000	50,000	25,000	15,000	——	——	——	....	....
30 Sep. '64	——	----	——	——	——	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '64	——	23.0	——	——	——	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	——	——	——	——	....	....
30 Sep. '64	——	----	——	——	——	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '64	19.00	3.00	---	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,392	791,350	550,000	.....	327,713	30,493	——	100	....
30 Sep. '64	17.25	——	---	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	——	100,438	9,148	——	....	....
30 Sep. '64	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	12	100	....
Sep.	18.50	1.00	---	101	--	Eighth Avenue (N. Y.)	1,166,192	1,000,000	43,000	5,000	452,701	4,208	12	....	....
30 Sep. '64	12.00	1.00	---	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	173,056	22,293	——	....	....
30 Sep. '64	——	----	——	——	——	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '64	4.62	——	---	---	---	Grand St. & Newtown (W'g'r	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '64	10.00	——	---	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,650	897	——	....	....
30 Sep. '64	——	----	——	——	——	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '64	——	----	---	---	---	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '64	11.00	7.00	---	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	——	90,108	loss.	——	100	——
30 Sep. '64	——	----	---	---	---	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '64	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	....	....
30 Sep. '64	7.50	3.40	---	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	——	——	....	....
30 Sep. '64	16.00	——	---	---	---	Second Avenue (N. Y.)	1,156,615	650,000	520,000	53,000	350,718	20,134	——	100	65
30 Sep. '64	8.37	——	---	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,306	14,753	5	100	136
30 Sep. '64	——	----	---	---	---	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '64	17.50	——	---	137	8	Third Avenue (N. Y.)	1,959,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	----	---	---	---	Troy and Cohoes	50,000	.....	.....	.....	leased.	.....	.....	....	....
30 Sep. '64	6.50	9.00	---	18	--	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	....	....
30 Sep. '64	1.50	——	---	8	--	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	....	....
30 Sep. '64	——	12.00	——	——	——	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	....	....
						NEW JERSEY.									
Dec. '62	5.32	——	---	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	....	....
Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	....	....
31 Dec. '62	10.47	——	---	---	---	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	....	....
31 Dec. '63	17.00	——	150	22	--	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	....
31 Dec. '62	5.80	——	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	....	....
						PENNSYLVANIA									
31 Oct. '64	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	128,761	50,439	40	10	51½
31 Oct. '64	8.13	——	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,200	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	——	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	——	....	....
31 Oct. '64	4.38	——	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	——	27,895	77,533	5.901	7½	....	22
31 Oct. '64	16.74	——	257	40	0	Frankford & Southw'k (Ph.)	759,281	490 530	200,000	18,500	251,897	81,029	8	50	43
30 Nov. '64	24.23	——	233	39	0	Germantown	377,824	112,245	250,000	——	176,540	41,534	——	....	55
31 Oct. '64	8.40	——	120	25	0	Girard College (Phila.)	81,612	160,000	——	——	102,861	24,708	12½	....	25
31 Oct. '64	8.73	——	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	——	168.776	51,494	20	....	32
31 Oct. '64	11.00	——	---	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	59,473	5,929	——	....	47½
31 Oct. '64	——	----	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	——	....	11
31 Oct. '64	11.17	——	---	---	---	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	....	....
31 Oct. '64	12.00	——	60	12	0	Oakland (Pitts'urg & E. L.)	29,500	29,500	——	——	37,905	1,491	——	....	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	32,449	6,297	2	....	....
31 Oct. '64	7.04	——	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	——	....	....
31 Oct. '64	4.51	——	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	——	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	——	95,336	1,418	——	....	18
31 Oct. '64	5.20	——	---	---	---	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	——	——	——	....	6
31 Oct. '64	7.78	——	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	——	39,334	8,113	——	....	17½
31 Oct. '64	19.46	——	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	——	355,774	98,863	27½	20	73
31 Oct. '64	5.62	——	75	16	0	17th & 19th st. (Phila.)	114,388	120,000	——	——	41,209	9,418	5	....	11
31 Oct. '64	8.38	——	115	17	4	Spruce & Pine (Phil. & Gras F.)	175,610	159,312	15,500	——	79,670	21,297	6	....	35
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens')	176.049	192,750	——	——	162,367	51,179	20	20	51½
31 Oct. '64	6.25	——	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	——	2,000	116,912	24,831	25	....	20
31 Oct. '64	9.31	——	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	67½
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	——	....	18
						OHIO.									
31 Dec. '62	5.00	——	---	---	---	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	——	---	---	---	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	——	---	---	---	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.63	——	---	---	---	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76.000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	301,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20.000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	--	.....	.....	....
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15.000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	150,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1869	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Mar. 1, 1866.	Interest, Rate.	Interest, Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	102
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	117
" " " ..... coupon		6	" "	1868	117½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	95½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97½
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of July 17, & Aug. 5, 1861 ..... registered	284,278,100	6	" "	1881	104½
" " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,600	6	May & Nov.	1882	10
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1865 (5-20s)	61,223,000	6	May & Nov.	1885	103½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	1,682,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	172,765,100	5	Mar. & Sept.	1904	90½
" " " ..... coupon		5	" "	1904	90½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	103½
" " " ..... coupon		6	" "	1884	103½
Treasury Notes of July 17, 1861 ..... coupon	167,350	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 1st series	818,044,000	7.3	Feb. & Aug.	1867	100
" March 3, 1865 ..... 2d series		7.2	June & Dec.	1868	100
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	99½
Debt Certificates	62,264,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	174,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	428,435,573				
Fractional currency	27,523,734				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est paid for many yr's	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	110
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	92
" — " " " ..... "	1,000,000	6	" "	1882	92½
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1,969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
— " " ..... "	2,058,173	2½	" "	1886	80
—State Int. Imp. bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	84
" — " " special stock "	1,216,737	5	" "	----	----
— " " Deferred stock ..... "	1,243,000	5	----	----	----
— " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
— " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	84,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	66,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	95
" — " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	----	d'm'd.	95
— " (R. R. etc.) ..... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	94½
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	94
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1885	----
— " (st'l'g conv.) .. "	200,376	5		1885	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100
— " " (") ..... "	35,000	6		1885	----
— " " (") ..... "	603,333	6		'89-'90	100
Massachusetts—State b'ds (Western R.R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1893	----
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
— " " (N. & W. R. R.) "	400,000	6	" "	1870	----
— " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
— " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
—	247,000	6	June & Dec.	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107½
" — " " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	93½
" —Back Bay Loan ..... "	168,000	5	" "	1880	95½
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd)	100,000	6	" "	1879	----
" —War Loan ..... (" ")	567,000	7	" "	1868	100
" —Redemption l'n (" ")	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1868	----
" — " " "	199,000	6	" "	1868	74½
" —Capitol Loan of 1857	40,000	6	April & Oct.	1868	----
" —Renewal Loan of 1853	200,000	6	Jan. & July.	1868	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	74
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75
" — " " N. Missouri .. "	4,360,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	90
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,320	6	" "	'65-'71	----
" — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " "	900,000	5	" "	1875	----
" " — " " "	442,961	5	May & Nov.	1868	100
" " — " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " "	1,300,000	6	" "	'68-'78	100
" " — " " "	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd.	----
" " — " " "	11,050	5½	----	d'm'd.	----
" " — " " "	14,230	6	----	d'm'd.	----
" " — " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " "	320,000	5½	Jan. & July.	1865	----
" " — " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " "	15,889,025	6	" "	'64-'76	----
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	84
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	5	" "	1866	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	93
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,309	6	" "	1881	96
" — " " (" ") ..... "	2,400,000	6	" "	1886	97
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	97
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,858,678	5	Jan. & July.	1866	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	85
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	86
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation	97,360	----	----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	90
South Carolina—State bonds (stg) ..... coupon	434,444	5	----	1868	----
" " —Inscribed certificates ... "	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	81
" — " " (interm. impr.) "	2,063,606	5	----	Var.	64
" — " " (railroads) .... "	12,799,000	6	----	Var.	90
" — " " (capitol) ..... "	608,000	5	----	1890	57
" — " " (Hermitage) .. "	48,000	6	----	1890	91½
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'62-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,284,642	6	Jan. & July.	'83-'93	66
" —State bonds (railroad) ..... coupon	12,624,800	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) ..... "	200,000	6	Jan. & July.	1867	----
— " " (domestic) .... "	100,000	6	" "	1877	----
— " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,656	3,709,970
1865	364,756	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	61,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	116,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	356,270	335,985	409,251	401,280	357 906	307,919	236,824	3,840,092
1866	210,171	207,913	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	328,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	251,141	190,272	3,222,692
1866	237,555	174,164	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	241,334	296,169	473.186	551,122	485.945	407 688	2,811.544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,805	729,759	716 578	563.400	6,114,566
1865	541,005	482.164	499,296	468,858	585,623	747,942	702,641	767,598	946,707	921,886	749,191	546,669	7,958,980
1866	523,566	405,634	------	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,955	20,895	26 762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	325,656
1863	33,829	33,804	38,435	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,298	91,564	1,103,821
1866	90,415	76,338	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626070	687,416	528,842	596,024	615,962	756,421	885,136	992,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816.801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	908.341	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	15,295,915
1866	...including Buffalo Division...1,187,188	983,855	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,292	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,026
1864	327,900	416,588	459,762	422,797	466,372	510,100	422,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,578	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,293
1866	582,828	512,028	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37.271	56,687	46,452	81,329	66.257	48,544	512,218
1863	88,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	78.764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	98,112	86,626	93,503	82,186	78,842	110,186	108,652	112,156	129,061	117,604	114,612	104,587	1,222,017
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	165,417	205,055	138.342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	176,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231.265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375.567	332.260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
1866	314,598	233,177	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,689	200,134	2,124,234
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	404,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,569	4,504,549
1866	282,438	265,796	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	128,970	99,662	86,482	164,710	221,638	193,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,662	251,906	241,370	300,841	395,579	346,717	171,125	2,535,491
1866	131,707	122,621	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743.599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,164,622
1861	489,065	420,793	627,061	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,736
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	266,011	278,270	314,806	337,495	330,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,651	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,636	764,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	468,300	487,642	5,132,984
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	868,501	712,363	580,964	8,489,062
1866	555,488	474,738	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144.736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	169.882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,737	207,098	162,694	2,240,503
1866	178,119	155,893	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	126,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	139,722	142,537	162,858	137,686	92,674	1,172,100
1862	32,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	265,154	2,060,322
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	42.716	37.265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,330	689,383
1866	45,102	36,005	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Conpon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	96½
" " " 1860.	676,000	6	Jan. & July.	"	1880	94
" " " 1865.	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	9[illegible]
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	82
" " $2,500,000	867,000	6	"	"	1889	81½
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	92
Camden and Atlantic:						
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1876	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	8,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	85
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	98
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1886	80
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	121
Dividend Mortgage	1 010,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	94
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	102½
2d Mortgage	2,516,500		March & Sept.	" "	1891	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	93
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,724	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,0 0	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	75
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & Jdly.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,898,500	6	" "	New York.	1875	108
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1891	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1866	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	79½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,800,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y.& Boston	1869	111
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.		1882	111
1st Mortgage (S. F.), convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug.	" "	1863	
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	94½
2d General Mortgage	2,194,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	85
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	402,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		48½
2d Land Grant	691,000					
Income bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1886	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
" Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	6,680,120	6	May & Nov.	New York.	1883	92
Debts of former Co's outst'ding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	91
Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	" "	1883	92
" " (") B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	101½
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	94
5th Mortgage	1,002,500	7	June & Dec.	"	1888	91½
Buffalo Branch	186,400	7	Jan. & July.		1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"		100
3d Mortgage	980,300	7	Jan. & July.		1867	93½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	
N. York, Providence and Boston.						
1st Mortgage	247,000	8	Feb. & Aug.	New York.	73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	80
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	84½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92½
2d Mortgage	3,077,000	7	"	" "	1861	36½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84½
Chattel Mortgage	360,000	10	" "		1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	87½
" 1844, "	804,000	6	" "	"	1880	87½
" 1848, "	101,000	6	" "	"	1880	87½
" 1849, "	67,000	6	" "	"	1880	87½
" 1857, (convertible)	564,000	6	" "	"	1886	87½
" 1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	99
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	90
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	83
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$630,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	80
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,598	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
2d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Sterling	183,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	87
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	77
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	85
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,365	7				80
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	84
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'63-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	95½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	91
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,053	503,500	105,255	1,515,704	64.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.5	.....	56,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,026	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,379	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,087,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	45 4,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	28,200	2,000,000	262,500	30,150	2,787,594	124.0	192,989	478,055	66,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,392	16	—
28 Feb '65	50.0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,787	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861.185	*	—	700,000	132,514	13,746	871.742	86.0	202,567	306,766	54,204	8	86
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3 619,600	2,000,000	—	6,810,340	117.4	652,735	1,847,291	622,696	9	144½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,363,300	550,000	9,251	2,952,861	66.4	229,984	714,058	288,398	9	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,694	84.3	136,651	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,288	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	285,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,660	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,608,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,242	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,863	13	....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,348	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	637,700	4,208,600	4,019,000	—	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	87½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,986	—	16,464,265	300.0	1,963,105	5,728,910	2,752,273	20	115
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	330.0	.....	8,820,750	1,802,272	—	27½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	114
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,251,500	—	40,668 060	708.3	3,507,466	7,161,208	2,174,924	10	116
1 Jun. '65	111.0	—	....	—	15	14	232	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	489,874	210,950	—	....
31 Dec. '64	196.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,084,074	503,767	—	32½
								INDIANA.													
— — ..	108.0	—	....	—	14	—	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	289,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	246,729	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,089	3,458,108	110.0	.....	448,858	230,834	9	55
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,878	84.0	384,589	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371.40	—	36½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,979	521,254	18	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 73.123	63.961	—	3,449,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	537,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	226,061	188,463	63,774	7	....
30 Jun. '65	85.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	80
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,565,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5.670,452	1,040,752	—	.....	.....	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	58.7	—	....	135.3	..	..	—	*Vicksburgh, Shreveport & Texas.*	1,662,091	*	—	1,233,015	248,969	108.434	1,719,819	58.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,366	188.6	.....	340,698	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,459	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	103½
31 Mar. '65	246.0	277.8	....	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,157,124	4,289,486	1,881,113	—	81½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	—	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,342	323,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,286	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,559	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	37
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,708	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,508	283.0	598,415	1,097,786	211,510	—	....
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	—	3,883,402	114.0	100,562	197,744	1,896	—	....
30 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	369,029	—	1,971,2 2	3,501,000	40,588	6,362,10	90.1	260,189	399,291	51,329	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov, '62	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	151,833	444,633	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun, '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	48
30 Sep, '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	277,145	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	99
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep, '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,839	36,811,376	286.8	2,038,010	6,509,945	4,544,087	3	110
30 Sep, '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec, '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	125,775	3,344,860	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44
								MASSACHUSETTS.													
30 Nov, '64	.....	.....	.....	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov, '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,448	183,345	360,753	1,830,000	640,000	12,326	2,996,846	70.9	413,213	650,999	182,610	6	94
30 Nov, '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	116
30 Nov, '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	128
30 Nov, '64	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	134
30 Nov, '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,700	125,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov, '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,982	6	103
30 Nov, '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	284,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	100
30 Nov, '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	108
30 Nov, '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	8,374	366,912	(Oper. by Boston & Lowell)				5	—
30 Nov, '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	568,919	95,684	—	600,000	—	50,495	809,362	71.0	185,647	291,618	63,019	8	116
30 Nov, '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,800	36.7	54,272	220,820	43,527	7	100
30 Nov, '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,890	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10
30 Nov, '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	105
30 Nov, '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	140
30 Nov, '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	226,900	727	470,931	(Oper by B. & L. Co.)		17,500	—	1½	110
30 Nov, '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrender to the Commonwealth.)						
30 Nov, '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	42
30 Nov, '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,287,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	153
30 Nov, '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	388,283	137,605	7½	107
								NEW HAMPSHIRE.													
31 Mar, '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov, '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar, '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.8	.....	821,985	188,049	8	65
31 Mar, '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	110
31 Mar, '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	54.7	.....	.....	.....	—	—
31 Mar, '65	62.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	98
30 Apr, '64	24.7	—	2.2	—	5	2	50	Sullivan	1,490,780	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec, '64	64.2	11.0	8.1	.....	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	—
31 Dec, '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,181	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	116
31 Dec, '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,085,276	123,980	2,221,449	60.2	.....	231,466	71,106	—	5
31 Dec, '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,305,630	20	107
31 Dec, '64	58.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	58.0	270,000	570,764	171,755	7	90
31 Dec, '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,574,548	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	135
31 Dec, '64	21.3	—	.....	—	2	6	17	Northern New Jersey	462,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,608,300	*	—	1,408,300	600,000	—	2,608,300	18.2	.....	290,022	180,510	6½	46
31 Dec '64	38 5	—	.....	17.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep, '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,084	—	—
30 Sep, '64	43.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	43.9	166,207	458,441	80,873	—	—
30 Sep, '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108
30 Sep, '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec, '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	80
30 Sep, '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	108
30 Sep, '64	94.0	9.5	98.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	992,000	—	2,928,474	103.5	290,474	497,259	335,287	14	79
30 Sep, '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,504,048	13,975,584	2,694,714	6	93
30 Sep, '64	130.7	3.1	45.0	—	35	57	585	New York and Harlem	9,510,739	1,106,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	—
30 Sep, '64	118.0	3.1	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,863	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	—
30 Sep, '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,664	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	—
30 Sep, '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	—
30 Sep, '64	189.6	48.5	18.2	—	26	84	398	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	38
30 Sep, '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	380,000	—	930,324	51.3	114,725	257,035	91,060	—	—
30 Sep, '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,287	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	—
30 Sep, '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,040	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep, '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep, '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep, '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,060	477,554	235,201	8	—
15 Mar, '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec, '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec, '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	—	2,562,251	1,040,550	—	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug, '63	187.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar, '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	508,228	19	123
31 Dec, '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec, '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	780,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2,499,348	1,235,162	15	113
31 Dec, '64	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	348,387	375 209	228,651	—	46
31 Oct, '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,051,990	26	—
30 Nov, '65	101	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	10,000	6,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,284,491	478,786	5	80
31 May, '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,800	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	111
31 Dec, '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec, '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov, '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	—
31 Mar, '65	142.0	—	7.9	—	18	6	418	Dayton and Michigan	5,496,811	485,303	—	2,366.705	3,782,430	—	6,214,525	142.0	.....	1,069,187	431,980	—	—
30 Nov, '64	88.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec, '64	178.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,806,315	250.8	466,408	1,088,165	427,405	—	—
30 Apr, '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,883,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	—
31 Aug, '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun, '65	158.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,988,495	595,400	251,867	3,343,966	1,341,093	14,202	5,172,133	205.9	356,409	719,924	145,900	—	19
Dec, '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,870,780	125.0	209,011	18207	189,488	—	—
Dec 64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,950	5 653,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	82

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '64	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,439	149,013	—	27½
31 Oct. '64	52.0	—	9.7	—	12	13	82	Cumberland Valley	1,151,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	88
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,400		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,945	721,782	20	132
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	.....
31 Dec '64	78.0	—	10.0	—	16	—	—	Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000	—	2,620,000	78.0	398,770	656,518	43,741	2½	27
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	153,520	486,788	189,007	10	.....
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,688,878	192,509		256,500	900,000	637,856	1,794,356	81.0	71,880	163,502	55,456	—	.....
31 Oct. '64	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,650	*		1,182,650	700,000	.....	1,882,650	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	.....
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.6	305,743	335,289	143,472	—	194
31 Oct. '64	80.0	—	34.0	—	119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041	—	.....
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,452,154	20	62½
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	*		2,646,100	980,000	61,152	3,667,252	(oper. by Reading		R. R.)		6	28½
31 Oct. '64	130.5	—	68.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000	—	—	3,700,000	("	"	")		7½	54½
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,765	—	6,255,855	69.8	320,638	741,977	346,991	—	37
31 Dec. '63	300.8	56.1	319.0	—	290	175	4,926	Pennsylvania	28,434,310	3,375,024	6,243,894	20,000,000	16,584,840	—	45,850,796	356.9	5,546,778	17,459,194	4,189,111	10	55½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399	—	1,35-,100	215,500	—	1,673,100	24.0	253,739	428,147	207,893	8	54
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,76 ,623	—	—	5,013,054	9,940,000	10,500	14,963,554	(oper. by Penn. R.R.		Co.)		—	29½
30 Nov. '64	152.0	46.8	206.5	—	216	81	14089	Philadelphia and Reading	19,998,276	5,756,480	734,788	20,072,325	7,271,879	—	7,716,253	609.5	3,328,229	9,289,341	4,308,150	15	80½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,434	—	245,795	999,200	250,000	—	1,249,200	28.2	175,447	824,006	477,658	10	114
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,6 7,300	692,000	—	9,349,300	197.0	839,238	3,205,560	1,365,200	10	96
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	594 363	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicag	21,164,340	*	—	8,181,126	12,657,000	—	23,94,2,670	468.3	3,040,773	7 120,466	3,019,067	10	92
31 Dec. '64	28.0	—	6.2	—	5	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to North'n Cen.		59.0	87,070	226,318	107,490	10	40
31 Oct '64	26.4	—	3.3	—	7	16	26	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,095	102,612	1,855,443	26.4	118,6 8	273,232	14 ,817	—	.....
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	283,338	211,817	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	114
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,265	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,600	346,546	.....	164.5	.....	341.190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	157,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,506	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,969	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,020	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	784,118	337,364	6	.....
1850	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,982	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'd'o	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,346	*	—	455,000	975,000	309,000	.....	70.0	102,200	292,846	196,565	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10 000,000	174.5	836,269	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	oper. by Vt.		Central	.....	8	96
1 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. by		Troy & Bost.		53,852	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,168	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,960,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122.156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,232	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,068,655	2,617,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,544	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,528	*	—	883,200	102,500	5,799	1,456,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,087	*	—	1,961,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	252,326	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,340	20,564	—	667,812	85,000	.....	.....	23.7	12,642	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240.446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	.....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,958	10,238,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	175.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,118,118	508 55	—	43
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	357,517	7,110,000	402 000	—	8,755,527	235.0	913 286	1,985,511	647,831	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,036,328	5,692,471	142.5	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,662	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462 559	*	15,311	1,631,130	911,029	22,964	2,663,376	49.0	.....	242,798	117,642	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154 865	—	.....
31 July, '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	22,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,122	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	180,421	107,640	20,003	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	126,000	1,719,22	60 0	.....	132 455	86,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	.....
								NEW GRANADA.													
Dec 63	47	—	—	—	11	22	120	Pan ma	9,000,000	*	,658	5,000,000	76,000	—	10 762,722	48.7	.....	137,488	1,028,294		.....

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,425,400	7	7	94½
Chicago & Northwestern (pref.)	12,994,720	7	7	55
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,568	J	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	80½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	97
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	—	86
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	80
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	62
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,478	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J.	1886	90½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	79
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	----------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91½
81x per cent. Loan	2,482,274	6	A. & O.	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	----------	----------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	81
2d Mortgage	3,980,670	6	J. & J.	1882	75
Improvement	568,500	6	M. & N.	1876	69
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1885	----
Mortgage bonds	993,000	6	" "	1878	55
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,223,595	—	----
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	10,000,000	10	134
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	4,282,950	6	52½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	76
" (preferred)	100	1,175,000	10	115½
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	21½
" " (preferred)	50	2,722,607	—	29½
Susquehanna and Tide Water	50	2,048,280	—	13½
Union	---	---	---	41
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	59

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	46 50 @ 49 —
Pig, American, No. 1			— @ 48 —
Bar, Refined, English			97 — @106 —
Bar, Swedes, assorted sizes	(in gold)		97 50 @105 —
			Store Prices.
Bar, Swedes, assorted sizes			160 — @170 —
Bar, English & American, Refined			120 — @125 —
Bar, English & American, common			110 — @115 —
Scroll, English			145 — @195 —
Ovals and Half round			142 50 @150 —
Band, English			— — @150 —
Horse Shoe			145 — @150 —
Rods, English			122 50 @130 —
Hoop, English			155 — @220 —
Nail Rod		per lb.	— 9 @ — 10½
Sheet, Russia		per lb.	— 31 @ — 32
Sheet, English, Single, Double and Treble			— 7 @ — 8½
Sheet, Am., Single Double and Treble			— — @ — —
Rails, English	(gold)	per ton	— — @ 56 —
Rails, American			85 — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	— 17 @ — 22
English Spring	(1st & 2d qlty.)		— 11 @ — 12
English Blister	(1st & 2d qlty.)		— 12 @ — 19
English Machinery			— 13½@ — 16
German			— 14½@ — 16½
American, Blister			— 11 @ — 13
American, Cast, Hammered			— 17 @ — 21
American, Cast, Rolled			— 12 @ — 14
American Spring			— 10 @ — 12
American Machinery			— 13 @ — 14
Milan (in bond)			— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	— — @ — 50
Sheathing, Yellow			— — @ — 38
Pig, Chile			— — @ — —
Bolts			— — @ — 50
Braziers'			— — @ — 56
American Ingot	(cash)		— 33½@ — 34½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	— — @ — —
Spanish			8 40 @ 8 50
German Refined			8 45 @ 8 55
English			8 50 @ 8 60
Bar		per lb.	— — @ — 10
Pipe and Sheet			— — @ — 14

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	— — @ — 25
Straits			— 23½@ — 24
English			— 23 @ — 23½
Plates, Charcoal I. C		per box	15 50 @ 15 —
Plates, I. C. Coke			— 12 @ 13 50
Terne, Coke			10 25 @ 10 10
Terne, Charcoal			— 14 @ 14 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash)	per 100 lb.	7 12½@ 7 50
Clinch	(cash)		8 50 @ 9 —
Copper			— — @ — 55
Ausable Horse, Norway Iron, Forged			— — @ — 40
Zinc Nails	(6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity			— 24½@ — 24½
Refi'd, free, L.S. to pr. Wh. (110@120 test)			— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)			— — @ — —
Naptha, Refined (60@63 gravity)			— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	Th 15.	F. 16	Sat 17.	M. 19	Tu. 20	W. 21
Atlantic M. S. S. Co.	128	131	----	----	----	130
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	93	93	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	45	45½	47½	46½	47	47½
Central Am. Transit	----	----	18	----	----	----
Chicago & Alton	83x	86	89	89	----	87
" " pref.	----	----	93½	95	95	94½
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	90	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	115	----
" " " 5 p.c.	----	----	----	----	----	----
Chic. & Northwestn.	27½	27½	27½	27½	27½	27½
" " pref.	54½	53½	54½	54½	54½	55½
" " 1st M.	----	----	----	79	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	108½	108½	109	114	113
" " 1st M. '70	----	----	----	----	----	----
Clev., Col and Cin.	112	----	----	----	----	----
Clev. and Pittsburg	78½x	78½	79	80	81½	81
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	108	108	108	108½	107½	110½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	43½	43½	44½	45	44½	44½
Del. & Hudson Canal	----	----	134	----	----	134½
Del., Lack. & West.	----	----	----	----	----	132
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	83½x	83½	83	82½	82½	81½
" pref.	----	----	81	----	----	80½
" 1 M. 7 p.c. '67	----	----	99	----	100	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	98½
" 4 M. 7 p.c. '80	94	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	104	105½	106½	106½	107½	108
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69.	99½	----	99½	----	----	----
" 2M. S.F.	100	101	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	120	118	118	117½	116½	116
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12	12½	----	11½	----	----
Michigan Central	102x	102½	103½	----	103½	103½
" S F. 8pc. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	78½	78½	78½	81	81½	81½
" " guar'd. 140	----	----	----	----	----	----
" " 1M. S.F. 94	----	----	----	----	95	----
" " 2 M.	90½	90	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref. 97	----	97	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	73½	72	72½	72	72½	75
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	73½	72½	----	----	91½	74
New York Central	93½x	92½	91½	92½	92½	93½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	100	----	101½	----
" " 6s, S.F. '83	----	----	----	----	----	91
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	100
" " 2M. 7p.c. '84	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	82	82	83½	83	83½	
Ohio & Miss. cer.	25½	25½	25½	25½	25½	26
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	210
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	146	----
Phila. and Reading	101½x	100½	100½	99½	101	102½
Pitts. Ft. W. & Chicago	91½x	91½	93½	92½	92½	92½
" 1M.	----	----	----	----	----	----
" " 2M.	92	----	----	----	----	----
" " 3M.	----	----	----	----	80	----
Quicksilver Mining Co.	41	41	----	----	----	40½
St. L., Alton & T. H.	33	33	33½	32½	----	----
" " pref.	----	59½	62	----	62	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	89½	88½	----	90	91
Tol. Wab. & Western	----	----	32	32½	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	63	67	66	66

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	Th 15	F.16	Sat.17	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	97¼	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	95¼	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	90¾x	90¾	....	91	90¾	90¾
U. S 5s, 10-40s, reg.	....	91	....	....	90¾	....
U. S. 6s, 1881, reg.	104¼	....	....	....	....	104¼
U. S. 6s, 1881, coup.	104¼	104¼	104¼	104¼	....	....
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	99¼	....	....	....	99¼	....
U. S. 6s, 5-20s, c. 1862.	103¾	103¾	103¾	103¾	103¾	....
U. S. 6s, 5-20s, c. 1864.	103¾	103¾	103¾	103¾	....	....
U. S. 6s, 5-20s, c. 1865.	103¾	....	104	....	....	....
U. S. 6s, " reg.	....	....	....	....	....	....
7.30 Notes, 1st series.	100	100	100	99¾	99¾	100
" " 2d series.	99¾	99¾	100	99¾	99¾	100
" " 3d series.	99¼	99¼	99¼	99¾	99¾	99¾
American Gold	....	....	130	129	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

	W.14.	Th.15	F.16.	Sat.17.	M.19.	Tu.20
Cattawissa	23¼	24	24¼	26¾	....	....
" preferred	30	30¼	30¾	30¾	30¼	30½
Camden & Amboy	116	116¼	116¼	116¼	....	116¼
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83	....	....	....	....	....	....
" " 6s,'89	....	....	....	....	....	....
" mort. 6s,'89	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	34	....	35	....	....	....
Elmira & W'mport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	52	....	....	....	52¼	52
" " 6s,'70	....	....	....	....	....	....
" " 6s,'84	....	....	....	....	....	....
Lehigh Valley R. R.	62	62	62¼	62¼	62¼	62¼
" " 6s	....	....	....	....	....	90
Little Schuylkill R. R.	28	....	28¼	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	54¼	....	....	....	....	....
Morris Canal	....	....	....	....	77¼	....
" " pref.	....	....	....	....	....	115¼
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	35	36	....	....	36¼	37
" " 6s	....	....	81¼	84	....	....
" " 10s	....	....	....	....	....	....
Northern Central	44¼	....	44¼	....	....	....
Pennsylvania R. R.	55	55	55	55¼	....	55¼
" 1st m.	....	96	96	96¼	....	96
" 2d m.	93¼	93½	....	....	....	93¾
Penn. State, 5s	....	87	87	....	87	....
" " 5s, coupon	86	....	85	....	....	....
" " 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	87¾	....	....
" " new	91¼	92	92	91¾	92	93
Philad., Germ. & Nor.	....	54	....	....	....	....
Phila. & Reading	50	50¾	50	50	49¾	50¼
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	87	....	....	....	....	....
Philadelphia & Erie	29¼	29¼	29¾	29¾	29¼	29¾
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	22	21¾	....	....
" " pref.	....	28¾	28¼	....	29	29¼
" " 6s '82	....	....	....	....	....	....
" " 6s '76	....	69	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	11	12	13	13¼	13	13¼
" " 6s '78	51¼	....	....	....	54	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '53	....	....	24	....	25	24¾
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	59	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	37¼	42	41¼	43	47¼	
Chestnut & Wal. "	51¼	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	73	73	....	....	....	....
Spruce & Pine, "	....	....	....	35	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

	W 14.	Th.15	F.16.	Sat.17.	M 19.	Tu.20
Baltimore City 6s, 1875	99	99¼	99¾	99¾	99¾	100
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	....	....	....	....	96	....
Balt. and Ohio	....	....	111	....	110¼	110¼
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	94	....
" " " '85	96¾	....	96¼	....	....	....
Northern Central	....	....	....	....	....	....
" " b'ds, '85	....	84¼	....	....	....	....
" " " 95	....	....	....	....	....	....
City Passenger R. R.	18	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	Th. 15.	F.16	Sat.17.	M.19.	Tu.20.	W.21
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	116¼	116¼
Boston and Providence	....	....	....	....	....	128¼
Boston and Worcest.	134	134	134	134	....	134
Cheshire, pref.	44¼	44¼	....	....	....	....
Concord	66	66	65	....	66	66
Connecticut River	....	....	....	103	103	103
Eastern, Mass.	....	101	101	....	101	100¾
Eastern, N. H.	....	100	100	....	....	90¾
Fitchburg	107¼	107¼	107¼	....	....	108
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	103¼	....
Northern, N. H.	....	....	....	....	....	98
Old Colony and Fall R.	105¼	105	....	....	105¼	105¾
Ph., Wil. & Baltimore	....	56¼	56½	....	56	56
Portl'd, Saco & Ports.	....	....	99	....	99	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	42	....	....	42
Western	133	....	133¼	133	133¼	133¼
Broadway (Horse)	....	....	45	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	....	46¼	46½	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	29¼	33	33	33¼	....	30
Franklin "	38¼	....	....	39	38¾	....
Huron "	33	....	....	....	....	....
Isle Royale "	....	....	....	....	13	....
National "	....	....	....	....	....	....
Minnesota "	37¼	....	....	....	10¼	....
Pewabic "	....	....	....	....	34	....
Pittsburg "	....	....	....	....	....	....
Quincy "	47¼	49	....	....	....	....
Rockland	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 6th of March.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	70⅝	"	70
Virginia State 6s	—	"	—⅜
Do. 6 per cent.	—	"	—
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	74	"	76
Pennsylvania, 1st mort., 1877	77	"	79
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	53¾	"	54
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	77½	"	78
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1886	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	58	"	62
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	33	"	37
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	76	"	77

American Railroad Journal.

Saturday, March 24, 1866.

Stock Exchange and Money Market.

The continued and steady decline of the premium on gold has been the subject of general conversation the past week in financial circles. Various efforts seem to have been made to retard the fall, but without effect; and the consequence appears to be a general disposition to meet the depression of prices, not only in gold, but all other articles affected by it. This downward tendency appears to be in harmony with the general expectation, with the understood policy of the Treasury department, and with the real interests of the country; so that we may consider we have entered upon the work of liquidation and settlement; and our financial system may be considered as assuming a permanent form in which it is to appear as a solid fabric, and to be considered a fixed policy. Gold has now almost reached the lowest point it has touched in about three years, when sales were made as low as 122; and the question is now, how much lower will it yet go? This is the problem of the hour, and an interesting one.

Everything apparently favors a still further decline. Our foreign exchanges are still in our favor, they have for some time past ruled below par; our cotton exports are large, and our foreign securities are in good demand and on the rise. We see, therefore, no reason why there should be any call or demand for gold in this market. There is certainly none beyond what the customs demand may make from week to week; and there is supply enough for all this, and to spare. It would seem, therefore, that there is not likely to be a pressure here for gold, nor an advance on its price for any apparent natural causes within our observation. There is nothing we can see in our foreign exchanges which can put up the price again to anything like the former rates. The appreciation of the paper dollar has thus been going on most quietly and favorably for some time past, and without the least perceptible revulsion or panic. Prices have yielded with some reluctance; yet they have yielded, and a sense of relief on the part of consumers is already experienced. Just as soon as prices once more assume their normal condition, we shall see fresh activity and wholesome engagements in business. There is a very proper hesitation to engage in new contracts, which have been ruling at prices that are prohibitory; but when these can be adjusted at rates that are more general and remunerative, we may expect to see a general disposition arising to engage in business transactions and general commerce.

Hitherto the advantage has been all in favor of the specially producing classes, at the expense of the consumers; this is to be equalized by a just average and greater fairness, as prices become more regular. We imagine that the change going on will be met without very great embarassment to the country. The large fortunes made during the war will be able to endure a fair share of shrinkage. The people of fixed incomes have for several years past been compelled to practice economy, and a general necessity for caution has been inculcated by all sound public writers for some time past. We are certainly as well prepared for what is before us, as we ever shall be. And we cannot see what we are to fear from having our legal tenders rising to a par value. We do not see how the holders of these notes can be the worse for having really more money in their pockets than they have had for a long time before; or to know that they can buy more bread and clothing for their money than they could do at any former period since the war. The fact seems to be that we are, without knowing it, approaching the resumption of specie payments; and when without an effort, as if by general consent, a paper dollar and a gold dollar shall be received and pass at par for all the necessaries of life, we have accomplished the greatest results in finance, and are again on the road to substantial prosperity.

The tone of public confidence is a remarkable feature of the times. The people have found out

their immense strength, they see their own great resources, they perceive not only means enough, but a surplus; and they very naturally ask whether they are not equal to their engagements, and able to perform them to the letter. It is not strange then, that the legal tender is rising in public estimation daily, under the full effect of conviction that it is after all a reality. In this way, we are working out our own safety by curious yet unobtrusive principles; while theorists are actually debating whether they are likely to occur in our own case. We must expect that, as a part of the policy of the times, the action of Congress will have a considerable effect on the financial condition of the country. The temper of that body is not yet fixed as to its policy. It would appear to be in favor of a return to a sound basis, although an effort has been made to retain the present issue of legal tenders as a limit of unchecked currency. The latest proposition, that of Mr. Hooper, empowering the Secretary of the Treasury to sell any description of the bonds, authorized by the act of March 3, 1865, at rates not below par, and to receive in payment therefor any existing notes, bonds or certificates, and to retire an amount of existing notes, bonds or certificates equal to the amount of the new bonds sold, appears just now to be all that can be expected from legislation. The idea of a foreign loan appears to have been abandoned.

The reports which come to us from the Treasury department continue to be of a most favorable character, notwithstanding the temporary disagreement on the part of the Comptroller of the currency with the statement of the Secretary. It is to be regretted that a subordinate functionary should have it in his power to throw doubt on the department by any such imprudence of conduct, and it is important that such proceedings be henceforth rebuked in a proper manner. A lack of confidence in the official statements of the Secretary would be a great misfortune, and is certainly not what is due to that official, who has thus far gained the confidence of the people. In his statements, we may continue to place every reliance, for he is a man supremely engrossed in his duties, and without any ambition beyond the consciousness of having performed them faithfully. No one who knows this officer can do otherwise than perceive that politics as a pursuit have no part of his time or attention. It is our duty therefore to stand by him in his efforts after solvency, punctuality and retrenchment. The Treasury department has so often been made a political machine that we can scarcely recognize it as a business office merely; and yet, as such, it more than ever merits our confidence. It is rumored that it has, however, recently appealed to the patriotism of certain portions of the Government to unite in some plan of a more complete restoration of the now disordered and disorganized portions of the Union.

This is a very natural view of an important subject as taken by a Minister of Finance, who feels the value of a concentration of revenue for the financial object. There is no doubt, but that if the Nation was again in perfect accord, with its will and its feeling united, the difficulties still remaining would disappear like the mist before the sun. We may theorize as much as we like, the real truth is, that we must have for perfect success, a perfect union, or at least as much of it as is possible, considering the infirmities of human nature. An enlightened self-interest may be trusted as a guide to a large extent in this matter also, and the golden rule adopted, if we will have golden results.

It is noticeable that the Money Market retains great ease, the rates are low, and all parties with good securities are readily supplied. Indeed money is rather a drug in the market most of the time, and prudent houses are at a loss what to do with their supplies. We know of parties who have refused the control of bank capital without hesitation, as bringing an unwelcome responsibility.

Governments continue firm, with an increasing demand for 7-30s and compound interest notes. The demand is likely to be sustained, for the principle of accumulation is now actively at work among all the holders of National securities, while the opportunities of rapid speculation are diminishing.

Perhaps the only opportunity that is left is in the change of prices in commodities as affected by those in gold under the present aspect of affairs already alluded to in the previous portion of these remarks. Prices certainly have shown a remarkable inconstancy within the last year, their character being in no way measured by the current quotations, but actually defying them at times.

Many articles are even yet much higher than they were this time last season, and the reverse. So they were in England during the transition to specie payments, contrary to general expectation at that time, just as now. We are to-day paying greatly too much for many articles which are really cheap and abundant. The life that is costly and hard to maintain is not the life for which it is worth so much to live; and any financial system which makes life a sorrow and a burden, is a false and unjust one. It may be easily demonstrated that the best system of finance is but another form of sound morals.

The New York exports, exclusive of specie, for the week ending March 20, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,572,860	$5,091,287
Prev. reported	43,944,748	45,700,430
Since January 1	$47,517,608	$50,791,717

The New York imports compare as follows:

	1865.	1866.
Dry goods	$1,143,081	$3,183,369
Gen. merchandise	2,562,202	2,626,509
Total for the week	$3,705,285	$5,809,878
Prev. reported	22,665,265	61,670,807
Since January 1	$26,370,548	$67,480,685

The balance in the Sub-Treasury on Wednesday was $86,027,571.

As will be seen by our quotations of American securities abroad, our 5-20s stand at 70 and upwards, and are fast taking the lead on the foreign lists.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. 7s, Bounty Loan, 99; do., 6s, 1873, 93; Georgia 6s, 90; Brooklyn 6s, Water Loan, 92; Morris and Essex R. R., 90; New Jersey Central, 107½; Milwaukee and St. Paul, 43; do., 1st mort., 85; do., 2d mort., 70; Chicago and Milwaukee 1st mort., 85; Central Coal, 46⅜; Wilkesbarre Coal, 50; American Coal, 60; Spring Mt. Coal, 44; Schuylkill Coal, 16; Maryland Anthracite Coal, 17¼; Spruce Hill, 4¼; Union Navigation, 104; Mariposa pref., 18; Western Union Tel., 64; Phœnix Bank, 97; Bank of Commerce, 105⅝; Metropolitan Bank, 120½; 4th National Bank, 98; 9th National Bank, 108; Merchants Bank, 113; Ocean Bank, 96; Bank of Commonwealth, 101; Central Bank, 107; Union Trust, 92½; Continental Bank, 97; St. Nicholas Bank, 101¼; North River Bank, 120; Market Bank, 108; Importers and Traders Bank, 102.

Philadelphia.—Allegheny County coupon 5s, 73; Pittsburg 5s, 69; West Branch bonds, 82½; 13th and 15th streets R. R., 20; N. Y. and Middle Coal Fields, 6⅛; Big Mt. Coal, 5; St. Nicholas Coal, 30; New Creek, 1; Mahanoy Coal, 4; Manuf. and Mech. Bank, 31½; Commonwealth Bank, 54; Philadelphia Bank, 140; Bank of North America, 106; Mechanics Bank, 28½; Caldwell Oil, ½; Corn Planter, ¾; Dalzell, 1½; Jersey Well, ¾; Maple Shade, 2¾; Mingo, 1¼; McElrath, ¾; Ocean, 10; Sugar Creek, 2⅛. The latest quotations are: City 6s, 87@88; do., new, 91¾@92; State 5s, 86¾ @87; do., coupon, 85@85½; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 56; Reading, 50¾@50⅞; do., 6s, 1870, 93@96; do., bonds, 87@88; do., con., 100@107; Camden and Amboy, 116¾@117¼; Penn. R. R., 55⅛@55¼; do., 1st mort., 95¾@96½; do., 2d mort., 93½@93½; Little Schuylkill R. R., 29@30; Morris Canal, 76@77; do., pref., 115@115¾; do., bonds, 91½@95; Wyoming Valley Canal, 59@60; do., 6s, 80@82; Susquehanna Canal, 13¼@13¾; do., 6s, 54@55; Sch. Nav., 21¾@22½; do., pref., 29@29½; do., 6s, 1882, 75½@80; Union Canal bonds, 22½@25; Delaware Div. Canal 34@35; do., bonds, 85@90; Elmira and Williamsport, 26@28; do., pref., 39@41; do., 7s, 1873, 92@95; Lehigh Coal and Navigation, 52⅛@52¼; do., bonds, 1884, 88@89; North Pennsylvania, 36¾@37; do., 6s, 84@84¾; Philadelphia and Erie, 29½@29⅝; do., 6s, 90@95; Minehill, 54½@55; Catawissa, 27¼@27½; do., pref., 30¼@30½; Lehigh Valley, 62⅜@62½; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 72@73; West Philadelphia, 69@70; Spruce and Pine, 34@35; Green and Coates, 32@33; Chestnut and Walnut, 51@52; Thirteenth and Fifteenth, 19¾@20; Girard College, 25@27; Tenth and Eleventh, 51@55; Norristown, 53¾@54; Union, 23@26¼; Hestonville, 42@45½.

Boston.—Rutland and Burlington 1st mort., 80; Northern (Ogdensburg) 1st mort., 92⅛; do., 2d mort., 35½; Eastern R. R. 6s, 1874, 93; N. Y. Central 6s, 1887, 92; Conn. and Pass. Riv. pref., 70¾; Granite R. W., 57; Ogdensburg and Lake Champlain R. R., 37; New Bedford and Taunton, 100; Taunton Branch, 104¼; Massachusetts 6s, 1873@1876, 107¼; do., 5s, 1883@1894, 93½; Maine 6s, 95¼; Rhode Island 6s, 1883, 90; New Hampshire 6s, 1873, 90; Boston 5s, 1868, gold, 116; do., 1877, 94½; do., 6s, 1875, 100; Cambridge 6s, 1875, 95½; Bath 6s, 1891, 90¾; Boston 5s, 1887, endorsed, 93½; Hartford 6s, 95; St. Louis 6s, 1880, 82; Boston Water Power Co., 24⅞; Essex Co., 91½; Union S. S. Co., 92; East

Boston Co., 10; Harleigh Coal, 46; New England Coal, 41; Mammoth Vein Coal, 1¾; Belmont Coal, 6; Mt. Pleasant Coal, 20; Boston Gas, 741; Cambridge Gas, 96¾; Chelsea Gas, 88; Bank of North America, 102; Merchants Bank, 117; Fanuel Hall Bank, 127¾; Bunker Hill Bank, 111¼; Revere Bank, 130; Old Boston Bank, 69; Bank of Commerce, 118¼; 2d National Bank, 143¾; Webster Bank, 108½; Bay State Mining Co., 9½; Great Western, 40c.; Hancock, 17½; Humboldt, 4½; Mesnard, 1⅝; Native, 50c.; Petherick, 2½; Superior, 2.

Baltimore.—Marietta and Cincinnati bonds, 79¾; N. W. Va. 1st mort., 97; North Carolina 6s, 83; Maryland 6s, 1870@1890, 100; Bare Hill Mining Co., 1.10; Guilford, 0.43; Maryland Anthracite, 16@13; Santa Clara, 8½; Penn. Oil, 0.45; Baltimore Chrome, 0.90; Farmers' and Mechanics' Bank, 45; Howard Bank, 11¼; Bank of Baltimore, 106; Marine Bank, 32. The latest quotations are: Balt. and Ohio, 110¼@110½; do., 6s, 1867, 98@98½; do., 1875, 93@96; do., 1880, 93@94; do., 1885, 96½@96¾; Northern Central, 44@45; do., bonds, 1885, 84½@85; N. W. Va. 1st mort., 1873, 95@97; do., 2d mort., 94@95; do., 3d mort., 93½@95; Marietta and Cincinnati 7s, 1891, 79¾@80; Central Ohio, 20@20; do., 1st mort., 78@82; Western Md. bonds, 76@79; do., guar., 97@98; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 95@97; do., 1873, 95@96; do., 1875, 99¾@100; do., 1886, 97@100; do., 1890, 98@98½; do., coupon, 100@100⅜; do., Park, 99@99¼; do., 1892, 92@96½; do., 5s, 1838-'70, 82@83; City Passenger R. R., 18@18⅛; Canton Co. 46½@47½; Gardner, 0.75@0.80; Am. Gas Coal, 0.25@0.50; Maryland, 0.15@0.25; North State, 0.31@0.40; Springfield, 0.10@0.35; George's Creek, 107@109; Santa Clara 9¾; Balt. Chrome, 0.75@0.90; Bare Hill, 1.00@1.15; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.90; Baltimore Coal, 150@200.

Iowa Central Railroad.

At a meeting of the stockholders of this company recently held at Oskaloosa, the following gentlemen were elected directors: David Morgan, John Milliken, Andrew C. Williams, John White, Wm. H. Seevers, Henry H. Prime, and Wm. T. Smith, Homer D. Ives, A. A. Ramsey, H. L. Woolford, T. A. Graham, and Peter Melindy. President, Wm. T. Smith, of Mahaska; Vice President, Peter Melindy, of Black Hawk Co.; Treasurer, John White, of Mahaska; Secretary, Samuel Thompson. It is said that the prospects of this road are good, and that the stock will all be taken in time to put the entire line under contract early in the season. The work of grading and bridging from Cedar Falls to Toledo is all under contract, and will be completed by the 2d of July of this year, ready for the iron and rolling stock. The engineers have completed a part of their surveys in Appanoose county, and the connection has been made with the North Missouri Railroad. The grading and bridging in each county will be commenced as soon as the weather will permit. The road will meet the North Missouri road at a point in the southwestern corner of Davis county, and run north on the dividing ridge between the Chariton and Des Moines, which divide is in fact an extension of the great table that parts the waters of the Mississippi from those of the Missouri. Reaching Monroe county, the line follows a spur of the same ridge, and thence strikes the Des Moines at Eddyville. North of that river, it passes through the counties of Mahaska (by Oskaloosa), Poweshiek, Tama (by Toledo), Black Hawk, to Cedar Falls. At that place it will connect with the road now being constructed up the Cedar Valley towards St. Paul.

Metropolitan Railroad.

The route of approach to Washington City for the Metropolitan Railroad has finally been determined upon. The line passes within half a mile of Rockville, crosses Rock Creek at Duval's Mill, and crosses the Seventh street turnpike near Silver Spring, then follows the ridge to the head of a branch of the Tiber, down this creek to the city limits (Washington) at the end of Delaware avenue, then down this avenue to the present depot. This line will require the construction of about 1½ mile more than a line which was before contemplated running down the Sligo, and using the present track of the Washington Branch road for four miles, as the route chosen will come within half a mile of the present station. This route makes an actual saving of travel to western passengers of no less than forty-nine miles. The ground has been already broken at some of the heavier cuttings preliminary to active operations.

Missouri Railroads.

Four Missouri Railroads are offered for sale within the present year. The St. Louis and Iron Mountain Railroad, 86½ miles, is to be offered on the 13th day of September, and the Cairo and and Fulton Railroad, 78 miles, on the 17th of September; and for the Platte County Railroad sealed proposals are invited until the 30th day of June next; as for the Southwest Pacific Railroad until the 9th of May.

☞ A bill has been introduced into the U. S. Senate, and referred to the Committee on Public Lands, to aid in the construction of the Kansas and Neosho Valley Railroad, connecting the great lakes, Iowa, Missouri and Kansas with Texas and the Gulf of Mexico, and to secure to the Government the use of the same for military, postal and other purposes.

☞ The Kansas City *Journal* says that the Missouri Pacific and Union Pacific Railroads have the contract for the transportation of some 10,000 troops destined for the plains, and for the vast amount of supplies and Government freight for Fort Riley and western posts in Colorado and New Mexico. The transit of these is to commence about the first of April.

☞ Among the passengers for Europe by Wednesday's steamer, was Mr. W. L. Banning, of St. Paul, Minn., President of the Lake Superior and Mississippi Railroad Company. Mr. B. takes out bonds to the amount of $4,500,000, for sale in the European capitals. Mr. B. goes armed with maps and voluminous statistics concerning the tracts of country through which the L. S. & M. Railroad line passes, and he has no doubt of the ready sale of the bonds.

☞ All stage lines, express and despatch companies operating west of the Missouri river, have been consolidated, under the name of Holliday's Overland Mail and Express Company, and reduced the fare 25 per cent. from April 1st.

Southern Pacific Railroad.

A New Orleans dispatch says the Southern Pacific Railroad directors have concluded a contract with a French company to extend the road west of Marshall, Texas. The President has also concluded arrangements to complete the connections between Shreveport and Marshall in time to ship the present cotton crop.

Telegraphic Transfers of Money and Exchange.

We call the attention of our readers to the advertisement of WELLS, FARGO & Co., by which it will be seen this house continues to effect telegraphic transfers of money to California and Oregon, with its wonted promptness and dispatch. They also offer exchange in sums to suit, drawn on London, Dublin and Paris, and on the most favorable terms.

To Contractors.

The Water Commissioners, New Bedford, Mass., will receive proposals until the 19th prox., for a construction of a Dam at the storing Reservoir, a Brick Conduit nearly 6 miles in length, and Receiving Chamber, involving considerable earth and rock excavation, and a large amount of brick and stone masonry. For particulars see Advertisement in another column.

☞ In the House of Reprentatives, on the 15th inst., the Senate acts granting aid in the construction of a railroad and telegraph line from the town of Folsom to the town of Placerville, in the State of California, and also for a railroad and telegraph line from Placerville to the most feasible point of intersection with the Pacific Railroad, in the State of Nevada, were taken from the table, read twice, and referred to Committee on Pacific Railroad.

☞ The Fredericksburg *Herald* says that "Messrs. G. H. C. Rowe and J. L. Stansbury, have been appointed to contract for the disposal of the Fredericksburg and Gordonsville railroad. These gentlemen will proceed north at an early day for the purpose. The gift of $272,000 in work, and requisite of only $140,000 more to complete the road on this connecting link in a great line, will doubtless attract attention."

☞ The earnings of the Pennsylvania Division of the Atlantic and Great Western Railway, extending from the State Line of New York to the Ohio State Line, 93 miles, were for the eleven months ending October 31, 1865, $1,461,278 09; and the expenses, $881,879 53—making the net earnings $579,398 56. The total amount of funded and floating debt is $4,533,152 50.

☞ The Reno, Oil Creek and Pithole Railroad has been opened to Rouseville. The bridge over Oil Creek at McClintockville has been completed and trains have commenced running between that point and Reno. The opening of the road through to Pithole will not be long delayed.

☞ The commissioners for the State of Virginia and West Virginia are to meet in Washington city on the 28th instant, to inaugurate measures for the sale of the franchises and property of the Covington and Ohio Railroad.

☞ The Louisiana Legislature has taken measures to provide for the payment of the accrued interest and that to accrue on State bonds.

Eastern (Mass.) Railroad.

The receipts of this road for the years ending November 30, 1863, 1864, and 1865, were:

	1863.	1864.	1865.
From passengers	$587,588 16	$777,426 91	$950,033 98
" freight	160,837 43	198,742 23	257,186 18
" parcel, post and car	15,973 25	18,630 32	26,842 75
" extra baggage	470 75	496 96	587 68
" mails	9,824 00	9,824 00	9,824 00
" miscellaneous	17,763 34	1,233 70	7,759 78
" property accounts	6,782 00	7,387 04	14,841 16
" P., S. & P. R. R. surplus	31,000 00	50,000 00	10,000 00
	$830,238 93	$1,063,741 16	$1,277,075 53
Expenditures, viz:			
Maintenance of way	$97,078 81	$88,625 48	$134,915 59
Locomotive power	62,581 20	95,148 01	127,880 11
Fuel	56,034 42	82,627 86	133,818 71
Machine shop	1,854 68	445 12	663 97
Train expenses	93,127 89	170,695 58	199,842 16
Office establishment	26,147 00	29,996 76	33,561 11
Station expenses	59,591 43	81,897 38	100,106 57
Mail expenses	1,571 65	1,432 11	1,717 29
Insurance and taxes	12,975 54	17,897 47	22,676 46
United States tax	17,682 28	23,552 54	31,125 06
Rent of Grand Junction road	11,000 00	11,000 00	.....
Rent of Boston and Maine road	.....	.....	6,375 92
Interest paid and accrued	97,669 64	95,608 43	112,467 40
	$537,314 54	$698,926 74	$965,150 35
Net income	$292,924 39	$364,812 42	$371,925 18
Number of miles run	477,753	558,500	622,202
" passengers carried	1,462,282	1,995,528	2,314,972
" tons carried	119,838	195,317	208,289
" locomotives	29	31	32
" passenger cars	55	58	60
" freight, etc., cars	424	542	544

The earnings, operating expenses, etc., for the past five years have been as follows:

	Gross receipts.	Operating expenses.	Earnings less expenses.	Rents and Interest.	Net income.
1861	$565,939 00	$319,537 50	$246,401 50	$118,139 23	$139,262 27
1862	631,307 35	315,572 88	315,734 47	113,197 16	218,537 31
1863	830,238 93	428,644 90	401,594 03	108,669 64	292,924 39
1864	1,063,741 16	592,318 31	471,422 85	106,608 43	364,814 42
1865	1,277,075 53	786,307 03	490,768 50	118,843 32	371,925 18

Balance Sheet, November 30.

	1863.	1864.	1865.
Railroad and branches	$4,007,267 98	$3,966,179 01	$4,452,998 76
Equipment	315,165 00	329,765 00	362,964 60
Due from Essex Railroad	264,102 34	264,102 34	.....
Coupons Great Falls road	.....	.....	6,420 00
Portsmouth Bridge Stock	32,000 00	32,000 00	32,000 00
Wood, iron, etc., on hand	58,802 35	90,244 40	157,934 56
Real estate	84,375 61	87,118 72	125,477 90
Notes receivable	25,815 00	16,959 25	6,718 00
Stocks and bonds	261,795 75	364,622 27	375,252 27
Cash	15,087 68	16,185 53	2,481 30
Balance due	129,129 11	156,205 97	46,589 81
	$5,193,540 82	$5,323,382 49	$5,568,837 20
Capital stock	$3,000,000 00	$3,155,000 00	$3,155,000 00
Bonds due in 1872	590,000 00	428,000 00	420,000 00
" 1874	672,600 00	739,200 00	739,200 00
Income bonds due 1864	75,000 00	.....	.....
Mass. State bonds due 1865	75,000 00	75,000 00	.....
" " 1866	75,000 00	75,000 00	75,000 00
" " 1867	75,000 00	75,000 00	75,000 00
" " 1868	75,000 00	75,000 00	75,000 00
" " 1869	75,000 00	75,000 00	75,000 00
" " 1870	75,000 00	75,000 00	75,000 00
" " 1871	50,000 00	50,000 00	50,000 00
Essex railroad bonds, due 1877	.....	.....	214,400 00
Temporary loan	.....	.....	321,200 00
Notes payable on time	56,500 00	237,200 00	.....
Income bills unpaid	15,728 61	18,002 56	.....
Dividends unpaid	4,409 00	6,863 00	.....
Balance due other roads	91,928 49	107,116 61	54,430 85
Profit and loss	159,697 43	116,853 97	201,029 44
Interest account	27,677 29	15,146 35	33,576 91
	$5,193,540 82	$5,323,382 49	$5,568,837 20

President.—George M. Browne.
Treasurer.—John B. Parker.
Superintendent.—Jeremiah Prescott.

New London Northern Railroad.

The earnings of this road for the years ending Dec. 31, 1863, 1864, and 1865, have been as follows:

	1863.	1864.	1865.
From passengers	$86,332 88	$132,849 02	$141,273 75
" freight	81,600 14	108,393 63	185,272 21
" mails and express	8,012 50	9,310 43	10,000 01
" rents	19,109 68	20,118 52	20,220 62
	$195,055 20	$270,671 60	$306,766 59
Expenses, viz:			
Repairs of road and bridges	$17,421 93	$56,619 86	$68,278 61
" rolling stock	21,025 46	26,215 25	35,993 93
Salaries and wages	37,698 54	40,677 48	44,997 40
Fuel	13,940 11	30,607 56	28,784 49
Oil and waste	3,067 66	4,124 92	5,765 21
Other ordinary expenses	10,923 14	17,222 79	28,855 38
New rails	13,048 81	15,475 73	18,026 53
Rebuilding fences	1,951 38	1,042 23	3,007 09
Other extraordinary expenses	13,788 60	.....	.....
Taxes	8,542 02	14,597 37	19,744 23
Rent to city of New London	3,000 00	3,216 00	3,216 00
Interest	4,863 67	4,691 39	5,585 00
	$138,371 32	$216,372 40	$262,303 87
Balance net earnings	$56,683 88	$54,299 20	$44,462 72
Dividends	42,148 99	52,704 40	26,352 20
Balance after dividends	$14,534 89	$1,593 80	$18,110 52
Number of miles run	155,916	211,836	202,567
Number of passengers carried	176,541	242,532	258,366
Tons of freight transported	85,095	118,989	121,490

The earnings, operating expenses, etc., since April 1, 1861, when the present company came into possession, have been as follows:

	Gross earnings.	Operating expenses.	Earnings less exp.	Rent, taxes and interest.	Net income.
1861 (9 mos.)	$93,835 02	$74,414 60	$19,420 42	$5,250 27	$14,170 15
1862	151,730 83	101,067 54	50,663 19	11,897 03	38,766 16
1863	195,055 20	121,965 63	73,089 57	16,405 69	56,683 88
1864	270,671 60	193,867 64	76,803 96	22,504 76	52,299 20
1865	306,766 59	233,808 64	72,957 95	28,495 23	44,462 72

On the 1st of March, 1864, the Amherst, Belchertown and Palmer railroad, 20 miles in length, was purchased by this company, and paid for by an additional issue of 567 shares of stock. By the terms of the purchase, the company assumed the indebtedness of the A., B. & P. R. R. Co., amounting to $7,838 96. In the amount expended for improvements in 1864 is included the above amount, and $4,544 29 for Extension road from Amherst to Montague. This road is 14 miles long, and will connect at Grout's Corners with the Vermont and Massachusetts railroad. It is now under construction, to be completed by July 1, 1866, for $285,000. To defray in part the cost of the Extension, six per cent. bonds have been executed to the amount of $300,000, secured by mortgage upon the entire line between New London and Montague. The amount of these bonds negotiated, and the expenditures incurred to date on the Extension, is exhibited in the annexed

Balance Sheet, December 31.

	1863.	1864.	1865.
Seven per cent. bonds surrendered	$602,152 00	$602,152 00	$602,152 00
Stock canceled	601 89	601 89	601 89
New wharf and depot	61,000 00	71,002 25	71,002 25
Sundry accounts	882 82	2,858 12	4,546 85
Stock A., B. & P. R.R. surrendered	.....	56,666 67	56,666 67
Wood lands	.....	.....	12,900 00
Extension of road	.....	.....	63,976 22
Improvements	.....	51,182 40	53,835 98
Bills receivable	21,220 00	.....	.....
Cash	1,545 13	26,518 92	6,060 70
	$687,401 84	$810,982 25	$871,742 56
Capital stock	$602,105 00	$658,805 00	$700,000 00
Bond for canceled stock	8 16	8 16	14 46
Seven per cent. bonds	51,000 00	51,000 00	60,000 00
Loan from Savings bank	10,000 00	10,000 00	.....
Six per cent. bonds, 1885	.....	.....	72,800 00
Bills payable	.....	55,425 00	12,925 00
Sundry accounts	2,200 33	6,514 83	5,381 44
Dividends unpaid	21,392 70	26,825 60	440 00
Profit and loss	695 65	2,403 66	20,181 66
	$687,401 84	$810,982 25	$871,742 56

President.—Henry P. Haven.
Superintendent.—Richard N. Dowd.
Secretary.—Freeman Short.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month of February, 1866, including Buffalo Division, were $983,855 44
Corresponding month last year 1,011,735 25

Decrease $27,879 81

The earnings of the Housatonic Railroad for January and Febrnary 1865 and 1866, have been as follows :

	January.	February.
1865	36,249 00	$31,090 71
1866	30,387 57	27,279 48
Decrease	$5,861 43	$3,811 23

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway for the week ending March 10, 1866, were :

Passengers $37,453 00
Express, freight, mails and sundries.. 4,750 00
Freight and live stock 81,737 00

Total $123,940 00
Corresponding week, 1865 ..... 110,006 00

Increase $13,934 00

The traffic of the Great Western Railway for the week ending Mar. 16, 1866, was as follows :

Passengers $33,884 88
Freight and live stock..... 50,671 23
Mails and sundries..... 1,799 40

Total $86,355 51
Corresponding week of 1865 ..... 55,687 00

Increase..... $30,668 51

The earnings of the Chicago and Northwestern Railway for the second week in March, 1866, were..... $122,335 77
Corresponding week of previous year. 111,786 49

Increase..... $10,549 28

The earnings of the Chicago and Rock Island Railroad for the 2d week in March, 1866, were $48,537 00
Corresponding week of previous year.. 57,815 00

Decrease $9,478 00

The earnings of the Michigan Central Railroad for the 2d week in March, 1866, were..$76,889 49
Corresponding week of previous year.. 76,468 09

Increase $421 40

The earnings of the Chicago and Great Eastern Railway in March have been as follows :

	1st week.	2d week.
1865.....	$13,341 24	$19,064 24
1866.....	25,023 87	25,616 54
Increase	$11,682 63	$6,752 30

The earnings of the Western Union Railroad, for the week ending March 14, 1866 :

	1866.	1865.
From freight	$5,714 74	$3,429 20
" passengers	3,400 02	2,788 26
" express	250 00	162 80
" mail.....	296 58	296 58
Total.....	$9,661 34	$6,676 84

Receipts from Jan. 1, to March 14 :

1866 ..... $98,739 15
1865 ..... 95,103 93

Increase $3,635 22

☞ The Dubuque and Sioux City railroad will soon be opened to Iowa Falls, 15 miles west of Ackley, the present terminus, and 50 miles west of Cedar Falls.

Where are we Drifting ?

It is contended that during the year 1865, the goods imported into the port of New York, were of the official value of $224,742,419 ; and that they brought in a large profit no one can doubt. But during the first two months of the present year the imports have been going on at much greater rate, being said to be five times greater than for the corresponding period of the last year. The textile fabrics thus far imported are stated to be of the value of $32,561,379 against $6,094,325 last year. So it is said a similar increase has taken place with regard to the imports in fancy goods, copper, steel, fish, hides, wines and spices, not all equally increased in amount, but generally so. The fabrics of wool, cotton, silk and flax for the first two months of the present year are as large in amount as the totals of the same articles during the two corresponding months of 1863, 1864 and 1865.

So that we see before us certain consequences of a most unpleasing character, which it is wise in us to consider and examine. At present we have nothing in our foreign trade, to give us any equivalent advantage for our excessive imports. We have no foreign market that we can call our own except it be in cotton ; everything else has competition to encounter and low prices. We have been able to get rid of a large amount of our Government securities, and in this way keep up our remittances to the balances due abroad, but this system cannot be kept up forever ; nor would it be desirable that it should be.

In this view of the subject, considerable anxiety prevails as to what the policy of the country shall now be ? Must we resume as soon as possible ? Shall we raise our tariff duties ? Shall we contract our legal tenders ? Shall we fund ? Shall we keep on with all sail set, or take it in ?

The manufacturing interests contend that the revenue they are directly and indirectly giving the Government, will be endangered by any attempt at contraction, that the cost of production is even now greater than the price at which sales are effected ; and that if the least attempt is so made there will be a crash of which no one can foresee the consequences. Then the recent movement in Congress to prevent any reduction of the amount of legal tenders in circulation at the present time, is hailed as a step in the right direction, and one which will also preserve the present condition of things from a disastrous change. It has been always predicted by our own and foreign writers when on this subject, that whenever any attempt should be made to come back from a false to a sound basis of finance, the array of opposing interests would be found to be almost unconquerable. So many powerful causes work together to favor delay, that a forward movement becomes almost impossible.

There can be no doubt of the morality of the main question itself. The duty of the nation is to liquidate and discharge its debts as early as practicable, to return to prudence and economy, to retrench, save and accumulate ; this is sound wisdom, it is justice, it is safety. To tamper with this duty is to run the greatest risks, and yet there are those who are willing to incur them.

It must be admitted the subject is full of difficulty. It is apparently Scylln and Charybdis that awaits us on the one side or the other. Inflation and disorder, contraction and explosion are held out as before us on either side, and we are warned that either is possible and the alternative close at hand.

Some problems in regard to this country remain yet to be solved, as many others have been. It has not yet been determined what amount of paper currency can be safely maintained in circulation, nor what amount of gold is necessary to sustain the amount of paper afloat, or what are the aggregates of annual interchanges foreign and domestic to support the exchanges of paper and make them easily and readily convertible, for without this, exchanges are without real value, and are but the evidences of disorder and the sources of distrust.

We may, therefore, very seriously pause at considerations like these, and if we hesitate it is but natural. It would seem as if we can only take refuge in adhering to certain fixed facts, and immutable principles, by which the world always has been and always will be governed, and from which we shall never be exempt. These are simple and inexorable. To be out of danger, we must get out of debt ; to return from an expanded to a less dangerous condition, would seem to be the commonest act of prudence for a nation as well as for individuals, and that therefore caution, restriction and contraction are really the true path of duty.

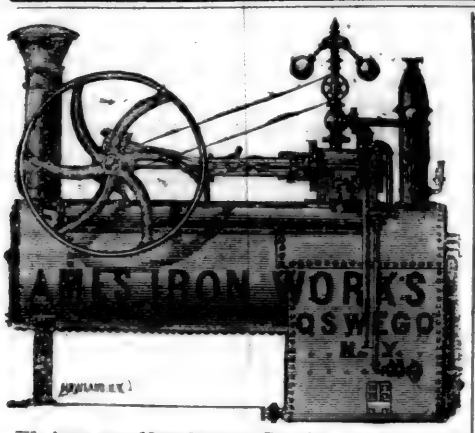
☞ The Matamoras *Ranchero* says that a rail road is to be built from San Fernando to Montery, so as to have a port entirely and unmistakably within Mexican territory, and rapid through communication with it. The port will probably be at the Barra de Jesus Maria, not many leagues south of Bagdad.

☞ The time for the completion of the construction of the railroad from Dunkirk to Fredonia has been extended two years from Feb. 10, 1866.

☞ The extension of the charter formerly granted for the construction of a railroad from Waterville, Me., to Solon, *via* Norridgewock and Anson, gives seven years for the construction of the road, and parties interested are strongly of opinion that it will be in operation within three years. Efforts will be immediately put forth to secure the stock.

THE
Sterling Iron and Railway Company,
Office No. 42 Pine Street, New York.
Offer for sale at the lowest market rates, in quantities to suit purchasers,
SUPERIOR MAGNETIC IRON ORE, for Blast and Puddling Furnaces ;
STERLING CHARCOAL PIG IRON,
AND
STERLING ANTHRACITE PIG IRON.
J. DUTTON STEELE, President.

FOR SALE
LOCOMOTIVE ENGINES,
One 14x24, 6 ft. drivers.
One 14x24, 5½ ft. drivers.
One 14x24, 5 ft. 2 in. drivers.
For further particulars enquire of
CHAS. PARMENTER,
Master of Transp. N. C. R. R.,
No. 70 Broadway.



We have now Manufactured Portable and Stationary Steam Engines, from **four to forty Horse- Power,** adapted to all purposes where Steam Power is required Also Steam Pumps and Fire Engine, for use on board Vessels, in Factories, Mills and Public Buildings as Boiler Feeder, Bilge Pump or Fire Pump. It can be used to drive a Blower or other Light Machinery; and mounted on Small Portable Boilers, it forms a most suitable Pumping Engine for Wood and Water Stations on Railroads. Payne's Patent Trip Hammers, especially adapted to Railroad Shops. Send for Circular to

Ames' Iron Works, Oswego, N. Y.
Or No. 4 Dey St., New York.

NEW BEDFORD WATER WORKS.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the office of the Water Commissioners in New Bedford, until 12 o'clock M, April 19th, 1866—

For the construction of the DAM at the Storing Reservoir, with well-chamber and gate-house, &c.

For the construction of a brick CONDUIT, nearly six miles in length, with ventilators, man-holes, &c., &c

For the construction of a RECEIVING RESERVOIR, with influent and effluent chambers, &c.

The work consists of about 120,000 cubic yards of earth excavation; 3,000 cubic yards of rock excavation; 10,000 cubic yards of puddle bank; and about 11,000 cubic yards of brick and stone masonry.

Plans may be seen and specifications obtained at the office, on and after April 2d, 1866.

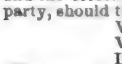
The Commissioners reserve the right to reject any one or all of the bids offered; and in making the awards will award the raising of the Road crossing the Storing Reservoir to one, the Dam to another, the Conduit to another, and the Receiving Reservoir to another—or all to one party, should the interest of the city seem so to demand.

WM. W. CRAPO, WARREN LADD, DAVID B. KEMPTON, } Water Commissioners.

GEORGE A. BRIGGS, Chief Engineer.
W. J. MCALPINE, Consulting Engineer.
New Bedford, March 19th, 1866. 4t12

Raritan and Delaware Bay RAILROAD.

On and after Monday Feb. 12th, the Express Train will be Discontinued.



THE STEAMER WILL LEAVE PIER No. 5. North River, daily (Sundays excepted), at 3 P. M., connecting with train for Manchester, Toms River, Long Branch, &c., &c.

Freight for Camden and Intermediate Stations

will be taken at LOW RATES on the 4 o'clock line, reaching Camden the next morning.

J. N. POTTER, President.

PARDOW, DOUGHTY & CO.

STOCK BROKERS,
No. 43 Exchange Place,
(After May 1st at No. 10 Wall St.,)
NEW YORK,

Buy and Sell, on Commission, at the New York Stock Exchange, all descriptions of Stocks, Bonds, and Government Securities.

They are also prepared to execute orders for the purchase and sale of Petroleum and Mining Stocks and Gold.

ROBT. PARDOW, Jr.,
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TELEGRAPHIC TRANSFERS OF MONEY TO CALIFORNIA AND OREGON.

Exchange for Sale on

SAN FRANCISCO,

LONDON,

DUBLIN and

PARIS.

in sums to suit.

WELLS, FARGO & CO,

84 Broadway. New York.

SALE OF THE ST. LOUIS AND IRON MOUNTAIN RAILROAD.

THE UNDERSIGNED HEREBY GIVE PUBLIC notice that they have been duly appointed, confirmed, qualified and established a Board of Commissioners for the ST. LOUIS AND IRON MOUNTAIN RAILROAD, under and in pursuance of an act entitled "An act to provide for the sale of certain railroads and property by the Governor, to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch Pacific, the Platte County, the St. Louis and Iron Mountain, and the Cairo and Fulton Railroads of Missouri," approved February 19th, 1866; that they have authority to buy in railroad, together with the lands, appurtenances and franchises heretofore belonging thereto, and now forfeited to the State, at the sale thereof advertised by the Governor of the State of Missouri to take place at the east front door of the Court House, in St. Louis, Missouri, on the TWENTY-SEVENTH DAY OF SEPTEMBER next, and again to sell the same.

And the undersigned Commissioners as aforesaid, in further pursuance of said act approved February 19th, 1866, do hereby invite proposals for the purchase of said St. Louis and Iron Mountain Railroad, with the lands, rolling stock, and other personal property, appurtenances and franchises heretofore belonging or appertaining to said railroad and forfeited to the State as aforesaid.

The proposals of bidders shall each state the price bid for the road, and property connected therewith, and shall state that they are based on the following terms and conditions, which are established to govern the sale of said roads by said Board of Commissioners, First—The price or consideration bid shall be payable as follows: one-fourth on closing the contract, and the balance in five equal annual instalments; the first instalment payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent interest on deferred payments, payable annually; provided that all sums bid may be paid at any time, in either cash or the bonds or other liabilities of the State, or bonds guaranteed by the State. Second—The roads and all rolling stock belonging thereto shall be kept in good serviceable condition during the progress of the work to completion of said roads. Third—The St. Louis and Iron Mountain Railroad shall be finished to a point south of Pilot Knob, to connect with the Cairo and Fulton Railroad line, in three years, and finished to the Mississippi river, opposite to or below Columbus, Kentucky, in five years after the date of sale of said road; and the purchasers of said road shall expend in each and every year between the date of sale and the completion of the road at least the sum of five hundred thousand dollars in the work of graduation, masonry, or superstructure on said extension; provided that the faithful annual expenditures required shall entitle the purchaser to an extension of time of payment of principal of purchase money due that year until two years after maturity of last instalment; and provided that an annual statement of expenditures on the road shall be made, under oath, by the treasurer and two directors thereof, and filed with the Secretary of State.

Proposals will be received until the 30th day of November, 1866. They must be directed to Robert A. Watt, President, or to Chester Harding, Jr., Attorney of the Board of Commissioners of the St. Louis and Iron Mountain Railroad, St. Louis, Mo., and indorsed "Proposals for the purchase of Iron Mountain Railroad."

Awards must be approved by the Governor before they will be binding upon the State. The Commissioners reserve the right to reject any and all proposals not satisfactory.

Copies of the act approved February 19th, 1866, and other information can be had by addressing the President or Attorney of the road at St. Louis, Mo.

ROBERT A. WATT,
CHARLES S. RANKIN,
BERNARD G. FARRAR,
Board of Commissioners for the St. Louis & I. M. R. R.
8m12

AUCTION SALE OF THE ST. LOUIS AND IRON MOUNTAIN RAILROAD,

WHEREAS, BY AN ACT OF THE GENERAL Assembly of the State of Missouri, entitled "An Act to expedite the Construction of the Iron Mountain Branch of the Pacific Railroad," approved December 25th, 1852, and "An Act explanatory and amendatory of said act," approved February 23d, 1853, there was loaned to the St. Louis and Iron Mountain Railroad Company bonds of the State to the amount of seven hundred and fifty thousand dollars, afterwards by an act entitled "An Act to aid in the construction of the St. Louis and Iron Mountain Railroad," approved March 3d, 1855, there was loaned to said company by the State the further sum of seven hundred and fifty thousand dollars, afterwards by an act entitled "An Act to secure the completion of certain railroads in this State," which became a law on the 16th of December, 1856, there was loaned to said company by the State the further sum of one million and five hundred thousand dollars, afterwards by an act to amend the last mentioned act, approved March 3d, 1857 there was loaned to said company the further sum of two hundred and seventy-six thousand dollars, and afterwards by an act entitled "An Act in relation to the St. Louis and Iron Mountain Railroad Company," approved March 9th, 1859, there was loaned said company by the State the further sum of two hundred and twenty five thousand dollars: and

Whereas, By each of the said acts of the General Assembly it was provided that said company should pay the interest on said bonds semi-annually, and that in case said company should make default in the payment of either interest or principal of said bonds, or any part thereof, it should be lawful for the Governor to sell said road and its appurtenances by auction to the highest bidder, first giving at least six months' notice of the time and place of such sale, by advertisement, to be published once in each week in the paper which shall publish the laws at Jefferson City, and in two public newspapers printed in the city of St. Louis; and

Whereas, The said railroad company has made default in the payment of the interest due on said bonds, and the General Assembly aforesaid, by an act entitled "an act to provide for the sale of certain railroads and property by the Governor, to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch, the Platte County, the St. Louis and Iron Mountain, and the Cairo and Fulton Railroads of Missouri," approved February 19th, 1866, has authorized the sale of said railroad under the provisions of the several acts hereinbefore referred to; now, therefore, by authority of the said several acts of the General Assembly, I will, on the

TWENTY-SEVENTH DAY OF SEPTEMBER, 1866,

At the east front door of the Court House, in the city of Louis, between the hours of nine o'clock in the forenoon and five o'clock in the afternoon of said day, sell at auction to the highest bidder for cash or any indebtedness of the State, the said St. Louis and Iron Mountain Railroad so far as the same is finished or projected, with all the rights, privileges and franchises to which said company is entitled under the several acts of the General Assembly of this State, made in reference to said railroad, or under any law, general or special, and all property whatsoever of said railroad company, road, road-bed, rolling stock, fixtures, tools and appurtenances, and all depots buildings, furniture, machinery, materials, lands, lots, stocks or other property whatsoever, real or personal, belonging to said railroad company, or to which said railroad company has any claim in law or equity.

THOS. G. FLETCHER,
6m12 Governor of Missouri.

CIVIL ENGINEERS, ABOUT TAKING the field, or otherwise engaged, can obtain the services of several assistants, thoroughly drilled in draughting, surveying, levelling, railroad location, calculation, &c., &c.; being about to graduate in the Engineering course of Union College. Some of them though well qualified to run level or transit, to lay out railroad curves, &c., would be willing to commence as rodmen or in similar positions. Address Prof. GILLESPIE, Schenectady, N. Y. 2t12

MANHATTAN Life Insurance Company,

No. 156 Broadway, New York.
(New Marble Building.)

Cash Capital and Accumulation over

$1,800,000

The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.

The dividends are paid in the life-time of the assured, thus aiding them to pay future premiums.

POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.
C. Y. WEMPLE, Secretary.
J. L. HALSEY, Ass't Sec.
S. N. STEBBINS, Actuary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 31, 1866.

Southern Pacific Railroad.

We have received a Circular signed by the President, Vice President and four of the Directors of the Southern Pacific Railroad Company, addressed to the Representatives of the State of California in Congress, asking public aid in the construction of a Railroad from the Bay of San Francisco to San Diego, and Eastward to the Colorado river, with a view to a connection at that point with a road or roads leading across the country to the Mississippi river, and to connections with the Northern and Eastern Railroads, and ultimately with the Gulf of Mexico.

The particular aid asked is a grant of twenty sections of land per mile, instead of ten as now proposed in a bill known as that of Senator Brown. The Circular claims that the route advocated is needed for trans-continental business, and the adequate protection of the Southern frontier, and for the settlement and development of the rich mineral, agricultural and pastoral lands of Arizona, New Mexico, Western Texas, the Indian territory, Kansas, and South Western Missouri. It is claimed to be the shortest route across American soil, with easy grades, and to be free from snow. It is not more than 1,200 to 1,250 miles from San Diego to good ports on the Gulf of Mexico. While opening a new and valuable route to commerce, it will not interfere with the Central Pacific route; and it is claimed that the efforts of the Nation should not be confined to the construction of one road. Besides the commercial reasons, political ones are adduced in the circular in favor of the project, viz., the importance of the port of San Diego in the case of a foreign war, a point of immense importance under such a possibility, and demanding attention. The cost of construction is estimated by Lt. Park in the Railway Reports, Vol.7, at from $50,000 to $120,000 per mile.

The Circular is carefully written, and presents the subject in a calm and conclusive manner, and will no doubt have full weight with the body of legislators to whom it is addressed.

Report on Coal.

We are indebted to S. H. Sweet, Esq., late Deputy State Engineer and Surveyor of New York, for a copy of his elaborate report on the subject of COAL, particularly as it affects the interests of this State, whether we regard it as fuel or motive power, or whether as the mere material for transportation, it comes into importance as an element of business and traffic without regard to its final uses. We have given the work a very careful and deliberate examination, and rise from its perusal with great satisfaction. It is the most perfect thing of the kind which has yet emanated from an official source; and is embellished with numerous well prepared and accurate maps of the various coal regions described in the text. These maps are exceedingly valuable; and the tables which accompany them are full, complete and satisfactory. Mr. Sweet enters upon his subject with all the zeal of a skilful geologist, and prefaces his remarks with preliminary descriptions of the different ages of the world's formation, according to the most approved theories of the day, following the arrangements of the foreign school, as modified by our American groups of rocks which carry their own peculiar names.

The distribution of coal is then treated of, and the extent of the various deposits given throughout the world. Our own are on the grandest scale; the one reaching from and through the North in Pennsylvania, Southeastern Ohio, Western Virginia, Eastern Kentucky and Tennessee, to Alabama—sweeping over 63,000 square miles; the other, the Illinois basin, including the Western part of Indiana and the Northwest part of Kentucky, little less in area than the preceding; a third occupying a portion of Missouri west of the Mississippi, and another covering the central portion of Michigan. The solid contents of all our own productive coal fields are estimated to be four thousand millions of tons.

Yet enormous as is the supply of the article, the price has remained almost fabulous. Cannel coal, which in 1861 was sold in New York at $6.50 per ton, has brought in 1864–'65, $25 to $28, and other qualities in proportion—affording the most enormous profits on the one hand, and a large loss to consumers on the other. It is very evident that this inquiry of Mr. Sweet comes in good season to attract the attention of economists.

The report gives a very interesting account of the condition of the neighboring mines of Nova Scotia and their values; and of the productive anthracite coal fields of Pennsylvania, divided into the Schuylkill, the Lehigh, the Middle District and the Northern or Wyoming and Lackawanna.

We have also a description in detail of each Pennsylvania coal basin, and the routes from each to market, by water and rail; for it will be observed, that the author has with great intelligence kept in view the question of supply, and closely considered the relations of these coal fields to the New York markets—a matter of material consequence in an economical point of view; and the consequence is, that the report is not merely a guide to the mines, but a price current to regulate the real value of the article itself.

Indeed, we become at once familiar with the whole process of mining, transporting and selling coal; see whence it comes; how far it is transported; what is to be the extent of its uses, and what further supplies may be depended upon in future generations.

The accompanying tables furnish the most exact data for calculations of an interesting character, extending to all kinds of transportation by land and water, and the appendices contain statistical details of great value to engineers and railroad interests.

It is impossible, in a brief notice such as the present one, to do justice to this report, which touches mileage, tonnage, freights, routes, cost, production, canals, and the whole range of interests that underlie the subject of coal. We think that we have here a manual of valuable information, which cannot be too generally known, and we hope it will either be published at the public expense on so large a scale as to be within reach of every intelligent person, or else may be made the subject of particular publication by some of our enterprising first class booksellers, as a contribution to the material interests of the country which cannot be too generally known and understood.

Seaboard and Roanoke Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Wm. L. Savage, Nalbro' Frazie and Moncure Robinson, of Philadelphia; George M. Vickers, of Baltimore; John M. Robinson and Richard Walke, of Virginia, and David A. Barnes of North Carolina. Wm. L. Savage, President; John M. Robinson, general superintendent; J. B. Pendleton, superintendent of machine shops; Richard Walke, secretary and treasurer; S. T. Hand, superintendent of roads and bridges.

McGregor Western Railway.

Under the lease contract made with the Milwaukee and Prairie du Chein Railway Company, March 11, 1865, that company assumed possession of, and commenced the operation of this road to Ossian, a distance of 35 miles, on the 1st day of April. On the 1st of August they took possession of the entire road of the company, finished and unfinished. The track was then laid to Counover, but not in condition to run. On the 29th of August, trains commenced running regularly to Counover, which is still the terminal point of the road.

The following statement will show the earnings of this road, including drawback, paid by the Milwaukee and Prairie du Chien and North Western Railway Company, from April 1 to December 31, 1865:

From freight		$172,756 68
" passengers		39,082 93
" mails and rents		1,499 67
		$213,339 28

And the expenses, were:

Repairs of track	$27,833 17	
" bridges	402 86	
" buildings, etc	1,818 39	
" locomotives	7,156 28	
" cars	10,867 80	
" tools & machin'y	2,694 52	
General management	5,927 64	
Station service	9,988 99	
Conductors, etc	4,763 55	
Engineers, etc	6,979 36	
Train supplies	5,952 09	
Fuel	15,012 19	
Oil and waste	2,956 01	
Rent of rolling stock	18,303 41	
Taxes	5,660 33	
All other expenses	2,109 78	
		128,446 47
Net earnings		$84,892 81
Interest on stock, notes, and saved on iron purchase		4,104 55
Material sold		940 17
		$89,937 53

Paid for real estate	$150 00
Judgments paid under article 4, Lease contract	1,199 76
Construction account amount paid under lease contract	49,291 30
Coupons due 1st August 1865, on McGregor Western Railways Co.'s bonds	34,440 00
Balance to new account	4,856 47
	$89,937 53

All accounts, and the entire management of this road, are under the same system and rules as the Milwaukee and Prairie du Chien line is worked.

Owing to causes mentioned in the report of the General Manager, such as the hasty and imperfect manner in which the road was constructed, the narrow excavations and embankments, and the consequent expenditures required in keeping up the track, the line fell in arrearages in April and May $5,450 02. From the 1st of June to the close of December, the earnings and interest gain were $217,443 83; from which deduct operating expenses, (including 8 per cent. on advances) real estate and judgments, as stated in the income account, amounting to $129,796 23—leaving a net gain of $87,647 60. Adding the deficit existing prior to the 1st of June, it shows the line netted in the seven months $93,097 62. In compliance with the lease contract, this net was applied first to the construction of new side track, shops, buildings, track, etc., and then to paying coupons on mortgage bonds due August 1, 1865, which were not paid until the 1st of December following.

Since the lease, the road-bed has been materially improved by widening the cuts and embankments. The necessary buildings were also commenced; and such as were partly built, completed. For this purpose, $34,428 04 was expended from the net earnings and charged to construction account. In addition to which, $12,077 10 was expended in laying new side track; and $2,786 16 for new track and surveying—making the total amount expended from earnings under the lease contract, $49,291 30.

The equipment on the road at the time of taking possession was valued at $130,230; for which 1st pref. stock was issued at 105; making the cost $124,028 57. In addition to which rolling stock to the amount of $94,418 74 has been supplied by the lessees—making the total amount $218,442 31. The equipment now consists of: 6 engines; 3 passenger, 3 baggage, 75 box, 13 flat and 6 hand cars, which is sufficient for the business of the road with its present length, and is throughout in efficient condition.

Thus the supplying of efficient and adequate rolling stock, and curing certain defects in the construction of the line enabled large earnings, out of which the line could be improved and the August coupon paid; so that at present no arrearages on mortgage interest exists, nor any floating debt.

Considering these results were obtained from a line which in the first instance was hardly in condition to be worked at all, and then only run 35 miles—subsequently 40—and since end of August, 50 miles, it would lend to great expectations for next year; and to still greater, if the company were enabled to extend it to a connection with the Minnesota Central, and to bridge the Mississippi river at Prairie du Chien.

The surveys have been made, and estimated will soon be ready to submit showing the cost of completing and equipping the road to Austin.

The number of passengers carried was 24,485; of which 11,219 went east, and 13,216 westward.

The number of tons of freight moved was 46,160; of which 30,776 tons went east, and 15,384 went west.

General Account, December 31, 1865.

Cost of material on hand		$14,843 78
Material reserve account		3,765 20
Balance due from Agents, other companies, &c		5,176 54
United States P. O. department		1,120 92
Milwaukee and Prairie du Chien Railway Co., amount due		5,790 55
Chicago & Northwestern Railway Co., Amount of drawback	$6,020 61	
Less received on account	5,000 00	
		1,020 61
Iowa Railway construction Company, amount due		1,032 88
Rolling stock supplied by Mil. & P. du Chien R'y Co., under lease contract sec. 2		218,442 31
Construction account under lease contract, new track, see sec. 5		66,754 40
Cash		13,321 12
		$331,268 26
Milwaukee & Prairie du Chien Railway Co's advances in stock and cash, under lease contract, sections 5, 19 and 22		$303,805 69
Balance due to other companies, &c.		1,429 86
Debts payable, due on pay rolls and bills		21,176 24
Income account, balance as per statement		4,856 47
		$331,268 26

☞ The La Crosse and Milwaukee road has reduced its rail and river freights from St. Paul to Milwaukee to 19 cents for grain, against 35 cents last spring and 28 cents last fall; and pound freights in proportion.

Chicago and Alton Railroad.

The earnings of this road for the year ending December 31, 1865, were:

From passengers	$1,604,188 01
" freight	2,155,151 85
" mails, express, etc	80,751 96
	$3,840,091 82

And the expenses were:

Repairs of road	$488,981 31	
" bridges	39,453 47	
" buildings	52,538 77	
" fences	16,563 18	
" locomotives	194,608 06	
" cars	216,962 67	
Locomotive wages, fuel, etc	441,264 73	
Station agents, etc	174,100 29	
Conductors, etc	73,376 84	
Station & train supplies	80,676 74	
Loss and damage	44,308 88	
Salaries of officers, etc	51,710 28	
Taxes	38,516 08	
Rent paid	13,137 63	
All other expenses	70,380 64	
		2,006,574 57
Net earnings		$1,833,517 25
Add dividends A. & St. L. R.R. stock, and U. S. tax		44,639 00
Cash for lot at Alton sold		400 00
Balance to income account		$1,878,556 25
Balance at credit of this account Jan. 1, 1865		741,286 21
		$2,619,792 46

Payments from this account—		
Dividend No. 4 on pref. stock, and No. 3 on common st'k.	$221,494 74	
Payments to sink'g fund	84,361 65	
Interest on bonds	283,185 00	
Dividend No. 5 on preferred stock, and No. 4 on common stock, and U. S. tax	155,053 68	
Rental Joliet & Chicago R. R. Co	140,289 27	
Rental Alton & St. Louis R. R. Co	58,238 24	
Cost of A. & St. L. R.R. in 1865, $105,796 20; less $77,471 30 funds on hand Jan. 1, 1865.	28,324 90	
Cost of renewals in 1865, $759,232 87; less $351,785 76 renewal fund on hand Jan. 1, 1865.	407,447 11	
		1,328,394 59
Balance		$1,291,397 87
This balance is represented by—		
Alton & St. Louis Railroad Co. stock.	$637,700 00	
Bonds held by Trustees on renewal account	50,000 00	
Interest in Union Stock Yard Depot	50,000 00	
Depot grounds	28,638 83	
Supplies on hand	451,934 30	
Accounts due the company	208,719 31	
Timber land assets	41,268 07	
Cash on hand	193,097 21	
	$1,661,357 72	
Less sums due to others	369,959 85	
	$1,291,397 87	

The operations of the year show an increase of gross earnings of $1,034,467 86, including the portion of the line between Alton and St. Louis, 23 miles not in operation last year.

The gross earnings per mile in 1864, on 257 miles were $10,916 82-100.

The gross earnings in 1865 on the entire line, 280 miles, were $13,714 62-100 per mile, showing an increase of over 25½ per cent., estimated upon the basis of the number of miles operated during each year.

The net earnings per mile in 1864, were $4,955 32, and in 1865, $6,548 70, showing an increase of nearly 26 per cent.

Of the entire traffic of the line in 1865, 74½ per cent. was local, and 25½ per cent. through.

The passenger traffic was 71½ per cent. local, and 28½ through.

Freight traffic was 77½ per cent. local, and 22½ per cent. through.

The expenditures on account of additional depots, tracks, engines and cars, exclusive of repairs, amounted to $759,232 87.

During the year 15 new locomotives have been purchased and placed upon the road, and 18 rebuilt or thoroughly repaired.

The company have constructed during the year at their shops, 10 passenger cars, 1 baggage car and 201 freight cars.

The equipment of the road now consists of 66 locomotives; 32 passenger, 8 baggage, 4 express, 671 house, 138 stock, and 277 platform cars.

The number of miles run by locomotives with passenger trains was 400,616; with freight trains, 696,522; with wood trains, 33,336; with construction trains, 111,771, and with switching trains, 208,085—total miles run, 1,450,280.

The number of passengers carried was 557,316; of which 514,558 were way, and 42,758 were through.

Tons of freight moved north, 222,680; do., south, 238,331—total, 461,011.

With few exceptions, both engines and cars are in good condition for service.

The earnings of the line for the past year were reduced by the limited number of engines and cars employed, and it is estimated that the increasing traffic of the line will require during the year 1866, 10 additional locomotives, and from 300 to 400 cars.

Additional depot grounds and buildings are needed at Chicago, and at several other points upon the road. The length of many of the tracks for passing trains should be increased.

It is estimated that an expenditure of about $600,000 will be required during the year, in order to increase the capacity of the line to meet the requirements of its prospective traffic.

The St. Louis, Jacksonville and Chicago road was opened for traffic between Petersburg and its junction with the Chicago and Alton road near Monticello, a (distance of 88 miles,) on the first day of January of the present year, and a large additional traffic is being received from that source.

By the completion of that road northward to a connection with the Chicago and Alton, at a point from 80 to 100 miles from Chicago, all danger of a competing line to St. Louis is done away with, and the control of the Jacksonville line, practically vesting in the Chicago and Alton road, under the provisions of a perpetual contract, insures a great increase of traffic to the main line, which will probably render a double track from the junction to Chicago indispensable.

By reason of much difficulty having been heretofore experienced in the care and delivery of live stock, transported to Chicago on the different lines of railway, and the dissatisfaction on the part of dealers, causing shipments to Eastern markets in many cases by routes avoiding Chicago, the railway companies whose lines terminate at Chicago, united during the past year in the purchase of grounds and the construction of a union live stock depot, near the southern limits of the city; which in its magnitude and completeness for the purpose designed is unequaled. Its cost has exceeded $1,300,000.

The capital stock of its organization, known as the Union Stock Yard and Transit Company, being $1,000,000, and its indebtedness about $300,000.

The interest of this company in the enterprise is equal to 1-20, and its cost $50,000.

The successful operation of the Union Stock Depot, and the profits direct and indirect during the past two months, since its completion, fully justify the most sanguine anticipations of its projectors.

The advantages derived from the construction of the Alton and St. Louis road, and its control by this company, have been found fully equal to its expectations; and the transfer of passengers and freight between St. Louis and the terminus of the line on the opposite bank of the Mississippi River, under the contract with Messrs. Mitchell, Miltenberger and Tansey, has been conducted with entire satisfaction.

At the last session of the Legislature of Illinois, an amendment was obtained to the charter of this company, which provides that its Board of Directors shall consist of nine stockholders—one-third of the number to be elected annually—thus giving to the stockholders the control of their property, which by reason of an oversight was by the original charter vested in a Board of Directors, who were not only constituted life members at their pleasure, but empowered to fill vacancies, and thus perpetuate their control in the hands of such persons as they saw fit to select.

GENERAL BALANCES, DECEMBER 30, 1865.

Cost of road, equipment, &c.		$8,308,919 00
Bonds and stocks issued Trustees		37,813 39
Alton and St. Louis R. R. Co. shares		637,700 00
Due from other railroad companies		12,890 25
Due from stations		51,548 72
Due from general post office depart.		7,118 75
Due from U. S. Government		66,067 91
Due from sundry persons		67,567 56
Bonds held by Trustees on renewal account		50,000 00
Supplies on hand for locomotive, car and engineering department		451,934 30
Timber land account, for steamer, barges, fuel, ties, &c.		41,268 07
Trustees of sinking fund		135 83
Bills receivable		3,526 12
T. B. Blackstone, Trustee, interest in stock depot		50,000 00
Depot grounds, purchased in 1865		28,638 83
Cash on hand		193,097 21
		$10,008,223 24
Capital stock, preferred	$2,425,400 00	
" common	1,783,200 00	
Bonds—seven per cent. sinking fund	519,000 00	
" " " first mort.	2,400,000 00	
" " " income	1,000,000 00	
Sinking fund, bonds canceled	81,133 83	
Sundry bonds, stock, &c., unissued	37,813 39	
Convertible scrip outstanding	319 00	
Supplies purchased in Dec., payable in January	61,987 75	
Unclaimed coupons, including $84,000 due Jan. 1, 1866	85,891 59	
Unclaimed wages, including Dec., pay rolls	89,043 04	
Balances due other companies for Government transportation, payable when collected	37,305 89	
Balances due other companies for tickets sold, less balance due this company	13,472 84	
Due U. S. Government for tax on earnings, &c	14,891 50	
Balances due sundry persons	8,395 63	
Bills payable, for locomotives, not yet due	58,971 61	
Income account, surplus, Dec. 30, 1865	1,291,397 87	
	$10,008,223 94	

President.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, A. Havemeyer, John B. Drake, John Crerar, Geo. T. Olyphant, John J. Mitchell, Geo. A. Robbins, John A. Stewart, Peyton R. Chandler.

Secretary and Treasurer—W. M. LARRABEE.

General Superintendent.—ROBERT HALE.

Nashville and Chattanooga Railroad.

The Nashville and Chattanooga railroad company has resumed payment in full on their Mortgage Bonds indorsed by the State of Tennessee, without funding arrearages of interest as authorized by the recent Act of Tennessee. The whole mortgage is $1,500,000, at 6 per cent. The arrearages since 1861 is 30 per cent. to 1st of January last or $450,000, the whole of which the Company is now prepared to pay off in cash on the presentation of the back coupons at the Manhattan Bank in this City.

Railroads and Canals of Pennsylvania.

An abstract of the State Report for the year ending 30th October, 1865.

Compiled by the Hon. Isaac Slenker, Auditor General of the Commonwealth.

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Miscel.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends Rate p. c.
	$	$	$	$	$	M.	$	$	$	$	$	$	
Atlantic and Great Western	5,971,901	3,936,400	596,753	10,505,054	10,500,000	93.00	424,775	1,005,411	31,092	1,461,278	881,879	579,399	....
Allegheny Valley					(No report.)	180.00			(No report.)				
Barclay Coal Company	984,000	135,000	.....	1,119,000	1,000,000	16.00	3,006	56,878	.....	59,884	36,096	23,788	....
Bellefontaine and Snow Shoe	600,000	99,000	8,089	707,089	428,513	21.00	8,097	66,473	40,844	115,414	47,349	68,065	....
Bald Eagle Valley	550,000	500,000	.....	1,050,000	1,050,000	51.00	(Operated by Pennsylvania Railroad Company.)						
Buffalo, Bradford and Pittsburg	1,100,000	1,540,000	.....	2,640,000	1,100,000	22.75	(Operated by Erie Railway Company.)						
Cleveland, Painesville and Ashtabula	5,000,000	1,500,000	.....	6,500,000	4,789,121	25.50	1,069,324	1,125,503	164,395	2,359,222	1,210,661	1,148,561	35
Cumberland Valley	1,316,900	470,000	.....	1,786,900	1,131,037	72.00	237,769	194,581	27,990	460,340	320,931	139,409	8
Catawissa	3,500,000	279,000	.....	3,779,000	3,634,000	65.00	113,886	206,119	50,218	370,223	220,636	149,587	....
Chestnut Hill	120,650	.....	.....	120,650	120,650	4.13	(Operated by Philadelphia, Germantown and Norristown.)						11
Chester Valley	871,900	950,000	600	1,722,500	1,371,900	21.50	(Leased to Philadelphia and Reading Railroad.)						
Catasauqua and Fogelsville	332,275	.....	.....	332,275	570,215	20.00	2,267	53,054	.....	55,321	45,185	10,136	....
Connecting	100,000	600,000	.....	700,600	700,000	7.00	(Incomplete.)						....
Delaware, Lackawanna and Western	10,247,050	3,491,500	742,585	14,481,135	10,251,819	113.00	235,381	1,485,832	12,106	1,733,319	1,694,648	38,671	15
Delaware and Hudson Canal and Railroad	(See Delaware and Hudson Canal)				1,996,042	32.00	30,588	4,775	.....	35,363	530,672	.....	....
East Pennsylvania	604,400	598,400	44,888	1,247,688	1,435,353	36.00	160,172	211,141	9,429	380,472	179,670	200,802	....
Erie and North East	600,000	400,000	.....	1,000,000	700,000	18.50	241,675	208,554	4,250	454,479	315,796	138,683	25
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	2,620,000	69.00	195,027	271,171	154,111	620,319	724,776	.....	5
Erie and Pittsburg	664,300	1,250,000	300,000	2,214,300	2,173,936	81.00	192,405	266,649	31,166	490,220	290,543	199,200	....
East Mahanoy	392,550	.....	.....	392,550	391,603	8.00	(Operated by Philadelphia and Reading Railroad.)						6
East Brandywine and Waynesburg	89,800	168,000	2,000	259,800	259,000	17.50	(Operated by Pennsylvania Railroad.)						
Ebensburg and Cresson	(No return.)					11.00	(Included in Pennsylvania Railroad.)						
Fayette County	107,400	.....	.....	107,400	130,000	12.50	(Operated by Pittsburg and Connellsville Railroad.)						
Gettysburg	117,400	86,000	95,000	298,400	262,000	17.00	17,027	15,119	2,064	34,210	28,963	5,237	....
Harrisburg and Lancaster	1,182,550	700,000	.....	1,882,550	1,882,550	18.00	(Leased by Pennsylvania Railroad.)						7
Huntingdon and Broad Top Mountain	685,130	1,436,082	389,318	2,510,530	2,089,327	44.00	40,228	296,907	15,077	351,212	273,511	77,701	3½
Hanover Branch	116,850	.....	5,800	122,650	224,073	12.50	24,262	20,725	3,699	48,686	38,237	10,449	....
Hempfield	1,809,565	500,000	100,000	2,409,565	1,657,799	17.00	25,591	23,609	4,629	53,829	52,634	1,195	....
Hazleton	1,615,000	150,000	.....	1,765,000	360,000	14.00	(Coal carriers only, profits from general business.)						10
Ironton	400,000	200,000	.....	600,000	275,046	10.00	.....	27,930	96,217	124,147	22,221	101,936	....
Jamestown and Franklin	402,900	104,000	.....	506,900	917,329	40.00	(Operated by Cleveland, Painesville and Ashtabula Railroad.)						....
Junction	26,250	535,000	144,904	706,154	715,781	4.62	26,285	19,844	3,037	49,166	14,403	34,763	....
Lorberry Creek	52,050	30,000	.....	82,050	82,050	5.50	(Operated by Philadelphia and Reading Railroad.)						....
Lehigh and Lackawanna	.....	.....	90,000	.....	.....	36.00	(Not completed.)						....
Lehigh and Luzrene	312,350	.....	.....	312,350	337,799	9.50	.....	50,742	.....	50,742	10,000	40,742	9½
Lehigh and Mahanoy	2,158,565	.....	.....	2,158,565	2,158,565	40.00	(Not fully in operation.)						6
Little Schuylkill	2,646,100	905,000	73,554	3,624,654	1,466,283	28.25	(Operated by Philadelphia and Reading Railroad.)						3
Little Saw Mill Run	83,562	72,166	1,166	156,894	91,011	3.00	.....	56,185	5,818	62,003	38,700	13,303	....
Lehigh Valley	6,632,250	1,477,000	.....	8,107,250	9,841,593	70.00	287,035	404,181	2,358,643	3,049,859	1,198,230	1,851,629	....
Lykens Valley	600,000	.....	.....	600,000	600,000	21.00	3,618	70,767	.....	74,385	35,132	39,252	4½
Lackawanna and Bloomsburg	1,335,000	2,276,725	121,408	3,733,133	3,776,827	80.00	167,782	455,032	10,201	633,015	572,814	60,201	10
Littlestown		(No return.)			76,000	7.25	(Operated by Hanover Branch Railroad.)						
Lehigh and Susquehanna		(See Lehigh Navigation.)			2,828,911	91.00	15,026	240,505	77,500	333,031	330,789	2,244	....
Mill Creek and Mine Hill	323,375	.....	.....	323,375	.....	4.00	(Operated by the Phila. and Reading Railroad.)						10
Mine Hill and Schuylkill Haven	3,708,200	.....	.....	3,708,200	3,708,200	131.00	(Operated by Phila. and Reading Railroad.)						8
Mount Carbon	200,000	.....	.....	200,000	203,259	7.00	(Operated by Phila. and Reading Railroad.)						6
Mount Carbon and Port Carbon	282,350	.....	.....	882,350	.....	2.50	(Operated by Phila. and Reading Railroad.)						12
Mahanoy and Broad Mountain	921,615	250,000	.....	1,171,615	1,166,698	12.50	(Operated by Phila. and Reading Railroad.)						....
McCauley Mountain and Black Creek	75,000	75,000	10,500	160,500	160,500	5.25	.....	.....	.....	.....	.....	.....	....
Mifflin and Centre County	24,209	100,000	38,132	162,341	167,284	12.50	(Operated by Pennsylvania Railroad.)						....
North Pennsylvania	3,150,150	3,105,705	.....	6,255,855	6,336,168	55.00	337,188	527,208	11,605	875,951	462,711	413,240	....
Northern Central	4,295,630	4,850,000	.....	9,145,630	10,171,515	103.00	925,135	1,689,288	863,217	3,477,640	2,055,826	1,422,214	8
North Lebanon	300,000	20,750	.....	320,750	317,715	8.00	.....	85,467	.....	85,467	26,006	9,461	10
Nanticoke	204,210	47,000	.....	251,210	251,000	30.00	(Leased to Lehigh Coal and Navigation Company.)						....
Nesquehoning Valley	63,890	.....	.....	63,890	36,117	13.00	(Under construction.)						....
Newcastle and Beaver Valley	170,850	201,500	5,000	377,350	375,358	15.00	52,378	19,161	2,448	73,987	27,485	46,502	7½

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Length of Road.	Gross Earnings. Passenger.	Freight.	Miscel.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	p. c.
Oil Creek	753,100	556,000	353,469	1,662,569	1,241,762	34.00	241,183	752,032	11,689	1,004,904	582,135	422,769	20
Pittsburg, Fort Wayne and Chicago	9,307,000	12,516,500	.....	21,823,500	22,727,993	49.00	3,413,841	4,818,777	849,682	8,582,300	4,856,502	3,725,798	10
Pittsburg and Connellsville	1,774,623	1,500,000	64,207	3,338,820	2,328,489	140.00	180,867	202,953	32,160	415,980	252,226	163,754	....
Philadelphia and Reading	20,240,673	6,900,662	.....	27,141,335	25,311,934	147.00	1,065,847	9,792,569	284,102	11,142,518	4,537,383	6,605,135	10
Philadelphia and Erie	5,069,450	13,000,000	2,000	18,071,450	17,682,766	287.00	923,042	1,083,925	67,173	2,074,140	2,357,415	.....	....
Philadelphia and Baltimore Central	218,100	800,000	.....	1,018,100	1,058,840	31.00	65,683	70,376	2,375	138,434	116,190	22,244	....
Philadelphia, Wilmington and Baltimore	8,973,300	496,000	180,000	9,649,300	9,106,547	17 75	2,992,656	771,177	64,631	3,828,464	2,789,874	1,038,590	10
Philadelphia and Trenton	999,200	200,000	.....	1,199,200	1,336,386	26.50	969,679	6,089	54,660	1,030,438	684,547	345,891	10
Philadelphia, Germantown and Norristown	1,476,300	183,000	.....	1,659,300	1,407,567	17.00	893,731	130,366	132,642	656,739	320,363	336,376	8
Pennsylvania	20,000,000	9,884,840	983,880	30,868,720	20,889,610	354.00	5,453,038	11,193,565	947,410	17,594,013	13,270,058	4,323,955	10
Pennsylvania Coal Company	3,200,000	597,500	400,000	4,197,500	2,000,000	47.00	(Used for own coal carriage—no return.)						28
Reading and Columbia	504,019	1,000,000	99,296	1,603,315	1,548,277	40.00	48,002	99,569	2,409	149,980	133,521	16,459	....
Schuylkill and Susquehanna	1,269,150	97,000	133,568	1,499,716	1,308,686	54.00	23,282	89,194	9,094	121,570	158,903	.....	....
Schuylkill Valley	576,050	.....	.....	576,050	576,050	9.00	(Operated by Philadelphia and Reading Railroad.						5
Shamokin Valley and Pottsville	869,450	700,000	.....	1,569,450	1,569,450	28.00	21,372	266,806	15,045	303,223	174,397	128,826	4
Southwark	58,368	.....	.....	58,368	58,368	2.00	(No return.)						6
Tioga	437,800	326,000	26,292	790,092	1,033,988	30.00	19,696	148,526	71,387	239,609	136,895	102,714	4
Treverton	990,000	900,000	.....	1,890,000	1,890,000	15.00	(No return.)						....
Tyrone and Clearfield	112,250	310,000	89,095	511,345	498,147	23.50	(Leased to Pennsylvania Railroad.)						....
Wrightsville, York and Gettysburg	317,050	52,000	24,180	393,230	393,230	18.00	(Operated by Northern Central Railroad.)						2
Westchester	165,000	.....	.....	165,000	203,361	9.00	(Leased to Westchester and Philadelphia R. R.)						....
Westchester and Philadelphia	684,035	962,300	130,840	1,777,175	1,475,197	26.00	218,904	59,998	68,338	347,240	146,642	200,598	....
Western Pennsylvania	822,450	1,041,670	.....	1,864,120	1,748,981	35.00	(Leased to Pennsylvania Railroad Company.						....
CITY PASSENGER RAILROADS.													
Citizens', Pittsburg	100,000	56,300	10,318	166,618	188,024	5.50	112,522	.....	2,199	114,721	79,844	34,877	10
Citizens', Philadelphia	192,750	.....	.....	192,750	176,048	7.00	200,705	.....	9,438	210,143	122,333	87,810	9½
Frankford and Southwark	491,620	200,000	.....	691,620	765,569	12.33	282,137	.....	4,724	286,861	195,316	91,545	....
Fairmount Park and Delaware River	.....	100,000	.....	100,000	100,000	6.00	61,652	.....	1,080	62,732	54,505	8,227	....
Green and Coates	150,000	100,000	.....	250,000	232,953	4.50	154,214	.....	4,589	158,803	119,082	39,721	2
Germantown	112,245	250,000	250,000	612,245	385,169	19.00	194,883	.....	2,312	197,195	147,634	49,561	....
Girard College	160,000	.....	.....	160,000	81,611	5.40	122,866	.....	.....	122,866	86,034	36,832	4
Harrisburg City	30,118	.....	9,000	39,118	49,404	2.00	6,726	.....	.....	6,726	3,164	3,562	....
Hestonville, Mantua and Fairmount	.....	183,600	75,131	.....	.....	19.00	153,813	.....	.....	153,813	114,634	39,169	....
Lombard and South street	90,000	50,200	16,000	156,200	156,000	4.50	65,970	.....	6,490	72,460	58,453	14,007	....
Pittsburg, Allegheny and Manchester	75,000	35,000	150	110,150	96,385	3.75	87,177	.....	1,618	88,795	68,552	20,243	16
Pittsburg and Birmingham	54,000	22,600	5,386	81,986	66,440	2.60	66,764	.....	276	67,040	52,762	14,278	14
Philadelphia City	100,000	135,000	.....	235,000	240,264	8.90	147,425	.....	2,553	149,978	90,256	59,722	7½
Philadelphia and Darby	100,000	17,000	.....	117,000	86,863	5.00	35,279	.....	1,502	36,781	30,287	6,494	5
Philadelphia and Gray's Ferry	217,697	15,000	10,000	242,687	249,411	7.00	83,392	.....	1,508	84,900	64,355	20,545	4½
Ridge Avenue and Manayunk	120,000	.....	.....	.....	59,426	4.50	41,737	.....	.....	41,737	34,834	6,903	....
Second and Third street	203,757	137,300	.....	341,057	472,031	18.90	424,043	.....	13,519	437,562	278,732	158,830	10
Seventeenth and Nineteenth street	120,000	.....	.....	120,000	114,386	5.62	48,924	.....	2,759	51,683	42,496	9,187	....
Thirteenth and Fifteenth street	.....	.....	.....	.....	.....	6.25	143,038	.....	.....	143,038	104,603	38,435	5
Union, Philadelphia	291,475	80,000	268,128	642,603	675,403	23.50	201,611	.....	2,982	206,593	200,793	5,800	....
West Philadelphia	249,100	100,000	10,000	359,100	355,105	6.00	303,205	.....	6,056	309,261	227,926	81,335	10
Williamsport	15,150	.....	522	15,672	15,672	1.00	3,637	.....	.....	3,637	1,786	1,851	....
CANALS AND NAVIGATIONS.													
Delaware and Hudson	10,000,000	600,000	.....	10,600,000	6,311,966	108 00	.....	130,717	66 549	197,266	460,567	.....	10
Delaware Division	1,633,350	800,000	.....	2,433,350	2,433,350	60.00	.....	245,151	1,907	247,058	90,289	156,769	6
Erie	64,000	.....	1,300,984	1,364 984	969,615	136.00	.....	134,965	.....	134,965	84,323	50,642	....
Lehigh Navigation	5,104,050	3,097,555	1,200,321	9,401,926	4,455,000	48.00	.....	654,924	.....	654,924	84,978	569,946	10
Muncy	2,825	.....	402	3 227	2,625	0.75	.....	96	.....	96	612	.....	....
North Branch	(Almost destroyed by freshet in March, 1865.)					105.00	(Over $150,000 spent in repairs.)						....
Pennsylvania	(Owned by Pennsylvania Railroad Company.)					173.00	.....	181,015	.....	181,015	279,843	.....	....
Schuylkill Navigation	4,797,184	7,346,890	272,760	12,144,074	10,538,462	108.00	.....	1,617,339	33,543	1,650,882	308,643	1,342,239	6
Union	2,787,000	3,000,000	.....	5,787,000	5,787,000	77.50	.....	38,331	10,173	48,504	47,225	1,274	....
Wyoming Valley	750,000	600,000	27,000	1,377,000	2,000,000	64.00	.....	137,906	.....	137,906	92,924	44,982	8
West Branch and Susquehanna	6,100,000	450,000	300,000	1,850,000	2,230,343	117.00	.....	123,819	.....	123,819	37,869	85,950	....
Wiconisco	58,925	15,000	.....	73,925	450,000	12.00	.....	9,237	.....	9,237	24,869	.....	5

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:					
Acton	Ca.	200,000	$5	----	10c
Acton Vale	Ca.	50,000	5	----	5c
Adventure	L. S.	20,000	----	----	----
Albany and Boston	"	20,000	----	20	13½
Algomah	"	20,000	----	2	25c
Alliance	Ca.	200,000	2½	----	----
Allouez	L. S.	20,000	----	1	1½
American	Ca.	200,000	2½	----	5½
Amygdaloid	L. S.	20,000	----	----	25
Annapolis	Md.	50,000	10	----	----
Arizona	Ariz. T.	10,000	100	----	----
Ascot	Ca.	20,000	20	----	----
Astor	L. S.	20,000	----	1	6½
Atlas	"	20,000	----	1	2½
Aztec	"	20,000	----	1	3
Balt. and N. C	N. C.	2,000	5	----	35c
Bare Hill	"	----	----	----	110c
Bay State	L. S.	20,000	----	3½	9
Beaver	"	20,000	----	1	----
Bedford	Ca.	125,000	5	----	50c
Black River	"	200,000	2½	----	10c
Bohemian	L. S.	20,000	----	7½	12
Bolton	Ca.	200,000	5	----	1½
Boston	L. S.	20,000	----	5*	55½c
B. and Corinth	Vt.	20,000	10	----	----
Brooklyn	L. S.	20,000	----	2	2
Brome	Ca.	100,000	5	----	----
Cabot	L. S.	20,000	----	----	½
Caledonia	"	20,000	----	----	6
Cambridge	"	20,000	----	5	15c
Canada	Vt.	100,000	4	90c	75c
Carp Lake	L. S.	20,000	----	----	1½
Cascade	"	20,000	----	----	----
Central	"	20,000	----	----	40
Champlain	Ca.	200,000	1½	----	15c
Chatham	"	200,000	2	----	----
Chaudiere	"	100,000	1	----	50c
Chester	"	200,000	1	----	12c
Cheticamp	"	30,000	5	----	1½
Chippewa	L. S.	20,000	----	----	----
Cleveland	Ca.	100,000	5	----	----
Cliff	L.	20,000	----	----	----
Clifton	"	20,000	----	----	½
Collin	"	20,000	----	----	----
Columbian	"	20,000	----	4½	10½
Consolidated	"	20,000	----	5	5c.
Copper Falls	"	20,000	----	24½	40
Copper Harbor	"	20,000	----	1	----
Copper Hill	"	200,000	1	----	15½
Copperas Hill	"	50,000	10	----	----
Cornwall	Vt.	100,000	2	----	25c
Dacotah	L. S.	20,000	----	5	Pacific
Dana	"	20,000	----	3½	Pennsylvania
Deep River	N. C.	----	5	----	15c
Delaware	L. S.	20,000	----	----	10
Derby	"	20,000	----	----	1½
Devon	"	20,000	----	1	4½
Dorchester	"	20,000	----	6	7
Douglas	"	20,000	----	----	----
Dover	Ca.	200,000	----	1	3½
Dudley	L. S.	20,000	----	----	75c
Dunham	Ca.	200,000	2	----	25c
Durham	"	200,000	5	----	25c
Eagle River	L. S.	20,000	----	3½	2
El Dorado (Silver)	"	20,000	----	----	----
Escot	Ca.	25,000	20	----	4
Essex	"	200,000	----	----	20c
Etna	L. S.	20,000	----	----	12½
Eureka	"	20,000	----	----	----
Everett	"	20,000	----	5*	----
Evergreen Bluff	"	20,000	----	----	12
Flint-Steel	"	20,000	----	----	13
Forest City	"	20,000	----	3	1
Forest Shepherd	"	20,000	----	6	11c
Franklin	L. S.	20,000	----	6½	40
French Creek	Pa.	100,000	5	----	50c
Gardner City	L. S.	20,000	----	----	----
Gardner Hill	"	20,000	----	5	6
Girard	"	20,000	----	----	----
Glade	"	20,000	----	1	----
Glencoe	Ca.	200,000	1	----	10c
Globe	L. S.	20,000	----	1	----
Grand Portage	"	20,000	----	1	40
Grand Trunk	Ca.	100,000	5	----	60c
Great Western	L. S.	20,000	----	2	40c
Green Mountain	Vt.	20,000	10	----	4½
Guilford	L. S.	20,000	----	5	43c
Hamilton	"	20,000	----	----	1
Hancock	"	20,000	----	6½	19
Hanover	"	20,000	----	----	2½
Hartford	"	20,000	25	12½	----
Hazzard	"	20,000	----	----	----
Highland	"	20,000	----	7	3½
Hilton	"	20,000	----	----	1½
Hope	"	20,000	----	½	1½
Hudson	"	20,000	----	----	2
Hulbert	"	20,000	----	----	3½
Humboldt	"	20,000	----	2	7
Hungarian	"	20,000	----	1	62½
Huron	"	20,000	----	16	39
Indiana	"	20,000	----	----	6
Inverness	"	200,000	2½	----	----
Isle Haute	"	40,000	----	----	----
Isle Royale	L. S.	20,000	5	16	13

COPPER STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:					
Jefferson	L. S.	20,000	----	----	----
Keweenaw	"	20,000	----	----	4
Kickapoo	"	20,000	----	1	----
King Phillip	"	20,000	----	2	----
Knowlton	"	20,000	----	1	6
Lafayette	Ca.	200,000	1	----	1½
Lake	"	200,000	1	----	14c
Lawrence	L. S.	20,000	----	----	----
Lennoxville	Ca.	100,000	5	----	50c
Logan	"	100,000	3	----	2½
Lyster	"	200,000	2	----	----
Madison	L. S.	20,000	----	1	1
Malden	"	20,000	----	1	----
Mandan	"	20,000	----	2½	45c
Manhattan	"	20,000	----	2½	2½
Marquette	"	20,000	----	----	¾
Maryland	Md.	----	5	----	40c
Mass	L. S.	20,000	----	----	----
Massachusetts	"	20,000	----	----	----
Mendota	"	20,000	----	4	----
Merrimac	"	20,000	----	4	----
Meteor	"	20,000	----	----	----
Mesnard	"	20,000	----	5½	1½
Michigan	"	20,000	----	----	----
Middlesex	"	20,000	----	----	----
Mineral Hill	"	----	----	----	30c
Minnesota	L. S.	20,000	----	3½	10½
Missisquoi	Ca.	150,000	2	----	1½
Montezuma	N. Mex.	300,000	5	----	----
Morrison	L. S.	20,000	----	----	----
Nashua	"	20,000	----	----	----
National	"	20,000	----	5½	20
Native	"	20,000	----	3	50c
Naumkeag	"	20,000	----	1	2
Nelson	Ca.	200,000	1	----	10c
Nequaket	L. S.	20,000	----	1	2
Nevada (Silver)	"	20,000	----	----	----
New England	"	20,000	----	2	50c
Newton	Ca.	200,000	1	----	8c
New York	L. S.	20,000	----	----	½
N. Y. & Passaic	N. J.	100,000	5	----	----
North Cliff	L. S.	20,000	----	4	1½
North Silver Lake	"	20,000	----	----	----
North State	"	20,000	----	3	10c
North Sutton	Ca.	100,000	5	----	1
North Western	L. S.	20,000	----	7½	32
Norwich	"	20,000	----	----	4
Ogima	"	20,000	----	----	5½
Ontonagon	"	20,000	----	----	2
Ottawa	Ca.	200,000	1	----	23c
Pacific	L. S.	20,000	----	----	----
Pennsylvania	"	20,000	25	2½	14½
Petherick	"	20,000	----	2	2
Pewabic	"	20,000	----	3½	33½
Phila. & Boston	"	20,000	----	2	2
Phœnix	"	20,000	----	15	11½
Pittsburg & Boston	"	20,000	----	----	49
Pontiac	"	20,000	----	5½	----
Prince of Wales	Ca.	200,000	----	3½	1½
Providence	L. S.	20,000	----	----	----
Quincy	"	20,000	----	10	½
Reid Hill	Ca.	200,000	1	----	48
Reliance	L. S.	20,000	----	----	----
Richford	"	60,000	5	----	7½
Ridge	L. S.	20,000	----	2	----
Rockland	"	20,000	----	5	2
Roscoe	Ca.	200,000	1	----	----
Rudisell	"	----	----	----	50c
St. Clair	L. S.	20,000	----	3	1
St. Flavien	Ca.	100,000	5	----	----
St. Francis	"	100,000	5	----	----
St. Mary's (L. & M.)	L. S.	20,000	----	8½	50c
Salem	"	20,000	----	1	----
Sharon Consol	"	20,000	----	----	3
Sheldon	"	20,000	----	16	----
Silver Creek	"	20,000	----	1	----
Silver Hill	"	20,000	----	----	30c
Silver Lake	"	20,000	----	----	----
Silver Valley	"	20,000	----	----	10c
Southampton	Ca.	100,000	5	----	----
South Bedford	"	200,000	2	----	20c
South Sido	L. S.	20,000	----	3	75c
Springfield	Md.	----	5	----	55c
Stadeconna	Ca.	100,000	5	----	----
Star	L. S.	20,000	----	1	7½
Stark	Vt.	100,000	2	----	----
Strafford	"	30,000	10	----	50c
Superior	L. S.	20,000	----	4	2
Sussex	"	20,000	----	----	----
Sutton	Ca.	100,000	5	----	85
Toltec	L. S.	20,000	----	20	37½
Tremont	"	20,000	----	5*	1
Union (L. & M.)	"	20,000	----	----	----
Vernon	"	25,000	10	----	----
Victoria	L. S.	20,000	----	1½	----
Vulcan	"	20,000	----	----	----
Washington	"	20,000	----	----	----
Waterloo	Ca.	100,000	3	4*	15c
Waukegan	L. S.	20,000	----	----	----
West Minnesota	"	20,000	----	2½	2½
Wickham	Ca.	200,000	5	----	20c
Wickopee	"	100,000	5	----	5½
Winthrop	L. S.	20,000	----	3½	1
Wyandotte	"	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:					
Copake	N. Y.	50,000	50	----	½
East River		6,000	50	----	----
George's C'k C. & I.	Md.	10,000	100	----	118
Harewood		20,000	5	----	----
Kahtadin	Me.	3,000	100	----	----
Lake Superior	L. S.	20,000	25	----	----
Massachusetts		25,000	1	----	----
Mount Pleasant	Pa.	10,000	50	----	----
Teal Lake	L. S.	----	----	2	----
Tyson		20,000	10	3	----
Lead and Zinc:					
Amenia	N. Y.	100,000	5	8½	----
Bucks County	Pa.	----	----	½	----
Canada	Ca.	50,000	5	2½	----
Clute		----	----	½	----
Crystal Lake		----	----	----	----
Erie		----	----	21	----
Gay's River		100,000	2	----	----
Hampton		100,000	5	----	----
Keystone	Pa.	----	----	1	----
Lancaster	"	----	----	----	----
Macomb	N. Y.	100,000	5	45c	----
Mineral Point		100,000	5	½	----
Mount Hope	N. Y.	80,000	5	2½	----
National		200,000	1	----	----
New Jersey	N. J.	12,000	100	110	----
N. Y. & Boston	N. Y.	100,000	5	2½	----
Oswegatchie	Ca.	100,000	5	1	----
Placentia Bay	N. F.	----	----	½	----
Ramsay	Ca.	20,000	25	----	----
Rossie	"	100,000	5	----	----
Shawangunk	N. Y.	100,000	5	----	----
Sussex	N. J.	----	----	40c	----
Union		100,000	5	57c	----
Wallkill	N. Y.	----	----	25c	----
Coal & Anthracite:					
American	Pa.	37,500	25	----	60
Ashburton	"	50,000	50	----	14
Atlantic & G. C.	Md.	----	----	----	105c
Baltimore	"	----	100	----	2
Bear Valley	"	40,000	12½	----	14
Beaver Meadow	Pa.	100,000	50	----	----
Belmont	"	10,000	50	----	5½
Big Mountain	Pa.	----	----	----	4½
Blackhall	N. S.	8,000	25	----	----
Boston & Pictou	"	100,000	5	----	----
Bridgeport	Pa.	30,000	10	----	----
Broad Mountain	"	30,000	10	----	----
Butler	"	----	----	----	15
Cape Briton	N. S.	200,000	2½	----	----
Carbondale	Pa.	----	----	----	3
Central	"	----	----	----	46½
Clinton	"	----	----	----	1
Coal Brook	"	4,000	50	----	----
Continental		10,000	50	----	73½
Cumberland (pref.)	Md.	50,000	100	----	43½
Daniel Webster		5,000	100	----	----
East Mahanoy	Pa.	----	----	----	----
Everhart		20,000	25	----	----
Franklin	Pa.	5,000	100	----	17½
Fulton	"	60,000	5	----	6½
Gilbertson		5,000	100	----	42
George's Creek	Pa.	10,000	----	----	109
Grand Tunnel		4,000	100	----	50
Green Mountain	Pa.	----	----	----	4
Hampton & Balt.	Md.	----	----	----	91
Hazleton	Pa.	32,300	50	----	56
Henry Clay		3,000	100	----	----
International	N. S.	20,000	50	----	----
Lawrence	Pa.	2,000	100	----	6½
Locust Mountain	"	----	----	----	41
Lorberry	"	4,000	100	----	11
Macan	"	2,000	100	----	----
Mahanoy	"	1,000	20	----	4
Metropolitan	"	----	100	----	----
Middle Coal Fields	"	----	----	----	6½
Milford		2,500	50	----	----
Mill Creek	Pa.	----	----	----	----
Mulgrave		2,000	----	----	----
Narraganisett	R. I.	8,000	10	----	----
New Creek	Pa.	----	----	----	1
North. & Luzerne	"	----	----	----	----
Penn.	"	100,000	50	----	142
Penn. Cannel	"	6,000	50	----	----
Picton	"	4,000	100	----	----
Pine Knot	Pa.	4,000	50	----	----
Port Hood		4,000	100	----	49½
Potomac	Md.	40,000	10	----	5½
Powell	Pa.	----	----	----	----
Preston	"	----	----	----	20
Princess Alex.	N. S.	5,000	100	----	----
Ridgeway		----	----	----	----
St. Clair	Pa.	5,000	100	----	8½
Schuylkill Valley	"	20,000	10	----	12
Shawmut		6,000	50	----	----
Short Mountain	Pa.	16,000	50	----	26½
Stafford		----	----	----	----
Suffolk		4,000	100	----	93
Sugar Loaf	Pa.	----	----	----	----
Summit	"	40,000	20	----	----
Susq. Coal & C. Mt.	"	----	----	----	4½
Tamaqua	"	----	----	----	----
Vandermark		20,000	50	----	----
Wyoming Valley	Pa.	22,760	50	----	44

GOLD, SILVER, ETC., STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:					
Ætna (G.)	Col.	50,000	10	----	----
Acadia (G.)	N. S.	100,000	3	----	----
Albion (G.)	"	100,000	3	----	----
Alpine (G.)	Col.	150,000	10	----	----
Alps (G.)	"	100,000	5	----	----
American	"	200,000	2	----	----
Am. & Mex. (S.)	N. M.	----	----	----	----
Am. Pioneer	A. T.	----	----	----	----
Arizona (Silver)	"	----	----	----	----
Atlantic (G.)	N. S.	100,000	2	----	----
At. & Pac. (G. & S.)	Nev.	50,000	10	----	----
Bay State (G.)	Col.	200,000	5	----	----
Beacon (G.)	N. S.	200,000	2	----	----
Benton (G.)	Col.	100,000	5	----	----
Black Hawk (G.)	"	50,000	100	----	----
Boston (G.)	"	10,000	50	----	----
Briggs (G.)	"	10,000	100	----	----
Bullion (G.)	"	200,000	25	----	----
Burroughs (G.)	"	100,000	10	----	----
Canadian (G.)	Ca.	200,000	2	----	----
Central (G.)	Col.	50,000	20	----	----
Chaudiere (G.)	Ca.	100,000	5	----	----
Chebucto	N. S.	100,000	5	----	----
Colonial (G.)	Ca.	100,000	2½	----	----
Colorado (G.)	Col.	50,000	10	----	----
Consol. Greg'y (G.)	Col.	50,000	100	----	----
Copalinshe (G.)	"	200,000	20	----	----
Coriaannie (G.)	"	100,000	10	----	----
Corydon (G.)	"	100,000	25	----	----
Day & Bushnell (G.)	C.	300,000	10	----	----
Denver (G.)	Ca.	50,000	20	12½	----
Dorset (G.)	"	170,000	5	----	----
El Dorado (G.)	Nev.	100,000	5	----	----
Empire (S.)	"	----	----	----	----
Empress (S.)	"	----	----	----	----
Eureka (G.)	Cal.	----	----	----	----
Excelsior (G.)	Col.	30,000	10	----	----
Frankfort (G.)		100,000	2	----	----
Garrison's (G.)	Col.	100,000	5	----	----
Gilbert River (G.)	Ca.	100,000	5	----	----
Gilpin (G.)	Col.	100,000	5	----	----
Gold	"	100,000	5	----	----
Gold Field		50,000	10	----	----
Gold Hill		50,000	10	----	----
Gold River		100,000	3	----	----
Gould & Curry (G. & S.)	N.	----	----	----	----
Gunnell (G.)	Col.	300 000	10	----	----
Halifax (G.)	N. S.	200,000	2	----	----
Holman (G.)	Col.	150,000	2	----	----
Hope (G.)	"	80,000	25	10	----
Isaac's Harbor (G.)	N. S.	100,000	5	----	----
Isabella (G.)	Col.	----	----	----	----
Kennebec (G.)	Ca.	100,000	5	----	----
Kent (G.)	N. S.	200,000	1	----	----
Lake (G.)	Col.	----	----	----	----
Lake Major	N. S.	12,000	50	----	----
Libertad (G. & S.)	Mex.	----	----	----	----
Manhattan (G.)	Col.	100,000	10	----	----
Mariposa (G.)	Cal.	100,000	100	----	12½
Massachusetts (G.)	Ca.	500,000	5	----	----
Mex. Pac. (G. & S.)	Mex.	100,000	100	----	----
Montague (G.)	N. S.	50,000	10	----	----
Montana (G.)	Col.	100,000	5	½	----
Montezuma (G. & S.)	N.	100,000	5	----	----
Mt. Alpine (G.)	Col.	250,000	5	----	----
Mt. Vista (G. & S.)	Nev.	50,000	10	----	----
New England (G.)	Col.	50,000	5	----	----
New Gregory (G.)	"	50,000	10	----	----
New York (S.)	"	100,000	10	----	----
N. Y. & N. S. (G.)	N. S.	100,000	5	----	----
Nova Scotia (S.)	"	100,000	2	----	----
Oldham (G.)	"	100,000	2	----	----
Otate (S.)	Mex.	----	----	----	----
Palma (S.)	"	----	----	----	----
Peck (G.)	N. S.	100,000	5	----	----
Peninsular (S.)	L. Cal.	----	----	----	----
Picacho (S.)	A. T.	50,000	50	----	----
Pontiac (G.)	Col.	50,000	20	----	----
Prince Albert (G.)	Ca.	100,000	2	----	----
Quartz Hill (G.)	Col.	40,000	25	----	5
Quicksilver	Cal.	100,000	100	----	41½
Renfrew (G.)	Ca.	120,000	2½	----	----
Riviere du Loup (G.)	"	20,000	10	----	----
Rocky Mt. (G.)	Col.	----	----	----	----
Sacramento (S.)	Nev.	----	----	----	----
San Antonio (S.)	A. T.	60,000	50	----	----
Santa Clara (Q.)	Cal.	----	----	----	----
Santa Rita	Ariz. T.	----	----	----	----
Scottie (S.)	Ariz. T.	----	----	----	----
Sherbrooke (G.)	N. S.	100,000	10	----	----
Sierra Nevada (G.)	Col.	----	----	----	----
Silver Hill (S.)	Nev.	----	----	----	----
Sonora (S.)	Ariz. T.	----	----	----	----
Southam (G.)	N. S.	100,000	5	----	----
Stafford (G.)	Ca.	100,000	5	----	----
Star (G.)	Col.	100,000	25	----	----
Stewart (G.)	Ca.	100,000	5	4	----
Smith & Parm. (G.)	Col.	125,000	20	20	----
Tascher (G.)	"	50,000	10	----	----
Victoria (G.)	"	100,000	2	----	----
Waverly (G.)	"	50,000	10	----	----
Windsor (G.)	Col.	100,000	10	----	----
United States (G.)	"	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single track.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—				Boston and Chelsea	110,000	110,000			8,800	7,409	6½	....	41
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	45
30 Nov. '64	27.43	—				Cambridge	734,671	727,809	150,000	94	(Union Co.)		9	....	94½
30 Nov. '64	—	7.5				Dedham and West Roxbury		41,000						....	
30 Nov. '64	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	60
30 Nov. '64	3.41	—				Malden and Melrose	60,246	200,000	73,100	66 222	20,807		—	....	25½
30 Nov. '64	2.97	—				Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50		25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	46
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	42
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	175,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—				Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	96,500	5,000	—	—	(Middlesex)	—	—	....	—
30 Nov. '64	6.00	—	70	—	..	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.58	—				West Cambridge	13,800	13,800	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—				Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44.000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.00	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfl'd.	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k,N.&E.Riv. (N.Y.)	1,330,302	721,350	550,000	—	327,712	30,493	—	100	....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,298	12	....	....
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,000	33,282	178,056	22,293	—	....	....
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	....	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	—	—	—	—	—	—	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br.,Moris'a & Ford'm	158,749	72,000	88,000	—	34,650	897	—	—	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	—	—	—	N.Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	—	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	....
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	63,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	....
30 Sep. '64	1.50	—	—	8	—	V. Brunt st.& Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	....
						NEW JERSEY.									
Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	50½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,538	5,901	7½	....	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	32
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	....	32
31 Oct. '64	11.00	—	—	16	2	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	42
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	11
31 Oct. '64	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb.,Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	18
31 Oct. '64	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	—	17½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	73
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41.269	9,418	5	....	11
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gra. F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	34
31 Oct. '64	7.65	1.61	201	35	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	162,367	51,179	20	20	51½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	20
31 Oct. '64	9.31	—	316	63	0	West Philadelphia	337,879	249,100	109,000	10,000	220,672	16,233	7½	—	75
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br.,Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1885	....
Utica City:					
1st Mortgage	66,500	?	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Mar. 1, 1866.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	119
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	117
" " " coupon		6	" "	1868	117¼
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	5	" "	1865	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	95½
" " " coupon		5	" "	1874	96½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	97½
" " " coupon		5	" "	1871	98
Oregon War Debt of March, 1861 coupon	1,016,000	6	" "	1881	103
" " " " coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	105½
" " " coupon		6	" "	1881	105½
Loan of July 17, & Aug. 5, 1861 registered	264,278,100	6	" "	1881	105½
" " " coupon		6	" "	1881	105½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	104½
" " (5-20s) coupon		6	" "	1882	104½
Loan of March 3, 1865 (5-20s)	61,283,000	6	May & Nov.	1885	104
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	1,632,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) registered	172,766,100	5	Mar. & Sept.	1904	91
" " " coupon		5	" "	1904	91½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	103½
" " " coupon		6	" "	1884	104
Treasury Notes of July 17, 1861 coupon	167,350	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 1st series	318,044,000	7.3	Feb. & Aug.	1867	100½
" March 3, 1865 2d series		7.3	June & Dec.	1868	100½
" 1865 3d series		7.3	Jan. & July.	1868	100½
Debt Certificates	62,284,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	174,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	423,435,573				
Fractional currency	27,523,784				
State Loans.					
Alabama—State bonds coupon	3,423,000	6	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) coupon	399,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July.	1878	108
" — " 1860 "	198,500	7	" "	1880	----
" —War bonds	610,004	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July	'71-'82	93
" — " " " " "	1,000,000	6	" "	1882	92½
Florida—State bonds coupon	143,000	7	----	----	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds "	1,322,085	6	" "	1877	98
" —Interest stock "	737,222	6	" "	1860	86
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	96
" —War bonds "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) "	1,778,423	6	" "	1870	----
" " " (dollar) "	1,969,397	6	" "	1870	67
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	80
" " " coupon	2,058,173	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000			d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	----	84
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks coupon	200,000	7	Jan. & July.	1868	----
" " " (war loan) "	800,000	7	" "	'81-'82	----
" " bonds to School Fund "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" — " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) "	65,000	6	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " " "		5	" "	'81-'91	----
" — " " " "		5	" "	'91-'96	----
" — " " (bank) "	600,000	5	" "	1891	----
" — " " " "	67,500	6	" "	'91-'96	95
" — " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----	d'm'd.	85
" — " (R. R. etc.) "	3,902,000	6	----	'67-'99	----
" — " " (banks) "	5,398,533	6	----	----	----
" — " " (war loan) "	670,000	6	----	----	----
Maine—State bonds coupon	----	6	Mar. & Sept.	'63-'77	94½
" — " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	94½
Maryland—State bonds (st'g) coupon	816,000	5		1865	----
" — " (st'g conv.) "	200,376	5		1865	----
" — " " (st'g) "	5,585,555	5		'89-'90	----
" — " " (st'g conv.) "	2,490,569	5		'89-'90	----
" — " " (dollar) inscribed	500,000	3		1890	----
" — " " (") "	100,000	4½		1888	----
" — " " (") "	767,580	5	Chiefly	'42-'58	----
" — " " (") "	399,408	5	quarterly.	1880	----
" — " " (") "	148,711	5		'89-'90	----
" — " " (") "	133,689	6		pleas.	----
" — " " (") "	3,000,000	6		1870	100
" — " " (") "	35,000	6		1886	----
" — " " (") "	603,333	6		'89-'90	100
Massachusetts—State bds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " (T. & G.R.R.) "	508,380	6	" "	'88-'90	----
" — " (" ") dollar	416,500	6	" "	'90-'91	----
" — " (") "	300,000	5	" "	1893	----
" — " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " (Cons. Stat. sc.) "	150,000	6	" "	1870	----
" — " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	----
" — " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " (" ") "	94,000	5	Jan. & July.	1874	----
— scrip	200,000	6	" "	'64-'66	----
—	947,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	107½
" — " " " "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan "	1,000,000	5	" "	1883	94
" —Back Bay Loan "	168,000	5	" "	1890	94½
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	587,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	97
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	73
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. coupon	7,000,000	6	" "	'72-'88	74
" " " S. W. Branch "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75½
" — " " N. Missouri "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton "	650,000	6	" "	'87-'89	----
" — " " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	90
" " —Notes	200,000	6	----	----	----
New Jersey—State stock registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,820	6	" "	'65-'71	----
" " (" ") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	100
" " — " " " "	1,189,761	6	Jan. & July.	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'78	100
" " — " " " "	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,898	5	----	d'm'd	----
" " — " " " "	11,050	5½	----	d'm'd.	----
" " — " " " "	14,230	6	----	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'66-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " " "	15,889,025	6	" "	'64-'76	----
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	84
Ohio—State bonds (foreign debt) coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") "	1,015,000	5	" "	1865	----
" — " " (" ") "	379,866	6	" "	1868	----
" — " " (" ") "	2,183,532	6	" "	1870	93
" — " " (" ") "	1,600,000	6	" "	1875	95
" — " " (" ") "	4,095,309	6	" "	1881	96
" — " " (" ") "	2,400,000	6	" "	1886	97
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) coupon	1,500	----	----	1866	----
" — " " (" ") "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	87
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	84
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	85½
" " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	380,937	5	----	----	----
" —Relief Notes in circulation	97,360	----	----	----	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	92½
South Carolina—State bonds (stg) coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) coupon	1,125,000	6	----	1882	91
" — " (interl. impr.) "	2,063,666	5	----	Var.	84
" — " (railroads) "	12,799,000	6	----	Var.	90
" — " (capitol) "	608,000	5	----	1890	57
" — " (Hermitage) "	48,000	6	----	1890	91
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	----	----
" —State bonds (war loan) coupon	58,000	6	----	'63-'64	----
" " (" ") "	751,000	6	----	'62-'63	----
Virginia—Inscribed certificates (civil)	404,000	6	Jan. & July.	1883	93
" " (railroad)	18,264,642	5	Various.	Var.	----
" —State bonds (railroad) coupon	12,624,500	6	Jan. & July.	'83-'93	40
" — " (sterling) "	1,865,000	6	" "	'85-'93	66
		5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) "	200,000	6	Jan. & July.	1867	----
— " " (domestic) "	100,000	6	" "	1877	----
— " " (") "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	228,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,610	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,528	738,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	116,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,966	307,919	236,824	3,840,092
1866	210,171	207,913	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,374	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,280	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,693
1866	237,555	174,164	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,530	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,11 .566
1865	541,005	482,164	499,296	468,358	586,628	747,942	702,691	767,508	946,707	921,886	749,101	546,6.9	7,958,980
1866	523,566	405,634	------	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	18,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25.461	211,077
1862	24,243	24,244	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37.440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,056	50,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	76,338	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,384
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,628	1,152,803	1,364,126	1,345,456	1,406,887	1,451,217	1,503,993	15,295,915
1866	...including Buffalo Division...1,187,188	983,855	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,288	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,645	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,1[illegible]	603,402	6,329,447
1865	571.536	528,972	616,685	513,608	460,573	617,682	578,403	747,469	739,736	641,569	643,[illegible]	518,088	7,1o1,208
1866	582,828	512,028	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,391	38,579	32,668	29,384	37,271	56,687	46,452	81,229	55.257	48,544	512.218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	96,453	1,038,165
1865	93,112	86,626	93,503	82,186	73,842	110,186	108,852	112,156	120,051	117,604	114,512	104,587	1,222,017
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,72[illegible]	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,6[illegible]	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,[illegible]	205,055	138,342	112,913	1,247,259
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,390	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,997	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,891	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,589	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,043	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4.120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,178	521,636	495,421	356,912	4,859 671
1866	314,598	283,177	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,023	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,089	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	385,663	329,105	413,501	460,681	490,694	447,670	328,[illegible]69	4,504.549
1866	282,438	265,796	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,948	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1.402.106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,021
1866	131,707	122,621	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,708
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,468	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	962,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,693,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,367,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,182,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171.841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,082	3.315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	284,456	276,209	291,763	278,219	2,905,689
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,631	165,795	154,032	208,853	245,938	286,844	231,253	191,133	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,800	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	555,488	474,738	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	169,882	153,772	202,771	167,399	177,625	178,722	167,513	218,553	216,787	222,737	207,098	162,694	2,240,503
1866	178,119	155,893	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,735	105,100	125,027	77,599	51,296	926 785
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,576	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,573	115,214	168,219	170,380	172,870	147,548	139,528	1,403 142
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	150,595	151,052	134,563	111,389	1,439,799
1864	79,735	95,843	132,896	123,967	127,010	166,838	139,626	244,114	243,840	221,570	220,209	265,154	2,060,802
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,285	32,278	33,972	63,862	62,147	66,189	59,862	75,677	92,715	61,770	37,880	689,333
1866	45,102	36,005	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1868	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	96½
" " " 1850	676,000	6	Jan. & July.	"	1880	94½
" " " 1855	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----	----	1870	----
Real Estate bonds	47,550	---	----	----	1866	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						----
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1866	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61–'70	----
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'78–'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	800	5	"	"	1863	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	83
" " $2,500,000	867,000	6	"	"	1889	81½
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	92
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57–'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	3,167,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1863	----
" " " Plain	6,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	85
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
Income bonds	53,500	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	80
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----	1864	110
3d Mortgage	658,200	8	" "	----	1876	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 010,000	7	----	----	1880	----
Cleveland and Pittsburg:						
3d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	----
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	----
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	----
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	94
Columbus and Xenia:						
Dividend	36,360	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	94½
Connecti't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000	---	----	----	----	----
Toledo depot bonds	162,500	---	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	----
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	92½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----	----	----	----
Endorsed by State of Tennessee	160,000	---	----	----	----	----
Mortgage (ordinary)	790,688	---	----	----	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----	----	----
Endorsed by State of Tenness.	200,000	---	----	----	----	----
1st Mortgage (after State)	100,000	---	----	----	----	----
Redeemable in Stock	66,950	---	----	----	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	----	----	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
1nternal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1876	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	75½
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,600	6	" "	New York.	1875	108
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600.000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
***Kennebec and Portland:**						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	" "	" "	1870	85
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	81
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State [Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y. & Boston	1869	105½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	105½
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77.000	7	" "	" "	18 5	
Goshen Air Line	682.000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,194,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	82
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		48½
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,09?	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400.000	6				
Tennessee State Loan	674,866	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61-'67	
Sterling	878,0.5	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	6			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
***New Albany and Salem:**						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,565,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " [ ]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	101½
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	3.634,000	7	April & Oct.	" "	1880	94
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	91½
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	93½
New York and New Haven:						
Plain Bonds, Coupons	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	" "	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93½
2d Mortgage	3,077,000	7	" "	" "	1861	35½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84½
Chattel Mortgage	360,000	10	" "		1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'68-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1860	
" 1840, "	2,856,600	6	April & Oct.	"	1870	97½
" 1841, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	87½
" 1844, "	804,000	6	" "	"	1880	87½
" 1848, "	101,000	6	" "	"	1880	87½
1849, "	67,000	6	" "	"	1880	87½
1857, (convertible)	564,000	6	" "	"	1886	87½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	99
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	80½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	80
2d Mortgage	937,500	7	" "	"	1883	27½
3d Mortgage	440,000	7	" "	"	1883	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	87
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	77
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	85
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	73
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	84
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1883	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	—
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,966	30.3	------	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	------	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	------	------	------	------	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.8	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	------	------	------	------	------	------	1,402,858	695,370	—	—
29 Feb. '60	88.5	23.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	------	605,166	260,269	6	—
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	448,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	------	230,251	104,894	—	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	781	------	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	------	------	122.4	317,844	577,808	134,509	—	—
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	453,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	28,200	2,000,000	262,500	30,150	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.8	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	------	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	80	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	------	------	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	------	------	—	—	49,663	197,387	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	—	700,000	182,814	18,746	871,742	86.0	202,567	306,966	83,204	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	------	6,810,340	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,263,600	580,000	9,261	2,952,861	66.4	529,984	714,058	268,396	9	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	188,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,850	—	13,535	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	------	------	—	------	------	------	------	------	------	------	------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	------	7,857	3,535	—	—
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	------	------	—	------	------	------	------	------	------	------	------	—	—
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	------	------	—	------	------	------	------	29.4	------	------	------	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,285	86.7	------	418,086	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	------	------	—	------	------	------	------	80.0	------	------	------	—	—
31 Dec. '60	53.0	—	----	—	-	-	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	------	53.0	------	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	------	------	------	21.0	------	------	------	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	------	------	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,858,976	102.5	226,241	404,618	212,676	19	73
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,584	—	669,950	249,000	—	1,026,868	50.0	------	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	------	------	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	------	138.0	------	832,843	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	637,700	4,208,600	4,019,000	—	10,008,224	280.0	1,450,280	3,540,092	1,832,517	8½	96½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	—	8,376,510	5,924,969	—	16,464,285	400 0	1,963,105	5,728,910	2,752,273	20	114½
31 May, '65	242.0	688 0	——	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,452	930.0	------	6,820,750	1,802,272	—	26½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	114½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	------	4,214,342	180.0	------	------	377,476	—	65½
31 Dec. '65	454.8	252.6	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,668.060	708.3	3,507,468	7,181,208	2,174,924	10	117
1 Jun. '65	111.0	—	----	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,958,955	1,391,000	—	4,344,955	111.0	------	489,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	------	—	4,000,000	6,700,000	—	10,700,000	209.0	------	2,084,074	503,767	—	31½
								INDIANA.													
— — —	106.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	------	1,106,679	1,006,125	------	------	108.0	------	------	------	------	------
31 Aug. '65	132 0	—	----	—	14	10	137	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	------	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,108	110.0	------	448,858	230,834	9	55
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,372,000	997,000	—	2,975,378	84.0	384,539	771,763	307,892	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	------	*	2,500,000	3,000,000	2,000,000	6,000,000	288.0	------	645,827	371,40	—	38½
30 Nov. '64	73.0	—	----	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	169½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	---	---	-----	*Burlington and Missouri River*	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,608	155,347	—	—
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 873,123	63,951	—	3,549,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	------	------	38.5	11 mo's.	458,821	21,256	—	—
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	------	------	------	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	------	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	— }	4	13	219	} Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,518	29.0	238,061	188,463	65,774	7	90
30 Jun. '65	65.1	—	5.4	— }				} Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	96
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	963,047	4,814,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	556,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	------	------	1,160,717	------	206.0	------	1,232,624	555 434	—	—
31 Aug '60	53.7	—	----	135.3	---	---	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,232,015	248,969	108,434	1,710,819	53.7	------	------	------	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	------	------	------	------	------	—	—
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	------	9,008,369	188.6	------	340,898	------	—	—
31 May '65	284.8	—	28.4	—	97	88	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	102
31 Mar. '65	246.0	277.8	----	—	96	101	1,369	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,608,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,289,466	1,881,113	—	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	------	1,550,000	------	------	------	------	------	------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	------	------	—	------	575,000	------	------	------	------	------	------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	------	------	—	------	600,000	------	------	------	------	------	------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	------	------	—	------	800,000	------	------	------	------	------	------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	------	884,342	328,002	—	—
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	------	176,462	116,483	—	—
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	------	------	83.2	------	250,047	121,559	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	—	------	206.8	579,324	1,047,567	420,028	—	87
28 Feb. '65	268.8	—	17.7	68.0	28	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	340,641	—	—
31 Dec. '62	152.0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	------	------	52.0	------	------	------	—	—
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	243.0	598,415	1,097,798	211,310	—	—
8 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,457,234	------	3,883,402	114.0	100,562	197,744	1,895	—	—
30 Sep. '64	83.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2 2	3,501,000	40 558	6,342,109	90. 1	220,189	399,291	51,329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,688	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,068,491	—	7,988,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	—	271,143	2,990,998	109.5	139,958	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	.....	.....	169,200	556,000	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,756	6,428,197	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,946	4,544,087	3	112½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	2,379,841	39.0	.....	703,123	429,690	4½	127
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,360	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	45
								MASSACHUSETTS.													
30 Nov. '64				—	8		7	Boston, Hartford & Erie	9,971,981	249,743		8,500,000	3,506,000	169,363	12,475,363						20
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,880,000	640,000	12,326	2,996,846	70.9	413,218	650,999	182,610	6	95½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975		4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	118
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400		3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	130
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	88.6	638,622	1,471,985	487,864	10	134
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865		681,666	102,900	—	1,105,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '64	50.0	2.4	9.6	—	12	28	158	Connecticut River	1,514,376	187,560		1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	102½
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	101
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149		3,540,000	—	—	3,846,885	98.4	434,622	868,352	309,341	8	107½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275		200,000	75,000	3,374	386,912	(Oper. by Boston & Lowell.)				5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684		600,000	—	50,455	809,362	71.0	185,647	291,618	63,019	8	116½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880		788,047	1,072,900	187,590	2,048,537	36.7	94,748	43,492	.....	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503		3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	108
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183		1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	51,543		243,305	226,900	727	470,931	(Oper by B. & L. Co.)		17,500	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	923,942	979,308	—	(Surrender to the Common wealth.)			.....	.....	—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,383	—	47½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,718	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	135
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*		1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	58.6	—	8.0	—	18	16	246	Cheshire	2,708,488	*		2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000	—	—	1,500,000	61.3	.....	321,985	136,049	8	65
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	110½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*		595,588	583,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*		2,088,400	166,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	99½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,430,780	*		500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,295	*		997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,468	—	.....	124 2	.....	5,799,980	1,140,788	35	120
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*		1,062,243	1,035,276	123,920	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,588	—	6,500,000	2,000,000	—	9,764,509	90.0	945,218	2,537,184	1,305,630	20	107½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	89
31 Dec. '65	33.5	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,574,548	5,000,000	305,000	—	6,434,399	33.8	654,192	1,365,981	803,323	10	135
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,300	—	.....
31 Dec. '64	—	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	.....	—	65
31 Dec. '64	18 2	—	.....	—	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38 5	—	.....	47.	—	—	—	W st Jersey	1,461,219	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,644	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,163	1,777,500	156,417	3,039,343	48.9	166,267	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	860,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	6,104	24,935,800	17,823,400	1,067,088	43,045,234	807.0	6,916,324	13,429,643	4,594,725	8	77½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	107½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,587,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	79
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,896,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,594	2,694,714	6	91½
30 Sep. '64	130.7	2.1	45.0	—	35	57	585	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,208	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	898	Rome, Watert'n & Ogdensb'g	2,095,871	368,305	—	1,774,178	1,729,900	50,228	3,554,308	98.1	432,370	827,615	360,754	10	38
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	920,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	84.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040,550	—	3,719,874	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	6,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	508,228	19	123
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,856,112	*	—	1,555,112	1,300,000	—	2,856,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2,499,348	1,235,162	15	115
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,867	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '64	95.5	—	40.5	—	32	21	899	Clev., Painesville & Ashtabula	3,766,159	937,686	—	4,000,000	1,501,000	—	5,501,000	95.5	607,589	2,424,299	1,651,990	26	.....
30 Nov. '65	101	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	10,000	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,284,491	458,786	5	78½
31 May '66	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,000	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	111½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,678	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,316	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	185,303	.....	2,366.705	2,782,430	.....	6,214,525	142.0	.....	1,069,187	431,960	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,825	138.0	1,117,836	2,433,286	614,641	30	140
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	—	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	288	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '6	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	2,985,495	595,400	251,867	3,843,956	1,841,063	14,202	5,172,138	205.9	365,409	719,924	145,900	—	19½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	382 07	189,488	—	—
Dec 64	242.4	—	—	—	48	15	989	Toledo & Wabash	10,089 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,322	1,245,492	2½	32

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0	.....	360,215	171,286		
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawisca	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013		27½
31 Oct. '64	52.0		9.7		12	18	82	Cumberland Valley	1,131,037	*		956,900	378,600		1,335,500	74.0	176,968	394,952	193,901	8	83
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,622,327	1,984,948	721,782	20	183
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009		
31 Dec '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000		2,620,000	78.0	308,770	656,518	43,741	2½	27
31 Oct. '64	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	163,520	486,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	Erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,880	163,502	55,456		
31 Oct. '64	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,251	2,977,700	58.0	305,743	335,280	143,472		19½
31 Oct. '64	80.0		34.0		119	164	1,880	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,452,164	20	62½
31 Oct. '64	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	(oper. by Reading			R. R.)	6	28½
31 Oct. '64	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	("	"	"	")	7½	54½
31 Oct. '64	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,765		6,255,855	69.8	320,638	741,977	346,401		36
31 Dec. '65	300.8	56.1	319.0		290	173	4,926	Pennsylvania	28,434,310	3,376,024	6,243,894	20,000,000	16,584,840		45,850,796	356.9	5,846,778	17,459,109	4,189,111	10	84
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399		1,358,100	315,500		1,673,100	24.0	253,789	428,147	207,893	8	52
31 Oct. '64	287.6		29.1					Phila. and (Sunbury) Erie	15,760,623			5,013,054	9,940,009	10,500	14,963,554	(oper. by Pe		nn. R.R.	Co.)		29½
30 Nov. '64	152.0	46.8	206.5		216	81	14869	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072,323	7,271,879		27,716,253	509 5	3,328,229	9,269,341	4,308,150	15	50½
31 Oct. '64	28.2		24.3					Philadelphia and Trenton	960,404		245,695	999,200	250,000		1,249,200	28.2	175,447	824,006	477,658	10	114
31 Oct. '65	96.0		83.6		52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425		8,973,300	496,000		10,669,742	197.0	981,46	3,854,099	1,046,804	10	56½
31 Oct. '65	59.5		11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361 664	198,820		1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130,361		9
31 Dec. '64	468.8		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,000		23,942,670	468.3	3,940,778	7,120,466	3,019,067	10	93
31 Dec. '64	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,778	112,824		600,000	791,597	Lease'd t	o Northn	Cen.	87,070	226,318	107,490	10	40
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,316,526	102,985		684,036	1 009,095	162,312	1,855,443	26.4	118,698	273,282	149,817		
31 Oct. '64	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	298,338	211,317	8	43
								RHODE ISLAND.													
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	114
								SOUTH CAROLINA.													
31 Dec. '58	54.9		.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....		
31 Dec. '58	109.6		.....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	
1 Jan. '59	143.2	21.3	.....		.....	.....	.....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	
28 Feb. '59	102.0		.....		.....	.....	.....	North-Eastern	2,011,852	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145		
31 Dec. '60	136.0	106.0	.....		62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,942	7	
								TENNESSEE.													
30 Sep. '60	47.6		.....		.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,183		805,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,864	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,626,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	146,000	.....	.....	.....	.....	.....		
1859	100.0		30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....		
1859	59.0		.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		793,285	554,949	319,518	.....	59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,600	5,000	.....	34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	.....	.....	159.0	.....	734,115	337,384	6	
1859	.....		.....		.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243		
1859	30.0		0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	412,000	408,477	.....	30.0	.....	1,248	.....		
								TEXAS, (*all aided by State*).													
— — '58	32 0		.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....		
— — '58	56 0		.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....		
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,500	.....	50.0	31,300	32,670	.....		
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*		456,000	975,000	369,000	.....	70.0	102,200	282,846	196,568		
— — '59	25.0		.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....		
								VERMONT.													
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880,277	*		1,679,600	633,500	.....	3,033,466	105.0	164,794	428,180	184,470		
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163		
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	960,000	256,683		1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785		
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,387		1
31 May, '63	47.0	6.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper. by Vt.		Central	.....	8	95
1 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		616,164	798,200	.....	1,301,886	23.7	48,996	64,267	26,451		
30 Jun. '63	59.0	5.5	3.6		.....	.....	.....	Western Vermont	1,083,500	*		232,000	700,000	.....	.....	oper.	r.b.Troy	& Bost.	52,852		
								VIRGINIA.													
1 Aug. '59	41.3		.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,434,194	.....	.....	.....	.....		
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,361	775,500	118,789	.....	113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382		
30 Sep. '59	103.5		.....		8			Northwestern Virginia	5,322,150	*		468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	460,427	222,214		
30 Sep. '59	123.3	10.1	.....		19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,366,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344		
30 Sep. '59	59 2	21.3	.....		14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.6	.....	326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,555	143.2	224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	
30 Sep. '59	22.2	2.8	3.1		10	7	188	Richmond and Petersburg	1,222,523	*		685,750	204,808	26,863	.....	43.5	1,058,054	163,753	79,585	6	
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000	.....	.....	23.7	12,542	.....	.....		
31 Jan. '60	80.0		.....		16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	
30 Sep. '60	178.2		21.5	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	
30 Jun. '60	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,198	740,489	347,957		
								WISCONSIN.													
31 Dec. '64	195.0	175.0	.....		54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,113	508 85		43
31 Dec. '65	191.9	44.0	28.3		42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	357,517	7,110,000	402,00		8,755,527	235.9	915,288	1,985,511	647,631		
10 May, '64	103.0		10.6		20	22	557	Racine and Mississippi	3,802,016	*		2,706,720	1,417,000	1,088,328	5,892,471	142.3	466,043	490,597	138,210		
								CANADA.													
31 Jan. '63	161.0		.....		31	27	40	Buffalo and Lake Huron (½ y.)	11,988,000	*		11,750,000	188,000		11,938,000	16.10	.....	236,798	67,652		
31 Dec. '62	49.0		.....		16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,796	117,842		15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	.....	10,345	*	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855		
31 July, '63	229.0	115.5	63.0		92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510		19
31 Dec. '64	94.5	1.6	.....		18	20	837	Northern (C. S. & H.)	5,456,615	.....	.....	.....	4,909,980	763,959	5,676,939	96.1	402,670	467,286	191,133		
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0		14	18	271	European & North American	4,569,418	*		4,568,706			4,568,706	108.0	160,421	107,640	20,005		
1 July, '61	60.0		.....		.....	.....	.....	New Brunswick and Canada	1,402,748	102,288		1,280,000	13,100	136,000	1,709,282	60 0	.....	132 455	35,670		
								NOVA SCOTIA.													
Dec. '63	61.5	30.5	.....		20	18	160	Nova Scotia	4,273,401	*		4,273,281			4,273,281	92.0	159,416	139,107	87,181		
								NEW GRANADA.													
Dec 63	42.				11	23	120	Pan ma	6,000,000	*	648	5,000,000	76,000		10,768,738	43.7	.....	1 057,438	1,338,994		

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26
Catawissa (preferred)	1,150,000	7	---	2 8½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	45
Chicago & Alton (preferred)	2,425,400	7	7	54
Chicago & Northwestern (pref.)	12,994,720	7	7	55½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	68
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	97
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	---	85
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	80½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	64½
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,478	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,557,343	6	J. & J	1886	90½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----------	18---	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	79
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------		----------	----------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91½
Six per cent. Loan	2,432,274	6	A. & O.	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	67,000	6	" "	1865	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	95
2d Mortgage	296,750	6	----------	----------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	81
2d Mortgage	3,980,670	6	J. & J.	1882	75
Improvement	568,500	6	M. & N.	1876	69
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	53½
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	45
Delaware and Hudson	100	10,000,000	10	133
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	----	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	4,282,950	6	52½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	74
" (preferred)	100	1,175,000	10	115
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	----	21½
" (preferred)	50	2,722,607	----	28½
Susquehanna and Tide Water	50	2,048,260	----	12½
Union	----	----------	----	4½
Union (preferred)	50	2,750,000	----	4½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	59½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	45 — @ 47 50
Pig, American, No. 1	43 — @ 45 —
Bar, Refined, English	97 — @105 —
Bar, Swedes, assorted sizes (in gold)	97 50 @105 —
Bar, Swedes, assorted sizes	155 — @165 —
Bar, English & American, Refined	117 50 @122 50
Bar, English & American, common	110 — @115 —
Scroll, English	145 — @195 —
Ovals and Half round	142 50 @150 —
Band, English	— — @150 —
Horse Shoe	145 — @150 —
Rods, English	122 50 @130 —
Hoop, English	155 — @220 —
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia per lb.	— 31 @ — 32
Sheet, English, Single, Double and Treble	— 7 @ — 8½
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	— — @ 56 —
Rails, American	85 — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 17 @ — 22
English Spring (1st & 2d qlty.)	— 11 @ — 12
English Blister (1st & 2d qlty.)	— 12 @ — 19
English Machinery	— 13½@ — 15
German	— 14½@ — 16½
American, Blister	— 11 @ — 13
American, Cast, Hammered	— 17 @ — 21
American, Cast, Rolled	— 12 @ — 14
American Spring	— 10 @ — 12
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 47
Sheathing, Yellow	— — @ — 37
Pig, Chile	— — @ — —
Bolts	— — @ — 47
Braziers'	— — @ — 47
American Ingot (cash)	— 30 @ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	8 32 @ 8 55
German Refined	8 32 @ 8 55
English	8 32 @ 8 55
Bar per lb.	— — @ — 10
Pipe and Sheet	— — @ — 14

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— — @ — 24
Straits	— — @ — 23½
English	— — @ — 23
Plates, Charcoal I. C. per box	— — @ 15 —
Plates, I. C. Coke	11 50 @ 13 —
Terne, Coke	10 25 @ 10 10
Terne, Charcoal	13 75 @ 14 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	7 — @ 7 25
Clinch (cash)	8 50 @ 9 —
Copper	— — @ — 55
Ausable Horse, Norway Iron, Forged	— — @ — 33
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— — @ — 23
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	Th 22.	F. 23	Sat 24.	M. 26.	Tu. 27.	W. 28
Atlantic M. S. S. Co	131	----	----	----	----	132
At. & Gt. W. (O) 1st m'g	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	108	----
Canton Co.	----	47½	47½	47	----	47 47½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	87½x	87	87	87	87	86½
" " pref.	----	----	----	94	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	115	----	116	115	----	114½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	27½	27½	27½	27½	27½	27½
" " pref.	55½	57	56½	56½	56½	56½
" " 1st M.	80	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	87	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	114	118	115½	117	116½	116½
" " 1st M. '70	----	----	----	99½	----	----
Clev., Col. and Cin.	113	----	----	----	115	115
Clev. and Pittsburg	80½x	81½	80	79½	80½	79½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	111	111½	----	----	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	44	44½	----	43½	----	43½
Del. & Hudson Canal	134	134	----	133½	----	----
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	98	----
" " 2M. 8p.c. '81	----	100	----	----	----	----
Erie	80½x	81½	80½	81	82½	82½
" pref.	81	----	----	----	80½	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	108	108½	109	109½	109½	108
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69-100	----	----	----	----	----	----
" 2M. S.F.	----	101½	----	101	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	116	117	116	116	116	117
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	12½	----	----	12½	----
Michigan Central	104x	----	----	----	103	103
" SF. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	81½	83	78	81½	81½	82
" " guar'd	----	----	----	----	----	----
" " 1M. S.F.	94½	95	----	94	----	95
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	74½	74	----	72½	----	73
" iss. to H. & St. J. R.	----	----	----	75	75½	75½
" " Pacific	----	----	----	----	----	----
New York Central	93½x	93	92½	92½	92½	92½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	101	----	101½
" " 6s, S.F. '83	----	----	----	----	----	91
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	97	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	84	84	84	84	----	84
Ohio & Miss. cer.	26½	26½	26	26½	25½	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	205	210	----	210	----	212
Panama	----	----	----	----	----	----
Penn's Coal Co.	----	----	----	----	142	----
Phila. and Reading	101½x	102	101½	101½	101½	101
Pitts. Ft. W. & Chicago	92x	93	92	92½	92½	92½
" 1M.	99	99	----	----	----	----
" 2M.	94½	----	----	----	----	----
" " 3M.	----	80	----	----	----	80½
Quicksilver Mining Co.	40½	40½	40	40½	40½	41½
St. L., Alton & T. H.	----	81½	----	----	----	----
" " pref.	65	64½	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	91½	91½	91	90	91
Tol. Wab. & Western	----	----	----	----	----	82
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	73½	----	73½	----	----	73
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	66	66	69	66	68	66

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	Th 22	F.23	Sat.24	M.26	Tu.27	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	90⅛x	90⅜	90⅜	91	91⅛	91⅜
U. S 5s, 10-40s, reg.	----	----	----	----	91	----
U. S. 6s, 1881, reg.	104⅞	104⅜	----	----	105	105
U. S. 6s, 1881, cou.	104⅛	104⅜	----	----	105	104⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	119
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	116	----	----	117
U. S. 6s, 1 year certif.	----	99⅛	----	----	----	----
U. S. 6s, 5-20s, c. 1862	103⅞	103⅞	103⅞	103⅞	104	104⅛
U. S. 6s, 5-20s, c. 1864	----	103⅛	103⅛	103⅛	105⅛	104
U. S. 6s, 5-20s, c. 1865	103⅜	----	----	104	104	----
U. S. 6s, " reg.	103⅛	----	----	----	103⅞	----
7.30 Notes, 1st series.	100	100	100⅛	100⅛	100⅛	100⅛
" " 2d series.	100	100	100⅛	100⅛	100⅛	100⅛
" " 3d series.	99⅞	99⅞	100	100⅛	100⅛	----
American Gold	128	----	----	124	126⅛	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Cattawissa	27⅛	27⅛	29⅛	28	26⅛	27
" preferred	30⅛	29⅛	29⅛	29⅛	29⅞	28⅛
Camden & Amboy	116⅛	117	118	118	119⅛	120
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	83	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	34⅛	34⅛	35	----	----
Elmira & W'msport	27	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	92	----	----	----
Lehigh Navigation	52⅛	----	52⅛	52⅛	52⅛	52⅛
" " 6s,'70	----	----	----	----	----	----
" " 6s,'84	----	----	----	----	----	----
Lehigh Valley R. R.	62⅛	62⅛	62⅛	62	62⅛	62⅛
" " 6s	----	----	----	90	----	----
Little Schuylkill R. R.	----	29	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	37⅛	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	54⅛
Morris Canal	76	----	----	----	----	74
" " pref.	----	----	----	----	----	115
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	37	37	36	----	36	----
" " 6s	----	----	84⅛	84⅛	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44⅛	44⅛	----	44⅛	44⅛	----
Pennsylvania R. R.	55⅛	55⅛	55⅛	55⅛	55⅛	55⅛
" 1st m.	----	96	----	96	----	96⅛
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	84	----	----	----
" " 6s, coupon.	85⅛	85⅛	----	----	----	----
" " 6s, W. L.	----	----	----	----	99⅛	----
Philadelphia City, 6s	87⅛	----	87⅛	87⅛	87⅛	----
" " new	92	92	92	92	92	92
Philad., Germ. & Nor.	----	----	----	----	----	51⅛
Phila. & Reading	51⅛	50⅛	51⅛	50⅛	50⅛	50⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	87⅛	----	----
Philadelphia & Erie	29⅛	----	----	----	28⅛	28⅛
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	88	----
Schuylkill Navigation	21⅛	----	----	----	----	----
" " pref.	----	----	----	----	28⅛	28⅛
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	13⅛	----	----	----	----	----
" " 6s '78	54	55⅛	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	25	----	----	23	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	59	----	59⅛	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	46	46⅛	47	47	44	42
Chestnut & Wal. "	----	----	----	----	----	50⅛
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	34	----	34

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	W.21.	Th.22.	F.23.	Sat 24.	M 26.	Tu.27
Baltimore City 6s, 1875	99⅛	99	----	100	----	100
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98⅛	99	99⅛	----	----	99⅛
Balt. and Ohio	----	111	111⅛	111⅛	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	94⅛	----	----	----	----
" " " '85	----	96⅛	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	Th. 22	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston and Lowell	95	----	----	----	----	95⅛
Boston and Maine	----	----	118	118	118	----
Boston and Providence	----	----	----	----	----	130
Boston and Worcest.	134	----	----	134	----	----
Cheshire, pref.	----	----	44⅛	45	----	----
Concord	----	65	----	----	----	----
Connecticut River	----	103	102⅛	103	----	102⅛
Eastern, Mass.	101	----	101	101	101	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	108	----	107⅛	107⅛	107⅛	----
Manchester & Lawr'ce	----	----	----	----	----	110⅛
Michigan Central	104	----	----	----	----	----
Northern, N. H.	----	98⅛	99	----	----	99⅛
Old Colony and Fall R.	----	105	105	----	----	105
Ph., Wil. & Baltimore	56	56⅛	56⅛	----	56⅛	----
Portl'd, Saco & Ports.	----	----	----	100	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	42⅛	43	----	43⅛	----	47⅛
Western	----	135	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	94⅛
Metropolitan "	46	46	46	----	46	46
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	32⅛	32⅛	34	37⅛	40	40
Franklin "	38⅛	39	39	39⅛	40⅛	40
Huron "	33	39	----	----	----	----
Isle Royale "	----	----	----	----	----	13
National "	----	----	----	----	----	20
Minnesota "	10	10⅛	----	----	----	----
Pewabic "	34	----	34⅛	33⅛	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	47⅛	----	----	47⅛	47⅛	48
Rockland	2	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 13th of March.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	70⅛	"	70⅜
Virginia State 5s	48	"	52
Do. 6 per cent.	41	"	42
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	55	"	55⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—	"	—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	78	"	78⅛
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	58	"	62
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	75	"	77

American Railroad Journal.

Saturday, March 31, 1866.

Stock Exchange and Money Market.

There is evidently a divided public sentiment on the financial policy of the country at this moment, and what it is likely to be. The movements of Congress on the one hand, and the opinions of the Treasury department on the other, are in widely differing directions. The Loan Bill, in the shape it has passed the House, prohibits the cancelling of more than ten millions of United States notes within six months after the passage of the act; and more than four millions in any one month thereafter. This is of course an effectual prohibition of contraction, and a support of paper money up to its present amount so nearly, as to bring no perceptible difference or change to the public. Of course there can be no contraction under this bill; and it is not intended there should be any. Now it is worth while to look at this condition of things with an impartial eye, and if possible an unbiassed judgment; and we shall be safe, we think, in relying upon certain fixed principles to guide our opinions, and to lead us to just conclusions.

One is, that we still have, and have had, an excess of paper money, which while it professed to represent true money, varied from 30 to 70 cents from the real value on each dollar, and indeed had no certain or fixed value at all from day to day. Out of this fact, there sprang up the well known evil of derangement of prices and current values; and the consequence was, that the consumers of the country were soon charged 200, 300, and even 400 per cent. more for articles of necessity than the usual price; and so high have been the rates on most of these articles, that large numbers of people have been deprived of the use of them entirely.

Now as long as paper money is so abundant as to be more plentiful than is required by the ordinary demands of business, it will continue to have this effect on prices, and to keep them up really in excess of their values. And thus we see, that though gold has fallen, yet as there is no contraction in legal tenders or bank notes, prices in all those articles where combination or necessity yet prevails, still keep up. It would be easy to give a list of these, but it is unnecessary.

One of the great arguments against contraction has been this: that the Government had the use of a large amount of legal tenders without paying any interest for them; and that if they were funded, the people would have to pay from 20 to 25 millions of dollars interest on the sum thus withdrawn and funded. No doubt the annual tax would be this large. We can indeed readily calculate, that the withdrawal of the legal tenders, and the funding of them as proposed, would cost every man, woman and child in the country annually one dollar each at least. This would be the tax for the cost of contraction. But there would happen some other things which might reconcile the country to this tax of a dollar per head, and this would be, the hourly and daily saving in all the outgoes of life, of 200 and 300 per cent. Take the daily expenses of any male or female, rich or poor, at the present time, and from these could be safely deducted full one-half, as soon as the prices which inflation has produced shall fall to the natural standard. The saving in expenditure by the fall in prices on the retirement of the depreciated paper currency would give entire ease to most families even in very moderate circumstances; and indeed give greater ability to meet taxation than exists even now. To make this statement more plain and evident, let the reader calculate for himself what he is now paying for his clothing, for his fuel, for his food, for his cotton garments, his boots and shoes; let the housekeeper count up what he is paying daily to his butcher, baker, grocer, coal dealer, etc.; and when he has fixed the amount according to the facts, let him ask himself if he could at once save two-thirds of this outlay, he would not be better off than he is now at present prices? Would it not be a clear saving of hundreds of dollars in almost every individual case? Certainly in the cases of those who are in any respectable condi-

tion of life, and have families dependent on them. Can there be a doubt but that a small annual tax per head of one dollar to meet the interest on the withdrawn and funded currency of the country, would not be a light burthen, when so much heavier ones were withdrawn which now press on the actual comforts of the people generally, or rather deprive them of such as they have hitherto enjoyed. This is the real test of the value of the policy which is now being discussed, perfectly well understood by political economists, who see at a glance what trouble and what suffering follow in the train of a currency which is forced on the public beyond its real and universal value. There was a time in the early history of this country, continental times they were, when five hundred dollars in paper would not buy a man a breakfast. And it was even then attempted to maintain its fictitious value by just the same arguments that are in fashion now. Those who held much of it, and who had speculated in it, and accumulated much of it talked of their interests, their claims and their dangers, just as some people talk now; yet it was impossible to carry the system against the common sense of men, their experience, and their business.

It is, however, very evident that the policy of the National Legislature is to pursue a course of expediency, and to retain in circulation many hundreds of millions of paper dollars. If this is to be a permanent measure we may expect, unless all experience fails in its lessons, to see prices mount up again; and as the paper dollar improves in estimated value, to have the country flooded with foreign goods in a style hitherto unknown, large as importations have sometimes been. Why should not this be so? This is the best market in the world for the foreign merchant, money is plenty, the people are liberal even to extravagance; as our money approximates to gold, the profit of the importer becomes more certain and tempting, for prices do not fall in any ratio to deter importation. It is well known that immense profits have for a long time been realized on foreign goods as gold has fallen, while prices have kept up, and this is what we may yet expect. It is asserted that the quantity of foreign goods ordered, arrived, in bond and to arrive, is of immense value; and if they are not yet fairly in the market it is because there has been a reasonable doubt in the minds of the people as to their real value as compared with other things Nothing but the good sense and prudence of the American people have kept them from absorbing on credit these vast foreign imports, most of them on foreign account. While on the other hand, we have been shut out of foreign ports by the high prices of articles produced among ourselves, with the stimulus of paper money.

Now we ask if it is advisable for us to adhere any longer to such a system than we can help. Is it not the part of statesmanship, as well as of honesty, to rectify the financial dealings of the country as soon as possible; to insist that a dollar means 100 cents, and no less, and shall not be forced into and kept in circulation for more than it is worth; that false coin, false tokens and unreal promises to pay money, shall not pass in place of the real and substantial money of the world.

We know well it is said that great interests depend on exemption from disturbance. The great manufactories with large capitals, enormous profits, and heavy stocks on hand, are endangered somewhat by any change which may come from a contraction of this irredeemable currency. But the loss, if any, which would fall on these corporations, would be on the other hand, an unloosing of great and heavy personal burthens which they have succeeded in placing on the entire masses of the consumers. In a choice between sufferers, we should be inclined to favor the classes who are most deserving of sympathy, and whose losses are not in profits expected, but in actual deprivations.

To sum up the whole question thus discussed, and to recur to the point first made, it may be demonstrated that while a return to a specie basis might cost the people of this country thirty millions of dollars as taxes in the shape of interest on the amount funded and withdrawn, yet they would save in their annual expenditures for the necessaries of life, by a fall from the present inflated prices, a sum of at least three hundred millions of dollars in the reduced price of the articles consumed. It would be an easy task to demonstrate this. And the statement is worth considering.

It is observable that gold took a small rise on Tuesday last, which circumstance was recorded with great satisfaction by a certain class of journalists who advocate continued inflation. They rejoice to announce that the paper dollar is not as good as it was a few days previously. It is expected that it will continue to depreciate, so that the reign of speculation may again revive, and values become again the sport of the hour.

On the other hand, we think the sudden rise of one per cent. is not based on sound calculations; but that the current of events, and the turn of exchange, will carry gold still lower in spite of all efforts to stay its downward progress. This is evidently the opinion of Mr. McCulloch, as expressed individually at least, in his latest letter; and this itself is doing the designed work. The only real demand for gold which presses on the market is for customs; and the supply is fully equal to the legitimate demand. It is perfectly well understood, that as exchange now rules, there is more reason to import than to export specie; and if we could ship other articles as advantageously as cotton—or if, in other words, there was as fair a market for them—there is no doubt but that we should witness importations of specie on a very considerable scale.

In reference to the general financial policy of the country, as it is now affected by Congressional action, a very novel and interesting question has been raised in banking circles in this city. It is this: How far the refusal of Congress to receive the Southern States into the Union may hereafter affect the legislation of Congress in regard to its future loans and conversions of securities. In other words, what may be the effect hereafter on the validity of acts of Congress changing the forms and tenor of the public securities, when eleven of the States to be bound by them, to be responsible for them, and to be held for them as debtor States like the others, are not permitted to take any part in the legislation which gives validity and force to the obligations! May not the question some day be sprung on the people, that the loans authorized by but a portion of the States cannot be enforced upon those who were excluded from taking any action with regard to them!

Are not those Members of Congress who are standing on pure party grounds against a frank, cordial and generous forgiveness of a defeated enemy, running a tremendous risk for the credit of the country, by trusting it to an imperfect and half-legislation, when the whole would not be too much to give strength and certainty to its financial obligations. We have reason to know that this view of the subject is giving considerable anxiety in financial circles in this city; and we commend the subject to the consideration of Congress itself. In these days of legal subtleties, verbal construction, and constitutional doubts, the question may be sprung whether financial bills, pledging the resources of the nation to future engagements, when a great portion of its representation is violently kept out of the Legislature, are of as binding in force as they would be with a full assent and co-operation.

It may be as well to ask whether this view of the subject may not also be taken abroad at some future day, when it shall again become necessary to assail, and if possible overthrow American credit. It would seem the duty of our thinking men in Congress to pause before they give further opportunity for mischief by their continued opposition to the policy of reconstruction in the shortest and simplest practicable forms which the wants of the Country, as a whole require. We have alluded to this subject with the best intentions, and we commend it to the consideration of thoughtful friends of the credit of the country.

The sudden rise of gold of about 1 per cent. on Tuesday last, was made the subject of great rejoicing in certain quarters. The holders of heavy stocks congratulate themselves on the prospect of a rise in prices, and a continuation of large profits at the cost of consumers. But we are inclined to the belief that this joy is premature. The public shows a fixed determination to buy as little as possible at present; and this will settle the matter, let the money article writers do their best to keep up prices and speculation. Men must have parted with their senses, if they are willing, in time of profound peace and returning prosperity, to pay 300 to 400 per cent. more for articles than they are worth and can be produced for, to oblige any particular interests. The total exchanges of property for money in this country, are known to be thousands of millions of dollars per annum. Is it worth while that the greatest part of the amount shall be at fictitious values? We surely think not.

Money continue very plentiful, and Exchange much below par. The week's exports, March 27th, were large, being of the value of $6,127,258, including 16,609 bales of cotton, of the value of $3,111,335. Government securities are firm and improing. 7-30s have reached par, and are inquired for freely. The 5-20s have gone up in Landon to 72, and beyond this on the Continent.

The New York exports, exclusive of specie, for the week ending March 27, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,608,485	$6,127,258
Prev. reported	47,517,608	50,791,717
Since January 1	$51,126,093	$56,918,975

The balance in the Sub-Treasury on Wednesday was $84,489,790 63.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—N. Y. 7s, Bounty Loan, 99½; do., 6s, 1873, 93; Minnesota 8s, 97; Ohio 6s, 1886, 97; do., 1881, 96; Connecticut 6s, 93; Brooklyn 6s, Water Loan, 93; Central R. R. of New Jersey, 107½; Morris and Essex R. R., 89; Milwaukee and St. Paul, 43; do., 1st mort., 82; Central Coal, 46¾; American Coal, 60; Maryland Anthracite Coal, 15½; Schuylkill Coal, 12; Spruce Hill, 4⅝; Wilkesbarre Coal, 50@52; Ashburton Coal, 14; Mariposa pref., 18½; Pacific Mail Scrip, 190; Western Union Tel., 59¼; Union Navigation, 105; Metropolitan Bank, 120½; Park Bank, 155; Mechanics Bank, 114; Phœnix Bank, 98; 4th National Bank, 98¼; Central Bank, 108¼; Merchants' Bank, 113; Mer. Ex. Bank, 107; Bank State of New York, 106; Shoe and Leather Bank, 110; Bank of Commonwealth, 101; Ocean Bank, 96; Bank of Republic, 109; Bank of Commerce, 105; Bank of America, 137; Union Trust, 92; Chatham Bank, 135; Continental Bank, 97; Gallatin National Bank, 110; Corn Exchange Bank, 114.

Philadelphia.—Northern Liberties 6s, 87½; Spring Garden 6s, 87½; Allegheny County coupon 5s, 72; Westchester 7s, 97; Westchester R. R., 8; 13th and 15th streets R. R., 20; West Philadelphia R. R., 75; 5th and 6th streets, R.R., 32; Big Mt. Coal, 4⅞; N. Y. and Middle Coal Fields, 6⅜; St. Nicholas Coal, 12; Philadelphia Bank, 140¼; Commonwealth Bank, 55; Mechanics Bank, 28¼; Girard Bank, 54; Western Bank, 78; Manuf. and Mech. Bank, 31¼; Feeder Dam Oil, ⅝; Jersey Well, ¾; Maple Shade, 2⅜; McIlheny, ⅞; Ocean, 7; Sugar Creek, 2¼. The latest quotations are: City 6s, 87½@87¾; do., new, 91⅞@92; State 5s, 86@87; do., coupon, 85¾@86½; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 56¼; Reading, 50⅜@50½; do., 6s, 1870, 93@96; do., bonds, 87@88; do., con., 100@107; Camden and Amboy, 119⅞@120; Penn. R. R., 55⅜@55½; do., 1st mort., 96½@96¾; do., 2d mort., 93½@95; Little Schuylkill R. R., 27@29; Morris Canal, 74@74½; do., pref., 115@117; do., bonds, 88@95; Wyoming Valley Canal, 58¾@59¼; do., 6s, 75@82; Susquehanna Canal, 12@13; do., 6s, 53@55; Sch. Nav., 21@22½; do., pref., 28@29; do., 6s, 1882, 75@80; Union Cana bonds, 22@25; Delaware Div. Canal, 45@45⅛; do., bonds, 85@90; Elmira and Williamsport, 26@30; do., pref., 39@41; do., 7s, 1873, 92@95; Lehigh Coal and Navigation, 52@52½; do., bonds, 1884, 88@90; North Pennsylvania, 35½@36⅛; do., 6s, 84@85; Philadelphia and Erie, 28¾@29; do., 6s, 90@95; Minehill, 54½@55; Catawissa, 27⅜@27½; do., pref., 28⅜@28½; Lehigh Valley, 62@62½; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 42@50; Second and Third, 70@73; West Philadelphia, 70@70⅛; Spruce and Pine, 34@34½; Green and Coates, 32@32½; Chestnut and Walnut, 51@54½; Thirteenth and Fifteenth, 19⅛@20; Girard College, 25@27; Tenth and Eleventh, 51⅛@55; Norristown, 51⅞@52; Union, 28½@30; Hestonville, 41@42.

Boston.—Rutland and Burlington 1st mort., 80; do., 2d mort., 29⅛; Vermont Central 2d mort., 25; Eastern R. R. 6s, 1874, 92½; Western R. R. 6s, 95; Vermont and Massachusetts 6s, 60; Concord and Portsmouth 7s, guar., 120; Connecticut River R. R. 6s, 94⅞; Michigan Central 8s, 1869, 105¼; Ogdensburg 1st mort., 93½; Boston, Hartford and Erie 7s, 54; Granite R. W., 56; Ogdensburg and Lake Champlain R. R., 37; Providence and Worcester R. R. 123¼; Conn. and Pass. Riv. pref., 68; Maine 6s, 1889, 94¾; New Hampshire 6s, 1877, 90; Massachusetts 5s, 1883, gold, 94; Rhode Island 6s, 1883, 92¼; Cambridge 6s, 1875, 95¾; St. Louis 6s, 1880@1888, 84; Boston 5s, 1883, gold, 95; do., 1868, 114; Albany 6s, 1870, guar., 98; Boston Water Power Co., 25⅜; Essex Co., 91¾; East Boston Co., 9¾; Belmont Coal, 5½; Mammoth Vein Coal, 2½; Bay State Brick Co., 95; Boston and Nova Scotia Gold, 167½c.; Am. Peat Co., 47¼; Boston Gas, 745; Chelsea Gas, 88½; Blackstone Bank, 100; Traders Bank, 95¼; Eagle Bank, 112¾; Merchants Bank, 117; Fanuel Hall Bank, 123¼; Atlas Bank, 109½; 3d National Bank, 105; 2d National Bank, 146; Bunker Hill Bank, 112½; State Bank, 110¼; City Bank, 108½; Old Boston Bank, 65¼; Bank of Commerce, 118; Bank of North America, 103; Webster Bank, 109½; Albany and Boston Mining Co., 13¾; Bay State, 9; Hancock, 19; Humboldt, 7; Highland, 3½; Mesnard, 1½; Petherick, 2; Superior, 2.

Baltimore.—N. W. Va. 3d mort., 20; Marietta and Cincinnati bonds, 81; Virginia 6s registered, 40⅝; Bare Hill Mining Co., 1.10; Mineral Hill, 0.80; Maryland Anthracite, 15½; Alantic Coal, 100; Am. Gas Coal, 0.35; George's Creek, 109; Baltimore Chrome, 0.80; Penn. Oil, 0.45; National Express, 15; Bankers and Brokers Tel., 9; Bank of Baltimore, 106; Merchants Bank, 109; Bank of Commerce, 27; Franklin Bank, 12½; Howard Bank, 11½; Marine Bank, 32. The latest quotations are: Balt. and Ohio, 105@106; do., 6s, 1867, 97@98½; do., 1875, 93@96; do., 1880, 94@94½; do., 1885, 96@96¾; Northern Central, 44@45; do., bonds, 1885, 84½@84¾; N. W. Va. 1st mort., 1873, 95@97; do., 2d mort., 93@95; do., 3d mort., 93½@95; Marietta and Cincinnati 7s, 1891, 80@81½; Central Ohio, 20@20; do., 1st mort., 78@82; Western Md. bonds, 76@79; do., guar., 97@99¼; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 95@97; do., 1873, 95@96; do., 1875, 99¾@100; do., 1886, 99½@100; do., 1890, 99½@99½; do., coupon, 100@100⅜; do. Park, 99@99¼; do., 1892, 92½@96½; do., 5s 1838-'70, 82@83; City Passenger R. R., 18¾@19; Canton Co. 46½@47; Gardner, 0.75@0.80; Am. Gas Coal, 0.30@0.40; Maryland, 0.15@0.25; North State, 0.31@0.40; Springfield, 0 15@0.35; George's Creek, 108@110; Santa Clara, 6@8; Balt. Chrome, 0.70@0.80; Bare Hill, 1.00@1.10; Atlantic Coal, 0.95@1.10; Mineral Hill, 0.60@0.87; Baltimore Coal, 150@200.

Railroad from Smithfield to Covington.

The stockholders of the Louisville and Frankfort and Lexington and Frankfort railroads have, by an almost unanimous vote accepted the amendment to their charter adopted at the late session of the Legislature, authorizing them to build a branch road to Cincinnati. The road will be commenced at once and be vigorously pushed to early completion.

Albany and Susquehanna Railroad.

The Albany and Susquehanna Railroad was opened on the 19th inst. to Unadilla, Otsego County, 100 miles from Albany; 55 miles have been added since 1st June last, leaving 40 miles to complete it to Binghamton. There has been expended in the construction and equipment to this time $3,868,166 90. Of this sum $300,000 has been expended west of Unadilla, which includes the cost of the right of way and depot grounds for the entire line. It is expected with the $500,000 balance of State aid, the road will be completed within the next year.

Steam Engine Packing.

L. G. Tillotson & Co., 26 Dey street, advertise a new patent self-lubricating steam engine packing, smooth, soft, tight, durable and clear, saving from 100 to 300 per cent., suitable to all openings and diameters, needing no oil, put in dry, and placed like ordinary packing. It is in general use, and the testimonials in its favor are of the best and most reliable character. It is found a great economy.

Goodman and Merrill.

These gentlemen have an office at No. 36 New street and 38 Broad street, this city, where they act as agents for the purchase, sale or lease of Southern lands; also as agents for the negotiation of Southern railroad bonds, and the purchase of railroad iron and railroad equipments. They will also purchase and ship plantation machinery of every description; and make advances on consignments of cotton, tobacco and wool.

Notes on Polytechnic Schools.

We have received a copy of these notes, the work of S. Edward Warren, C. E., a Professor of Descriptive Geometry, etc., in the Rensselaer Polytechnic Institute, Troy, a scientific school of which we are always pleased to speak in high commendation. These notes are full of valuable information, with large, liberal and profound views on the subject of practical education. Published by John Wiley & Son, 535 Broadway.

Montana Gold Mining Company.

This is a Colorado Company, with a capital of $400,000, in the hands of most respectable parties, with a large property on 16 lodes near Central City in Colorado, with stamp mill and large and valuable water powers. The report of the condition of this company is a very favorable one, and will attract attention from its intrinsic merits and progressive value, which cannot be doubted. Our personal knowledge of some of the parties interested, induces us to give it a favorable notice and our good wishes, aside from the real and substantial character of the property, and to recommend it to the notice of the public.

☞ R. B. Hall, Esq., of Louisville, Ky., has taken the contract to complete the eleven miles of Southern Pacific Railroad between Shreveport and Marshall, making a continuous aggregate of forty-two miles of road.

☞ Harvey Rice, Esq., of Concord, has been appointed Superintendent of the Ogdensburg Railroad, vice George V. Hoyle, resigned.

☞ An officer of the Montgomery and West Point Railroad states that work will probably be commenced on the bridge across the Chattahoochee in two weeks.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway for the week ending March 17, 1866, were:

Passengers	$40,472 00
Express, freight, mails and sundries	4,750 00
Freight and live stock	78,592 00
Total	$123,814 00
Corresponding week, 1865	112,710 00
Increase	$11,104 00

The traffic of the Great Western Railway for the week ending Mar. 23, 1866, was as follows:

Passengers	$31,455 72
Freight and live stock	34,508 84
Mails and sundries	2,122 91
Total	$68,087 47
Corresponding week of 1865	42,859 93
Increase	$25,227 54

The earnings of the Chicago and Northwestern Railway for the third week in March, 1866, were $115,838 41
Corresponding week of previous year. 111,615 02
Increase $4,223 39

The earnings of the Chicago and Great Eastern Railway for 3d week in March were $25,472 80
Same period last year 19,458 98
Increase in 1865 $6.013 82

The earnings of the Michigan Central Railroad for the 3d week in March, 1866, were $68,854 00
Corresponding week of previous year 78,370 00
Decrease $9,516 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in March, 1866, were $55,671 00
Corresponding week of previous year 58,771 00
Decrease $3,100 00

The earnings of the Chicago and Alton Railroad for the second week in March, 1865, were $152,923 00
Corresponding period previous year 148,408 00
Increase $4,515 00

The earnings of the Western Union Railroad, for the week ending March 21, 1866:

	1866.	1865.
From freight	$4,095 70	$3,421 16
" passengers	3,476 03	2,751 88
" express	250 00	162 80
" mail	296 58	296 58
Total	$8,118 31	$6,632 42

Receipts from Jan. 1, to March 21:

1866	$106,857 46
1865	101,736 35
Increase	$5,121 11

Union Railroad Depot.

We understand that it has been fully decided to erect a grand Union Railroad Depot at Albany, for the accommodation of the New York Central, Hudson River, Harlem, Boston and Saratoga Railroads. It is to be located on Broadway, from Lumber to Colonie streets, and will be 600 feet deep by 100 feet wide. The "Head Centres" of all these corporations have been in Albany recently, and have agreed that a mammoth depot will be speedily built.

☞ It is proposed to build a railroad from Mansfield, Mass., on the Boston and Providence Railroad, to Framingham, on the Boston and Worcester Railroad.

Debt of North Carolina.

The following is a copy of an act to provide for the payment of the State debt of North Carolina contracted before the war:

Whereas, It appears by the estimate of the Public Treasurer, that the debt of the State upon coupons now due on bonds issued under acts passed prior to the 20th day of May, A. D., 1861, is about the sum of $2,500,000, and that the coupons falling due in the year 1866 will amount to about the sum of $650,000, and that the bonds of the State, due and to become due in the year 1866, amount to the sum of $364,000, making an aggregate sum of $3,514,000 of the public debt, which was contracted before the war, to be provided for during the present fiscal year; therefore, in order to provide means to enable the Public Treasurer to pay said debts—

Sec. 1. *Be it enacted by the General Assembly of the State of North Carolina, and it is hereby enacted by the authority of the same*, That the Public Treasurer be and he is hereby authorized and directed to cause to be prepared and to sell bonds of the State to an amount not exceeding the sum of $3,600,000, for the purpose of paying said debt, which bonds shall bear date the first day of January, 1866, and to be made payable thirty-four years thereafter, with coupons bearing 6 per cent. interest, payable at such places as the Public Treasurer may prescribe; the said bonds shall be of the denomination of $100, $500 and $1,000, and shall not be disposed of for less than par, and in all other respects shall be issued agreeably to the provisions of the 19th chapter of the Revised Code, and the said bonds and the interest accruing thereon shall be exempt from taxation.

Sec. 2. That the bonds of the State which were issued under acts prior to the 20th day of May, 1861, and which have already become due, or may become due before the first day of January, A. D. 1867, shall bear interest at the rate of six per cent. per annum, from the time the same shall have or may become due.

Sec. 3. That the act shall be in force from its ratification.

Ratified the 9th day of March, 1866.

Journal of Railroad Law.

In the case of O'Hanlon *vs.* The Great Western Railway, tried in the court of Queen's Bench England it was decided, that when goods have been intrusted to a carrier to convey to a particular place, and by his default they are not delivered, the party entitled to them will be warranted in procuring other similar goods at the place, if there be a market for them, and the measure of damage will be the price at which such goods can be obtained in the market. If, however, there is no market for such goods at the place of delivery, the damages must be ascertained by taking into consideration various matters, such as (in addition to the cost price) the expense of transit and reasonable profits.

The action was brought against the defendants for breach of contract as carriers in not delivering certain goods delivered to them to be carried from Leeds to Neath, the declaration stating that "the said goods remained undelivered as aforesaid for a long and unreasonable time, and the same became and were and still are wholly lost to the plaintiff, whereby and by means of which said premises the plaintiff has not only lost the said goods, but also by means of the said premises, he has been greatly impaired and damnified in not being able to carry on his trade and business of a draper for want of the said goods," &c. To this the defendants pleaded payment of £22, into court. The plaintiff replied that he had sustained damages beyond that amount.

The case was tried before Blackburn, J., at the Swansea Assizes, when the Jury returned a verdict for the plaintiff for £25, being £3 more than the amount paid into court. It appeared upon the trial that the plaintiff was a tailor who travelled with his workmen from place to place, working up articles for the retail trade, and selling at different places the articles so worked up, and which were sent to him to meet him at such places. In the present instance he had ordered certain goods to be sent to him from Leeds to Neath, in Glamorganshire, by the Great Western Railway, so as to be delivered to him there on the 9th and 10th of November, 1863. The goods had been forwarded on the 6th November, but from some unexplained cause they never arrived, and the plaintiff and his men were kept idle waiting the arrival of such goods for many days, and he then purchased other goods of the same vendor. But in consequence of the state of things he was necessitated to sell at a loss a horse and cart which he had with him for the purpose of his business.

The defendant's counsel having moved for a rule to enter a verdict for defendants on the ground that the £22 paid into court covered the cost price of the goods and the charge of bringing them to Neath, and thus the plaintiff was not entitled to any further damages, the plaintiff's counsel contended that the plaintiff was entitled to damages beyond the cost price and carriage of the articles; namely, for his loss of profit upon them, and to himself in consequence of the non delivery; Rice *vs.* Baxendale, 7, H. & N. 96, 30 L. J. 371, Ex.; Wilson *vs.* The Lancashire and Yorkshire Railway Co., 6 H. & N. 211 Black *vs.* Baxendale, 1 Ex. 410.

Blackburn, J. I am of opinion that this rule should be discharged. It would seem that goods costing about £20 were sent by the defendant's line of railway from Leeds to Neath, but that somehow or other they were lost on the way; and the question is what damages is the plaintiff entitled to recover? It has been argued for the defendant that, according to the rule laid down in Rice *vs.* Baxendale, the measure of damages would be the value of the goods at the place and time, where and when they ought to have been delivered, which in this case would have been in Neath on the 9th November. To this rule we agree; for where, at the place to which goods are to be sent there is a market, the measure of damages under the rule will be the price at which such goods can be bought in the market. We have no such means of settling the market value, and it must be ascertained by taking into consideration various matters, including in addition to cost price and expenses of transit, reasonable importer's profits. As to what these are, it may be difficult to prove by evidence before a jury, but they should consider what are fair and reasonable profits, which persons in the ordinary course of business in such a case would be likely to make.

The defendants have paid into court less than ten per cent. interest on the actual cost and expenses, and the question is, were the jury warranted in giving more? I think they were; and in this case they have done so; and although they have been liberal, I see no ground for disturbing their verdict.

Mellor J. I agree with my brother Blackburn. It is impossible to lay down the rule that

in a place where there is no market, the market price is to be limited to the cost price and the expenses of carriage; another element must be added namely the importer's profits. No man brings goods to a place to dispose of without adding something to their price beyond what they cost him to bring them, and that addition is the importer's profit. I think the verdict ought to stand.

SHEE, J. I am entirely of the same opinion. I take it that when a carrier fails to deliver goods with which he has been intrusted, at the right time, the person to whom the duty of carriage is owing, is entitled within a reasonable time to go and purchase similar goods at the place where the carrier undertook to deliver them. If there is a market there he suffers no damage beyond the cost of supplying himself in the market, where such goods can be obtained, then according to the proper construction of Hadley *vs.* Baxendale, the damages should be ascertained by arriving at the probable cost of such goods obtainable there, including the reasonable profit of importation; that is such a sum as a dealer selling them would require as his fair profits on the transaction.

Rule discharged.

James River and Kanawha Canal.

Messrs. Belot des Minieres & Co., have obtained a charter from both the Virginia Legislatures, entitling them to complete the James River and Kanawha Canal. By means of this great work the Ohio will be connected with the seaboard, and a safe, cheap, and very direct communication be opened to the West. Nor is this all. France needs coal, iron, and ship timber, and these are to be found in immense quantities along the line of the proposed highway. It is the intention of the French company to avail itself of these resources, and with the active co-operation of the home Government, to proceed at once, as soon as the canal shall be cut through, to a systematic development of the untold mineral and agricultural wealth of the Allegheny region.

Through this line an immense trade and traffic will pass through Virginia, down to the James River and to the sea. The direct outlay of the company for work, food, labor, machinery and tools, will be enormous for years to come. The company propose to bring large colonies of French people to labor on the work, and settle on the soil; not only laborers of all sorts, and of both sexes, but skilled mechanics and manufacturers, and business men of education and enterprise. The skilled workmen and peasant class of France are among the most industrious in the world, and will, eventually, prove of great importance in the development of the minerals of Virginia, along this gigantic project of Messrs. Belot des Minieres & Co.—*Pittsburg Commercial.*

Charleston and Savannah Railroad.

The directors of this company announce that the corporation is insolvent, and that the road no longer belongs to them but to their creditors. They say that they are without resources, and that it will require nearly half a million of dollars to make the necessary repairs. They make the following exhibit of the present indebtedness of the company:

State guaranty	$505,060
Interest unpaid	124,545
Mortgage bonds	1,397,000
Interest unpaid	217,875
Total indebtedness	$2,244,420

They estimate the value of the road (one hundred miles) at one million dollars, and the rolling stock, depots, lands, &c., at three hundred and sixty-five thousand.

Interest and Dividends.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $3 per share, free of Government tax, payable April 2.

The Panama Railroad Company will pay 5th April a quarterly dividend of 4 per cent. out of the earnings of the road, and 2 per cent. out of the earnings of vessels.

The Columbus and Indianapolis Central Railroad Company have declared a quarterly dividend of 2½ per cent., free of Government tax, payable at Columbus, Ohio, on the 26th inst.

The Philadelphia, Germantown and Norristown Railroad Company have declared a dividend of four per cent., payable clear of taxes, on the 2d of April.

The Pittsburg, Fort Wayne and Chicago Railroad Company has declared a quarterly dividend of 2½ per cent., free of of tax, payable April 18.

The coupons due October 1, 1860, on bonds of the Vermont Valley Railroad, will be paid on the 31st instant at the office of the company in Bellows Falls, Vermont, and at the National Park Bank in this city.

☞ The law of Virginia authorizing the funding of interest on the State debt, passed at the late session of the Legislature, provides that the holders of registered bonds of the commonwealth, issued before the 17th April, 1861, may invest the interests due upon said bonds in registered bonds of the State, bearing the same rate of interest as the principal, and payable in ten or thirty years, as the holder may elect. The holders of the coupon bonds of the State, issued prior to the above date, are permitted to invest the interest due in either coupon or registered bonds, to bear interest at the rate of the principal. All fractional sums of interest due on the above bonds, which cannot be invested as provided, shall be provided for in the form of certificates, payable in two, three or four years, with interest. The interest on the bonds of the restored government, issued since the creation of West Virginia, may be invested up to January, 1867, in bonds as before stated.

☞ The Pottsville *Miners' Journal* says that arrangements are being made to connect the Shamokin Valley and Pottsville Railroad with the Lehigh and Mahanoy Railroad (known as the Quakake) at Mount Carmel, by which passenger trains will be run direct from New York to Erie, *via* Sunbury. The connection it is said, will be completed by the first of May. The New Boston Coal Company are pushing their lateral railroad from the mines at New Boston very rapidly. They expect to have it completed by the first of June.

☞ The new iron railroad bridge over the Ohio river at Steubenville, on the Pan Handle route, is completed, and trains cross regularly. This road connects with the Pennsylvania Railroad to Pittsburg, thence via Harrisburg, Reading, Allentown, Easton and the Central Railroad of New Jersey to New York. There are but *two* changes of cars by this route from St. Louis to New York; and but *one* from Cincinnati and Chicago.

☞ The bonds and stock of the Chicago and Great Eastern Railway has been placed upon the regular list of the Stock Exchange.

Baltimore and Potomac Railroad.

A bill has been introduced into the House of Representatives authorizing the extension, construction and use of a lateral branch of the Baltimore and Potomac Railroad into and within the District of Columbia. The bill recites that whereas the Baltimore and Potomac Railroad Company, incorporated by an act of the Maryland Legislature in 1853, are desirous to construct a lateral branch from the said Baltimore and Potomac Railroad to the District of Columbia, therefore they are authorized to extend within the District of Columbia a lateral road in connection with the road they are about to construct from the city of Baltimore to the Potomac River; the company being only empowered to construct one lateral road within the District. The company is required to construct the road at street intersections so as not to interfere with travel, and the level of the road to conform to corporation grade. The fare charged on the road within the District shall not exceed sixteen cents for a shorter distance than four miles. The bill was referred to the Committee on the District of Columbia.

Sheboygan and Fond du Lac Railroad.

At the recent annual meeting of this company at Sheboygan, Wis., a temporary Board of Directors was elected, viz: S. R. Palmer, of New York; E. Appleton, of Reading, Mass.; S. M. Barrett, of Cincinnati; A. G. Ruggles of Fond du Lac, and J. L. Moore of Sheboygan. It is proposed to sell the road to parties New York.

New York and Oswego Midland R. R.

The Madison *Observer* says that "surveying parties are already in the field on the eastern section of the projected Midland Railroad, as well as in the vicinity of Norwich. We understand that additional parties are to be immediately sent into the field to survey the route from Syracuse to Oswego, and also the proposed northern route from Syracuse through this section of country."

☞ It is said that the right of way for the New Lisbon (Ohio) railroad has been secured, and that hands are busy to work. It is expected that the road will be completed from New Lisbon to Niles, by the 1st of September.

☞ P. V. Daniel, Jr., President of the Richmond, Fredericksburg and Potomac Railroad, and Colonel Stewart, of the Alexandria and Fredericksburg road, having effected an arrangement for a connection, it is presumed that the work on the latter road will shortly commence, and that it will be completed to Mount Vernon by the 4th of July next.

☞ The Atlantic and Gulf Railroad has just been put in running order, the first through train having arrived at Savannah on the 13th instant.

☞ Notice is given in the Canada *Gazette* that a charter will be applied for at next session to incorporate a company to build a railway between Sorel and the main line of the Grand Trunk Railway.

☞ A bill to incorporate the Oshkosh and Mississippi railroad company has passed the lower house of the Wisconsin Legislature.

☞ A new railroad is projected in Connecticut to connect Millerton and Sheffield, by way of Lakeville, Salisbury and Chapinville.

Tennessee State Bonds.

The Governor of Tennessee has issued the following notice to the holders of the bonds of the State, on the subject of funding the arrearages of interest:

By virtue of an act of the General Assembly of the State of Tennessee, passed Nov. 23, 1865, I am authorized and instructed to issue the Six per Cent. Coupon Bonds of the State, bearing date Jan. 1, 1866, and payable Jan. 1, 1892, to an amount sufficient to pay off all the bonds and interest past due, as well as that to fall due Jan. 1, 1866, or bonds that may fall due in 1867, said bonds to be similar in every respect to the bonds issued under the act of February 11, 1852, and the acts amendatory thereof.

I am now ready to perform the duty imposed upon me by the aforesaid law, by issuing to persons holding bonds, or coupons, or entitled to interest, past due, new bonds in lieu thereof. Holders of bonds or coupons past due, or entitled to interest, will please file such bonds or coupons, or claims for interest, with the Comptroller of the Treasury, in amounts not less than one thousand dollars, and present the said Comptroller's receipt to the Secretary of State, who will deliver the new bonds.

☞ A bill to authorize the City Railroad Company of Milwaukee to issue bonds has passed both branches of the Wisconsin Legislature.

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NOTICE.

Eaton & Hamilton R. R. Co.

The Creditors and Stockholders of the Eaton and Hamilton Railroad Company, who are parties to the agreement of June 1st, 1865, for readjusting the liabilities of, and reorganizing said company, and all creditors and stockholders who may become parties thereto at, or prior to, the meeting hereinafter designated; are notified that the Railroad and other property, franchises, &c., of said company, have been sold, under proceedings and judgments for that purpose, in the case of Joseph B. Varnum and others, Trustees, &c., against said Railroad Company and others, pending in the Court of Common Pleas, of Butler County, Ohio, and purchased by the undersigned as Trustees for the parties to said agreement, at and for the sum of Five Hundred and Sixty Thousand Dollars, ($560,000) and that they the said creditors and stockholders, are called and requested to meet at the office of said company in the town of Eaton, Preble County, Ohio, at 12 M., of Monday, the 30th day of April, A. D., 1866, for the purpose of reorganizing said Eaton and Hamilton Railroad Company, &c., in pursuance of said agreement and the law of Ohio authorizing such readjustment and reorganization. Each party to said agreement in person or by proxy duly authorized, will be entitled at such meeting to one vote for each fifty dollars par value of the bonds or stock of the reorganized company to which he may be entitled by said agreement.

OFFICE OF THE EATON AND HAMILTON R. R. Co.
EATON, OHIO, March 24, 1866.

S. M. BLAKE,
E. W. McGUIRE,
J. S. MINOR,
} Trustees.

CIVIL ENGINEERS, ABOUT TAKING the field, or otherwise engaged, can obtain the services of several assistants, thoroughly drilled in draughting, surveying, levelling, railroad location, calculation, &c., &c.; being about to graduate in the Engineering course of Union college. Some of them though well qualified to run level or transit, to lay out railroad curves, &c., would be willing to commence as rodmen or in similar positions. Address Prof. GILLESPIE, Schenectady, N. Y. 2t12

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In sums to suit.

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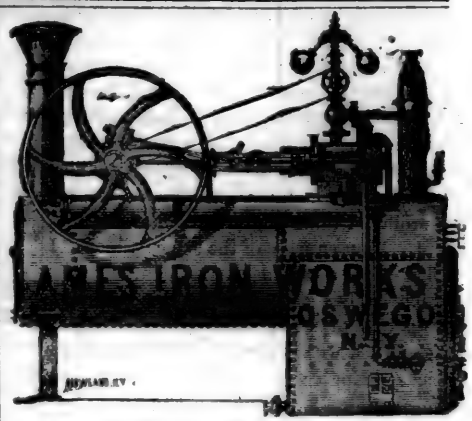
The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.

The dividends are paid in the life-time of the assured, thus aiding them to pay future premiums.

POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.
C. Y. WEMPLE, Secretary.
J. L. HALSEY, Ass't Sec.
S. N. STEBBINS, Actuary.



We have now Manufactured Portable and Stationary Steam Engines, from four to forty Horse Power, adapted to all purposes where Steam Power is required. Also Steam Pumps and Fire Engine, for use on board Vessels, in Factories, Mills and Public Buildings as Boiler Feeder, Bilge Pump or Fire Pump. It can be used to drive a Blower or other Light Machinery; and mounted on Small Portable Boilers, it forms a most suitable Pumping Engine for Wood and Water Stations on Railroads. Paye's Patent Trip Hammers, especially adapted to Railroad Shops. Send for Circular to

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NEW BEDFORD WATER WORKS.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the office of the Water Commissioners in New Bedford, until 12 o'clock M., April 19th, 1866—

For the construction of the DAM at the Storing Reservoir, with well-chamber and gate-house, &c.

For the construction of a brick CONDUIT, nearly six miles in length, with ventilators, man-holes, &c., &c.

For the construction of a RECEIVING RESERVOIR, with influent and effluent chambers, &c.

The work consists of about 120,000 cubic yards of earth excavation; 3,000 cubic yards of rock excavation; 10,000 cubic yards of puddle bank; and about 11,000 cubic yards of brick and stone masonry.

Plans may be seen and specifications obtained at the office, on and after April 2d, 1866.

The Commissioners reserve the right to reject any one or all of the bids offered; and in making the awards will award the raising of the Road crossing the Storing Reservoir to one, the Dam to another, the Conduit to another, and the Receiving Reservoir to another—or all to one party, should the interest of the city seem so to demand.

WM. W. CRAPO,
WARREN LADD,
DAVID B. KEMPTON,
} Water Commissioners.

GEORGE A. BRIGGS, Chief Engineer.
W. J. McALPINE, Consulting Engineer.
New Bedford, March 19th, 1866. 4t12

Raritan and Delaware Bay

RAILROAD.

On and after Monday Feb. 12th, the Express Train will be Discontinued.



THE STEAMER WILL LEAVE PIER No. 3, North River, daily (Sundays excepted), at 3 P. M., connecting with train for Manchester, Toms River, Long Branch, &c., &c.

Freight for Camden and Intermediate Stations

will be taken at LOW RATES on the 4 o'clock line, reaching Camden the next morning.

J. N. POTTER, President.

PARDOW, DOUGHTY & Co.

STOCK BROKERS,

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NEW YORK,

Buy and Sell, on Commission, at the New York Stock Exchange, all descriptions of Stocks, Bonds, and Government Securities.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 7, 1866.

Railways to the Pacific.

We have recently observed a disposition on the part of some, or at least one of our leading journals to discourage the construction of more than one railway across the continent to the Pacific. It is contended that by a union of the various interests, alone can the proposed communication be rapidly and effectually secured. And this is the conclusion to which the argument is directed.

We confess that we entertain very different opinions on this subject. We do not believe that one line of railway will be sufficient to do the business between the shores of the two oceans, and the two worlds separated by the Pacific Ocean. And looking also to the rapid settlement of our new intermediate gold bearing states and territories, to the rapid increase of their population, and the inducements they offer to enterprising emigration we perceive the most convincing signs that inter-communication will be as necessary to them as to the older States.

We certainly would not be content in the old settled states with a single line of railway in any one of them, and like causes producing like effects, it is plain to be seen that railways will be in as much demand at no distant day in the far west, as in the older and nearer east.

The American eye is a telescopic eye disregarding distance, and seeing the remote with as much distinctness as the present. It already notices that several routes of communication are certain to be required to accommodate the vast regions which lie between the Eastern and Western boundaries of the United States. And what is already foreseen, is begun to be attempted.

A very powerful organization exists to construct what is called the Northern Pacific Railroad, by the way of Lake Superior by a very favorable route, to which we have on former occasions alluded, and its projectors are engaged in a vigorous attempt to obtain such assistance from Congress as will enable them to go forward to its early completion. Still another route known as the Southern Pacific to pass from the Bay of San Francisco to San Diego, and thence to the Mississippi river is being discussed in California with much zeal, and with a great show of argument and necessity. Congress is already appealed to for its fostering care of this project.

Thus we have in all, three projects of great connecting lines between the Oceans, all of these earnestly supported by thinking men. And we do not believe these are too many.

No one will interfere with the other. On the contrary, they will aid each other, just as our railways in the east help each other by their connections and relations. Every one of them will have a terminus of its own, of the greatest importance, and all will command a special trade, while interior connections will develope interior centres of great value. It is not necessary for us to go into a calculation as to the probable business to be created by any continental line of railway to the Pacific. This subject has been fully examined and explained on former occasions, after being subjected to the most careful and critical examination by Engineers, experts, and commercial men. It is believed we are to see as a certain result the growth of a magnificent Empire on the Pacific, and the control of the commerce of Asia; more than this an entire change in the commercial routes of Europe, and the maritime ascendancy of the United States. More than this, this policy is to effect in another form a very important change in the internal resources and wealth of the country. One of the elements of our strength is too often overlooked, even by our most hopeful staticians. It is peculiar to us, and nowhere else to be found on the globe. It gives us an immense advantage over all other nations. And this is the rapid appreciation in the *value of land* in every part of the United States. What was but an open field fifty years ago is now in numerous instances the site of a flourishing town or city with an increasing population to which no one can now set any probable limits. The Eighth census gives a list of 140 of these flourishing places, of which a large number are of the first class, the rate of increase enormous, and their commercial position of great value. England has but about 21 principal towns, of which but ten exceed 100,000 in population, and they have generally attained their ultimate growth and prosperity. The land in that country admits of no further great appreciation in value; it is occupied to its full extent, and produces its utmost. Here, it offers its possessors continual improvement in value and production, with but small cost in the original purchase. The greatest wealth and the largest fortunes are every where seen to have followed small investments made but a few years since, and these opportunities exist every where, all over the land. The towns that have sprung up on the lines of our railways are innumerable, and their number will increase as these railways are multiplied. Here then is a rapid creation of the wealth of the country from the intelligent occupation of its soil, the location of commercial centres and the creation of business. In our estimates of the annual earnings of the industry of the country, we count on about six thousand millions as that annual increase, but who takes into account the enormous values which are springing up from these properties, which really cost little at the first but soon show a value of millions. Here we get a tangible addition to the means of the country which tells in revenue and taxation, and which makes it strong and permanent. No such spectacle is presented by any nation in Europe and is not likely to be. We have this superiority exclusively to distinguish us.

With this fact in our minds, how then can we hesitate to extend these facilities further West. The increase of connections with the Pacific coast

is sure to bring about the same consequences, we may see around us in the older regions. The plains are certain to be populated by an industrious race, who will be as quick to improve their advantages as we have been, and probably with more energy, and at a less of cost time, than we, who have been under European influences and prejudices more directly. We imagine that it is at no expense of our judgment that we can anticipate the most active scenes on the contemplated Great Western railways, a thriving and happy people throughout the new states and territories, flourishing and populous towns, and the greatest comfort and prosperity characterizing their condition. We cannot therefore join with any person in discouraging the construction of new lines of communication westward, with such results to be attained. On the contrary we think they are to be encouraged since they will equalize the relations of the northern, southern and middle portions of the country, and unite their general interests. Not a single one of these three great Pacific lines will interfere with the others, while all will have a common advantage in their termini, their sources of business and their markets for their products. All will be American in their design and their effects. So far then from discouraging these enterprises, we are disposed to support and encourage them, to help them on and aid them in their construction.

We do not see anything more worthy of national consideration than these great projects, which are so benign, so useful, so important, so productive and so beneficent.

We have as a people, the largest responsibilities ever thrown on a political assemblage of men, thus far we have acquitted ourselves well under them; we are able to go on still further, and in doing so we are conferring on the human race the highest blessings which it is in the power of intelligent free men to confer on their age and time.

Cleveland and Pittsburgh Railroad.

The earnings of this road for the years ending November 30, 1864 and 1865, were as follows:

	1864.	1865.
From freight	$1,571,155 11	$1,569,584 06
" passengers	832,821 57	1,029,065 60
" miscellaneous	108,338 82	97,727 86
	$2,512,315 50	$2,696,377 52
Expenses, viz:		
Motive power and cars	$620,900 32	$758,368 98
Maintenance of way and structures	460,350 55	551,416 19
Transportation and general expenses	424,385 67	649,798 39
	$1,505,636 54	$1,959,583 56
Earnings less exp.	$1,006,678 96	$736,793 96
To which add receipts from Pittsburgh, Ft. Wayne and Chicago Railway Co., being this company's share of surplus earnings		148,113 43
Balance		$884,907 39
Add balance from previous year		348,465 91
Total		$1,233,373 30
From which deduct—		
Interest on bonds, etc	$288,666 78	
Rent to P., Ft. W. & Chicago Railway Co	85,000 00	
Dividend paid	212,729 25	
New equipment	341,121 43	
		927,117 46
Leaving		$306,255 84

—which is the balance of net earnings account as will appear in the annexed financial statement. The report says:

The receipts for the year, omitting the amount received from the Pittsburgh, Ft. Wayne and Chicago Railway Company, are greater by $184,062 02 than the receipts of the year ending November 30, 1864. This increase is entirely from the transportation of passengers; for while the amount of freight carried is greater by nearly two millions of tons than was carried in the previous year, the amount of money received for carrying this increased amount of freight is less than was received in the previous year. It is very gratifying to find that while the freight business of the road has thus increased, the car service has been reduced, and that the local business of the road has been enlarged. It appears from the Superintendent's report that the increase of local freight from the Cleveland station is $45,606.

It is perhaps too soon to determine positively what the effect of opening the Panhandle road will be upon our business. It has always been considered by us a matter of doubt whether the business derived from the Steubenville and Indiana Road has paid for the additional expense connected with it. Since the opening of that line across the Panhandle to Pittsburgh, and the consequent withdrawal of their trains from our road, the business of our river division has been larger than ever in consequence of the increased local business, which seems likely to continue.

The increase in the expenses of operating the road is large, amounting to $453,947 02. This increase, so far as relates to motive power and cars, the maintenance of way and structures, is owing in part to the increased cost of materials and labor, and in part to the more extensive repairs which have been made upon the track.

Our joint account with the Pittsburgh, Ft. Wayne and Chicago Railway Company is largely increased from various causes, and the amount mentioned above is our proportion, or 26½ per cent. of the whole expense.

A portion of the expenses mentioned have arisen from the rebuilding of the bridge across the Allegheny river by the Pittsburgh, Ft. Wayne and Chicago Railway Company, of which they have charged us a proportion. The other increase in expenses is accounted for by the increase in the cost of labor and materials, as has been already stated.

We have included in the receipts the amount of $148,113 43 paid to this Company by the Pittsburgh, Ft. Wayne and Chicago Railway Company, which is our proportion of the joint earnings of the two roads beyond what was received directly by this company. It will be remembered that by the arrangement entered into between the two companies, each company retains its earnings, but a quarterly adjustment is made, and a division of the gross earnings of the two companies, in the proportion of 73½ per cent. to the Pittsburgh, Ft. Wayne and Chicago Railway Company, and 26½ per cent. to this company. In case either company has earned more than this proportion, the same proportion of the surplus is paid to the other company.

This arrangement has been in operation two years and a half, and the result thus far has shown its substantial fairness. It was anticipated by your Directors that this company might not earn its full proportion, as it of course withdrew all competition for business with its allied company, and sought only the joint interest of the two. It became the interest of the two companies, as a joint partnership, to send business over that portion of the roads of the two companies which would yield the greatest profit, and this was provided for in the contract; and if the public are equally well served, no one has reason to complain. To illustrate our meaning: The distance from Pittsburgh to Chicago in miles is not materially different by way of the Pittsburgh, Ft. Wayne and Chicago Railway, and the Cleveland and Pittsburgh Railroad, and its connections, the Cleveland and Toledo and Southern Michigan Railroads; but if freight is carried from Pittsburgh to Chicago by the road of the Pittsburgh, Fort Wayne and Chicago Company, the joint interest of the allied companies would receive payment for four hundred sixty-eight miles of transportation, while if carried by the other route, the distance for which the allied companies would receive compensation would be only from Pittsburgh to Cleveland, one hundred forty-five miles. It was natural to suppose, then, that certain business which previous to the alliance had been divided between the two companies would, after the union had been consummated, be done mainly by the Pittsburgh, Fort Wayne and Chicago Company. Of this the Cleveland and Pittsburgh Company have no reason to complain, because they receive their proportion of all the business done over either route. The Pittsburgh, Ft. Wayne and Chicago Railway Company have no reason to complain, because competition is removed and they receive a fair proportion of the joint earnings based upon the business of the two roads before their union, including a large amount of business belonging exclusively to the Cleveland and Pittsburgh Railroad, and in which they could in no other way acquire any benefit.

The actual result of this division of earnings from its commencement to the present time shows that during the two and a-half years of the working of this contract, the Pittsburgh, Ft. Wayne and Chicago Railroad Company have paid to this Company $45,433 92 more than they have received from us, a less amount than was anticipated by our Directors when this arrangement was commenced, in view of the considerations which have been already presented.

The statement made above, on which we have offered explanations, has reference exclusively to the business done upon the road, and the expenses connected with that business. The object of this statement is to show how much the company is earning from the operation of its road.

The income of the company from all sources during the year has been as follows:

Gross earnings, as above		$2,696,377 52
Received from Pittsburgh, Ft. Wayne and Chicago Railway Co		148,113 43
Net proceeds of sales 2,000 shares of capital stock		800,000 00
Miscellaneous issues of stock		137,900 00
Sale of real estate at Steubenville		500 00
Discount on securities retired		2,678 04
Add assets on hand at commencement of year		200,387 48
		$3,985,851 47
Disbursed as follows, viz:		
Operating expenses, as above		$1,959,583 56
Bond interest paid		272,269 50
General interest account		15,997 28
Lease of P. Ft. W. & C. Railway track		85,000 00
Dividend, Feb. 1865		212,929 25
Bills payable—net reduction		51,055 15
Dividend bonds and scrip retired		8,086 50
4th mortgage scrip retired		616 26
Stock scrip and subscription receipts		976 94
Claim for damages compromised		10,000 09
2nd mortgage bonds converted into capital stock		28,000 00
3rd mortgage bonds converted into capital stock		109,000 00
Expenditures on account of construction and equipment		675,582 53
Expenditures on account of new structures and improvements		200,735 11
Uncollectable accounts charged off.		2,074 06
Balance in hands of treasurer	$176,829 22	
Bal. of personal accounts	23,755 45	
Bills receivable	12,280 67	
Shop materials	131,329 89	
Lawrence R.R.& Transp. Co. stock	10,000 00	
		354,144 78
		$3,985,851 47

It will be seen that the company received from the sale of stock, authorized at the last meeting, the sum of $800,000, and that there has been expended in construction, equipment and new structures, the sum of $876,317 64. This expenditure has been for objects of vital interest to the company, and the advantage will be found in the future increased earnings and reduced expenses of the company.

The amount $56,644 21 paid for real estate, finishes the payments on account of purchase of the land on the river at Cleveland, which is of the utmost importance to our increasing freight business, especially that of coal and ore. The whole cost of this property covering more than fifty-three acres in extent, and having a frontage on the Cuyahoga River of over three thousand feet, has been very reasonable. We have no doubt, if the Directors desired to sell it they could realize more than three times its cost, while for the use of the company it is almost invaluable.

This tract is on the opposite side of the river from the present termination of our road, and involves the building of a bridge across the Cuyahoga River. The consent of the State and city authorities has been obtained for this object, and it is expected that it can be commenced during the year. Wharves must be built upon our river front, and other improvements made upon the property, which will require the expenditure of a large amount of money, but it is unquestionably for the great permanent interest of the company. It is of such a character, however, that the work may be extended over a considerable period of time.

The final payment for building the bridge over Tinker's Creek at Bedford, has been made during the year. This bridge has cost the sum of $79,158 30, and is a permanent stone structure of the most substantial character.

With regard to the purchase of new iron for the track and new engines and coaches, we have only to remark that it has enabled us to put the track in fine running order, which is absolutely essential to the safe and economical transportation and general business of the company, and especially the large requirements of the coal trade. The new building for machine shop and round house, at Wellsville, are necessary for working the road in the best manner.

The new Union Depot, at Cleveland, which is built at the joint expense of the four railroad companies terminating here, is now partially covered, and it is hoped may soon be completed. It will add much to the convenience and comfort of the passengers, and will relieve the freight business of the companies from much embarrassment.

The financial condition of the company is in a high degree satisfactory.

It will be seen, by comparing the financial statement with the statement of last year, that the mortgage indebtedness has been reduced $137,616 26, and the unsecured indebtedness $59,141 65.

The mortgage indebtedness is now only $3,860,623 55, and the unsecured indebtedness is so small, that it could be paid at any time. No debts are unpaid which are due, and all the engagements of the company continue to be promptly met.

The company have 68 locomotives, 30 first class and 1 second class passenger cars, 6 express, 11 baggage and mail, 22 caboose, 1 paymaster's, 227 freight, 81 stock, 17 platform, 704 gondola, 16 wood, 84 gravel, 38 hand, 22 ditching and 1 wrecking cars. Miles run by passenger trains, 413,536; by freight trains, 723,393; by wood and gravel trains, 268,981; by mixed trains on Tuscarawas Branch, 23,831—total, 1,429,741, an increase over 1864 of 172,929 miles. Tons of freight carried one mile, 61,690,300, an increase over 1864 of 1,866,918 tons. Total number of cars hauled one mile, 9,825,270, a decrease in 1865 of 792,383.

CONDENSED BALANCE SHEET.

	1864.	1865.
Construction	$8,454,040 38	$9,201,464 40
Machinery and tools	58,242 24	69,984 66
Personal property	29,083 58	31,799 97
Telegraph line	16,913 72	16,913 72
Real estate	17,685 00	.....
Shop materials	84,347 64	131,329 39
Lawrence R. R. and Transp. stock	4,125 00	10,000 00
Bills receivable	12,930 67	12,230 67
Balance personal accounts	32,361 51	23,755 45
Cash	66,622 66	176,829 22
	$8,776,352 40	$9,674,307 48

	1864.	1865.
Capital stock	$4,266,987 68	$5,403,910 74
Second mort. bonds	1,157,000 00	1,129,000 00
Third " "	1,728,500 00	1,619,500 00
Fourth " "	1,108,739 81	1,108,123 55
River line "	4,000 00	4,000 00
Dividend "	24,811 50	16,725 00
Income "	3,500 00	3,500 00
Bills payable	134,347 50	83,292 35
Net earnings	348,465 91	306,255 84
	$8,776,352 40	$9,674,307 48

President.—J. N. McCULLOUGH.

Directors.—J. N. McCullough, P. F. Geisse, James F. Clark, T. P. Handy, D. C. List, S. Harbaugh, B. F. Jones, H. C. Kingsley, Smith Clift, J. F. D. Lanier, F. F. Randolph, W. W. Holloway.

Vice President.—W. W. HOLLOWAY.

Superintendent.—J. H. DEVEREUX.

Auditor.—R. F. SMITH.

Secretary and Treasurer.—GEO. A. INGERSOLL.

Pittsburgh, Ft. Wayne & Chicago Railway.

To the Stock and Bondholders of the Pittsburgh, Ft. Wayne and Chicago Railway Co.

The following statement will give you a summary of the operations of the Railway, as connected with transportation, for the year 1865:

EARNINGS.

From passenger travel	$3,391,221 46
" freight traffic	4,739,067 88
" U. S. mail	93,900 00
" express business	149,658 02
" Cleveland and Pittsburgh Railroad Co. for use of track, &c., between Pittsburgh and Rochester	85,000 00
" rent of buildings and grounds	4,861 12
" miscellaneous sources	25,354 08
	$8,489,062 50

EXPENSES.

The transportation expenses for the year, including taxes, Federal, State and Municipal, were as follows:

Maintenance of way	$1,344,674 25	
" cars	531,103 94	
Motive power	1,520,948 54	
Conducting transp.	1,220,978 76	
General exp., including taxes	587,810 09	
		5,205,515 58
Which leaves a balance of		$3,283,546 98

For the net income arising from the operations of the Railway.

The financial operations of the year may be stated, in aggregate figures, thus:

INCOME.

Amount to credit of income over all payments and liabilities, Jan. 1, 1865	$189,737 63
Net income from operating road	3,283,546 98
Received from sale of 11,221 shares capital stock	1,122,100 00
Profit under the lease of the New Castle and Beaver Valley Railroad	34,331 43
Total	$4,629,696 04

DISBURSEMENTS.

Interest on bonds of all classes	$901,485 00	
Sinking fund	104,100 00	
Four quarterly divid'ds	901,282 50	
Construct'n and equipment	2,009,910 68	
Paid C. & P. R. R. Co. under contract	342,496 93	
		4,259,275 11
Which leaves a surplus of		$370,320 93
To which add investment in Akron Branch Road		179,829 40
Total above all expenses and liabilities, Jan. 1, 1866		$550,150 33

The expenses of working the road, as deduced from the above statement, has been sixty-one and one-third per cent. of the gross income.

In view of the decline in the rates obtained for transportation towards the close of the year, and the high prices of labor and material, this should be regarded as a favorable result.

The earnings of 1865 exceed the earnings of the year previous $1,368,596 80, or about 19.2 per cent. and the expenses of the past year exceed those of the previous year $1,104,116 95, or about 26.4 per cent. The three principal items constituting the expense of working the road, to wit: Motive Power, Maintenance of Way, and Conducting Transportation, bear about the same proportion to the earnings in 1865 as in 1864. The increased per centage of operating is found in the items of General Expenses, and Maintenance of Cars, the former by reason of an increase in the amount paid for taxes, which grew from $236,761 92 to $409,421 15.

The increased earnings were mainly derived as follows, to wit:

From freight	$590,564 88
" passenger	694,834 46
" express matter	81,351 80
	$1,366,751 14

The increased earnings from passengers was 26 per cent., while that from freight was only 14 per cent. The decline of freight rates the latter part of the year, and the passenger rates being undisturbed, explains the apparent increase in passenger business over the freight business.

The amount of earnings derived from military transportation was $546,330, being about 6¼ per cent. of the business of the Road, and $160,000 less than the same kind of business the previous year.

The whole number of tons of freight moved during the year was 26,313 tons less than the previous year, but the average distance that the whole was moved was 230 miles in 1865, against 203 in 1864. The falling off in the through tonnage was 67,898 tons, while there was an increase in the local of 41,585 tons. Of the decrease in the through tonnage, 50,209 tons was in the movement eastward, and 17,689 tons in the movement westward. There was an increase in the movement westward of the local freight of 45,280 tons, and a falling off of the eastward 3,695 tons. The average haul per ton of local freight in 1865 was 160 miles, against 145 miles in 1864. There was an increase in the eastward movement of cattle, sheep, hogs, and flour, and a decrease in horses, beef, and pork in barrels, whiskey, manufactures, and coal. And in the westward movement there was an increase in horses, products of the forest, railway iron, and coal, and a decrease in sheep, hogs, flour, and whiskey. The number of tons of merchandise moved in 1865, and in 1864, differed but one-half of one per cent. and that decrease was in the local movement eastward.

The principal features of the passenger travel are an increase of 176,990 in the number carried, or 14 per cent. The increase was almost wholly in the local travel, the through having only increased 1,862 in number. The through travel westward increased 6,975, while the eastward movement decreased 5,113.

The average distance traveled by the local passengers was 44 miles, against 41 miles the previous year, and the average distance traveled by the foreign was 200 miles, being the same as in the year previous.

It was estimated at your last meeting, that, if the business should offer at the then current rates, the earnings would amount to eight million dollars for the year 1865, and that, after paying operating expenses, there would be left $3,200,000. The gross earnings have exceeded the sum estimated about six per cent., but the net result is only $85,546 98 in excess of the estimate.

The Board is unwilling to venture an estimate for the current year, in view of the paralysis of the industrial and commercial interests of the country, growing out of the transition state through which it is passing. You will see in what follows that the condition of the property is such as will enable the officers to accomplish favorable results in the working of the road out of whatever traffic that may offer, and that the position which your road now occupies, is such as to give it a full share of the business of the country, whatever that business may be. The roadway has been very much improved in all departments, and is now in its entire extent, in most excellent order. It is believed that no continuous 468 miles of railway track west of this meridian is in as good condition as your road, and this good condition includes the road-bed, track, and bridges. And yet, to put the property in such a permanent and efficient state as should characterise all the leading railway thoroughfares in the country, considerable sums have yet to be expended, as will be seen by the report of Chief Engineer.

During the year the track has been renewed with rails as follows:

Re-rolled rails put in main track.....	9,143
New Rails,.....	2,007
Repaired rails,.....	217
	11,367

Which is equivalent to re-laying one-fourth of the entire main line between Pittsburgh and Chicago. More than one-half of the 468 miles of the main track has been renewed in the past two years, with new, rerolled, and repaired rails, and all paid for is out of the earnings of the road, a result which it believed no other Company has ever accomplished in a like period of time.

The renewal of cross-ties has been to the extent of 281,050, which is 52,222 more than last year, and is a larger number than the average required to keep a track in good condition.

Short sidings, and an insufficient number, is one of the usual causes of embarrassment to the successful working of such of our Rail Roads as have had a constantly increasing traffic. This evil is fast being remedied on your Road by extending old sidings and putting in additional ones. This kind of work has been done to the extent estimated in the last report, as the following table will show:

	Miles.	Feet.
Laid previously,.....	82	3,257
" during this year,.....	12	2,250
Total sidings,.....	95	227

The total length of sidings is equal, it will be seen, to one-fifth of the main track, or one mile of siding for every five miles of main track. This, with the 26 miles of double track west from Pittsburgh, and the 7 miles of double track east from Chicago, greatly facilitates the movement of trains compared with former years.

Every effort has been made to obtain the best railway iron made in this country, and we have no reason to doubt our success in this particular, but unfortunately this success is very far short of our expectations and wishes, and indeed short of what is necessary to make railways an object as a financial enterprise. Within the year rails have sold as high as $135 per ton, or cost, say on the track, $150 per ton, to last but three to five years. Such enormous drafts upon the income of railways must be remedied, if the system is to be permanently successful. Many plans have been devised and experiments tried to remedy, within reasonable limit of cost, this defect in rails, without having attained yet any material improvement. It is said that the rails, as made upon the Bessimer process in Europe, can be brought to fulfil the conditions requisite for complete success in railway management. With a view to test their merits, we have ordered some to be put in the track the current year. If found to answer the purpose, they will, of course, be largely manufactured in this country.

The number of locomotives now in service is 189, being two more than at the date of the last report. The two additional ones were purchased recently for switching service at Chicago, where a very large quantity of such work has to be done. The averge mileage for all the engines owned by the Company was 24,471, which is a very small fraction less than the mileage of last year.

The passenger equipment has been increased by 21 new first class coaches, and four baggage cars, and the whole of this class of equipment is now as follows: 1st Class Coaches, 94; 2d Class Coaches, 8; Emigrant, 18; Baggage, 22; Mail, 7; Express, 19.

The number of freight cars have been increased by building new ones, at the Company's shops at Fort Wayne, as follows, to wit: 71 box cars, 12 stock cars, 130 flat and coal cars, and the whole number now owned by the Company is as follows: 883 box, 547 stock, and 789 flat and coal cars.

The passenger and freight equipment was very materially improved during the year, and the locomotives have been kept in good order. The increase in the passenger and freight equipment has been such as to enable sush cars as were not in good condition to be spared from the road and sent into the shop for repairs. In the pressure of business in 1864, this could not always be done, and hence the expenditure for repairs during 1865, on this portion of the rolling stock, was greatly increased over the previous year, and increased beyond the usual per centage for car repairs.

The traffic of the Road has been moved with great promptness during the past year, excepting only a few days of delay that occurred at Pittsburgh to the east bound business in the month of November. This interruption was of too temporary a character to produce much inconvenience to either the Company or its patrons. The local freight traffic, which increased fourteen per cent. in quality, and eighteen per cent. in movement, was conducted with less complaint on the part of shippers, the past year, than at any previous period in the history of the Company.

The increased number and improved condition of the passenger coaches has also enabled the officers of the Company to give to passengers greater comfort than was enjoyed in the overcrowded condition of our coaches for several years past.

The amount expended for construction and equipment during the year was as follows: upon the eastern division, $1,149,575 87; and upon the western division, $860,334 81,—total, $2,009,910,-68, of which amount $988,624 84 was expended under direction of the Chief Engineer, and $1,021,-285 84 under the direction of the General Superintendent. The means for paying this large sum was derived as follows:

Sale of 11,221 shares of stock,.....	$1,122,100 00
Income derived from operating the Railway.....	887,810 68
	$2,009,910 68

This sum, added to the previous expenditures, makes the disbursements for construction and equipment, from 1862 to 1865 inclusive, $7,312,-342 68, during which period the share capital has increased from $6,500,000 to $9,312,442.

The above amount is double what the Board contemplated at the beginning of the year, but the pressure for the enlargement of the capacity of the road for business, the anxiety of the officers for improving the property with a view to ultimate economy in the working of the road, and the great cost of doing work of every character, led to the above result.

For the current year this class of expenditure will be kept within such limits as will enable the Board to pay for it, out of that portion of the capital stock unsold at the beginning of this year, which you authorized three years ago. No increase of the share capital beyond what has been heretofore authorized is asked by this Board.

In December last the stock business of the road in Chicago was removed from the yards on the grounds of the company, in the city, to the Union Stock Yards, occupying 320 acres of land, adjoining the south boundary of the city, and just west of your road. This was acquiesced in by your Board on account of the great inconvenience occasioned by the insufficient room, and besides the ground occupied by our Stock Yards was needed for shops, tracks, and other purposes connected therewith.

The concentration of the entire live stock business of Chicago, (which has now been accomplished,) outside of the city limits, was regarded as a measure which would result in benefiting the Railway, packing, shipping, and stock raising interest. Thus these Stock Yards in all their appointments are vastly larger and more complete than anything of the kind on this Continent, and were erected in the short space of six months, at a cost of one million four hundred thousand dollars.

Under the contract with the Cleveland and Pittsburgh Rail Road Co. for division of joint earnings, the payment to that Company out of the earnings of your Road for the past year amounted to the large sum of..... $342,496,93

Deducting from this sum the amount received by this Co. out of the earnings of the Cleveland and Pittsburgh Rail Road Co. in the year 1863 and 1864..... 129,077 66

$213,419 27

And the balance indicates the amount paid by this Company in three years for the advantages derived from the contract. The gross earnings of this Railway, during the existence of the contract, to the 31st of December last, was nearly $20,000,000, so that there has been paid to the Cleveland and Pittsburgh Rail Road Co. a very small fraction over one per cent. of this amount to secure harmony of action, permanence of rates, and unnecessary expenditure of money, growing out of an unprofitable competition for business. The amount thus paid is not large for the object gained. It was not, however, expected that any considerable sum should be paid out of the income of either party to gain these results, and therefore the Board of Directors of the respective Companies have concluded a supplement to the original contract which is herewith submitted for your information. This contract was executed on the 16th of February, 1866—having been made under the authority of the First Section of the original agreement.

During the year the title to the Cleveland, Zanesville and Cincinnati Rail Road, (better known as "Akron Branch,") was conveyed to this Company by the parties who purchased at judicial sale, in November, 1864; subject, however, to a mortgage for $200,000, and to secure a like amount of bonds bearing 7 per cent. interest, payable semi-annually, and the principal payable twenty years after date. The mortgage was made by the parties who conveyed title to this Company, although this Company is not bound to pay the morgage debt, yet it cannot acquire a complete title so long as the mortgage remains. The Road is worked independently of this Road, that is, not under the direction of the General Superintendent of this Road, nor with the rolling stock of this Company; but it is worked under the orders of the Board of Directors of this Company by the superintendent, Col. Simeon Perkins, who has been in charge of the property since it

was created. The net earnings to the close of the year have been $33,500, of which $14,500 has been paid for coupons on bonds, and to the parties in interest previous to the mortgage, thus leaving $19,000 as a balance to this Company. This sum, and future profits to a reasonable extent, it is proposed to set aside as a sinking fund with which to retire this mortgage debt. The amount paid for the title to this Road was $179,829 40, as stated in the general account. The Cleveland, Zanesville and Cincinnati Rail Road is 61 miles in length, having its northern terminus at Hudson, on the Cleveland and Pittsburgh Rail Road, and its southern terminus at Millersburg, the county seat of Holmes county, 23 miles south of Orrville, the point at which it crosses the Road of this Company. The equipment and track are in fair condition, and the business is steadily increasing, and is made by the purchase permanently tributary to this and the Cleveland and Pittsburgh Rail Road. The low price (about $6000 per mile, including equipment,) at which the Board was enabled to secure this property, and thus prevent it from falling into unfriendly hands, induced the purchase, which it is believed will prove profitable, and the policy a wise one.

On the first day of July last, this Company commenced to operate the New Castle and Beaver Valley Rail Road, under a contract dated the 29th day of June, 1865, which is herewith submitted. This Road is 15 miles in length, connecting with your Road at Homewood Station, 35 miles west of Pittsburgh, and terminating at New Castle, the county seat of Lawrence county, Penn., and there connecting with the Erie and Pittsburgh Rail Road, which has its northern terminus at the City of Erie, the whole forming a continuous line of Railway from Pittsburgh to the harbor of Erie, a length of 148 miles. The only rail route to the oil regions of the Allegheny Valley, from Pittsburgh, is over this road, *via* New Castle; and the shortest and best route from Pittsburgh to Franklin, and the oil basin adjacent, is over the New Castle and Beaver Valley Rail Road.

The gross earnings of the New Castle and Beaver Valley Road, from July 1st to December 31st, 1865, was $79,013 97. Of which the proportion (60 per cent.) due to this Company under the contract was..... $47,823 07
The General Superintendent reports the operating expenses to have been 13,011 64

Profit for six months..... $34,811 43

It is not expected that so large a percentage of profits will be maintained in the future, but there can be no doubt that the leasing of this short Road, occupying as it does the gateway of the Beaver, Shenango and Mahoning valleys, was an act of sound policy, and that it will always prove to be fairly remunerative to the Company, as also to the Stockholders of the New Castle and Beaver Valley Rail Road Co.

The Lawrence Rail Road Co., which is engaged in building a Rail Road from a point on the New Castle and Beaver Valley Rail Road, forty-eight miles from Pittsburgh, up the Mahoning Valley, to connect with the Cleveland and Mahoning Rail Road, two miles east of Youngstown, and thus form a continuous Railway from Pittsburgh to Cleveland *via* Youngstown, by the shortest and best practicable route between the two cities, have finished their track from the Eastern terminus in Pennsylvania to Lowell in Ohio, leaving six miles of track yet to put down to complete the line from Pittsburgh to Cleveland. With the material aid promised by parties along the line, who are greatly interested in a rail communication with Pittsburgh, the officers of the Lawrence Rail Road Co. promise an early completion of this six miles. This portion of the Road finished has been put into use, and when the entire line to Cleveland is in successful operation, as it ought to be in six months, the manufacturing interest of which Pittsburgh is the centre, will have three several Railway lines to Lake Erie, which will have the capacity to accommodate fully the present, and rapidly increasing, business of this region for many years to come.

Four lines of Railway are projected, each of which make Fort Wayne a terminus. All of these Roads, if completed, would be important to this Company by adding materially to our business. Some, of course, are of greater importance than others. The "American Central Railway" is to run west from Fort Wayne, very nearly on a parallel of latitude, crossing the Mississippi River at New Boston, and terminating at Omaha, the eastern terminus of the main line of the Union Pacific Rail Road. The large amount of work already done upon the line, the contracts and financial arrangements which have already been made, seem to justify the assurance of the Board of Directors of that Company, that, they will complete their Road from Fort Wayne to the Mississippi River in three years.

The Grand Rapids and Indiana Railroad Co. is a land grant Company, whose surveyed line is from Fort Wayne to the straits of Mackanaw, running through the western counties of the State of Michigan. In the work already done, and the large body of good land to come into possession of the Company, is a basis sufficient, under pro per management to complete the Road.

From Fort Wayne to New Albany, or some other point on the Ohio river opposite Louisville, the Fort Wayne and Southern Rail Road Co. is engaged in building a Road, the whole line now being under contract to, it is said, responsible parties. When completed, this would make a very good route from Pittsburgh to Southern Indiana, and to Kentucky, and thence into Tennessee.

The enterprise many years ago projected of a Road from Richmond, Indiana, to Fort Wayne, has again been revived, under the title of the Cincinnati and Fort Wayne Rail Road Co. A large amount of work has been done, and a good deal of local assistance has been promised, so that there seems to be good promise of early completion of a piece of Road which would form a link in a very good route from Chicago to Cincinnati *via* Fort Wayne.

Although your Road forms a link in the most direct route from the North-western States and Territories to the great cities North of Washington City, yet its greatest strength lies in its local advantages. At its termini are two of the greatest cities of the West, that must, from the very nature of the occupation of their citizens, interchange largely their tonage, and communicate frequently by personal contact. The agricultural capacity of the country on the entire line is most excellent, and the manufacturing facilities great and increasing. The statistics from 1862 to 1865, of the local business, exemplifies our views on this point, and confirms our theory as to the intrinsic value of your property. The local tonnage in the period named has increased from 189,896 tons to 355,470 tons, or 87 per cent., and the local travel on the two divisions has increased from 551,421 in 1862 to 1,302,516, nearly one hundred per cent. This business, on a large portion of the line, has scarcely commenced to be developed, and must continue to increase, for an indefinite period, and in the immediate future more rapidly than on other Roads east of Chicago.

Some discussions have appeared in the public prints as to the propriety of Railway Companies having any portion of their transportation business conducted by private Associations or Companies, operating independent of the officers of the Roads. There are two modes in which this species of agency is organized and conducted. One, where a commission is paid to an agency that merely solicits goods in the principal markets, and takes no charge, or assumes no control, over the property in transitu, and most usually does not even deliver the goods they contract to the consignee—the public being led to believe that the organization is a Transportation Company having charge of property, whereas, it is an agency merely soliciting freight and contracting for rates. The other mode is a Transportation Company which assumes all the duties and liabilities of a carrier to the shipper, contracts the freights at point of shipment, takes charge in transitu in its own cars, delivers it at destination, collects the freight, and settles all claims for loss, damage, or detention, the Rail Road Companies being paid by the Transportation Companies for the hauling of their cars for the actual number of tons hauled, or by the car on an assumed tonnage.

Two Transportation Companies, organized upon the last described plan, have contracts with this Company, subject to modification, or limitation, on short notice. After declining for more than ten years to admit Transportation Lines upon you Road, we found ourselves, by reason of Transportation Agencies in competing lines, compelled to establish them, and in doing so, have taken every precaution to establish them on such a basis as to give the greatest satisfaction to shippers, and protect the Company against risk and improper absorption of the profits of the business due to the Rail Road Companies. The contracts are not exclusive in their nature, are subject to modification, and may be terminated on reasonable notice, and the business generally is under a supervisory care of the General Freight Agent. Thus far we have found the result to be an increase in our business from new sources, increased confidence in our route by shippers, and an increase of net revenue without a corresponding increase of capital for our business. The Boston Board of Trade, in their recent annual report, commended highly this system of doing the through merchandise traffic, having, as appears by their report, given the subject the fullest examination.

By order of the Board of Directors.

G. W. Cass, *President.*

Pittsburgh, March 21, 1866.

Incrustation of Steam Boilers.

The numerous plans for preventing this evil show the importance the subject is assuming; and we note them as they appear. We are in receipt of a very able report on Incrustation by Prof. Chandler, in which he sets forth the certain and consequent destruction of the boilers from this cause, also the immense waste of fuel constantly going on in generating steam through this non-conducting stone lining equal to 47 per cent. The analyses of the water used on the New York Central road, show heavy deposits of Carb. Lime, Magnesia and Silex, amounting to several hundred pounds per engine per year. To this fact is due the inevitable destruction of boilers generally, and the repeated and expensive operation of new flues, fire boxes, loss of the use of the engines, waste of fuel, &c. Any one must see on a moments' reflection, the immense damage constantly accruing and the benefit to be gained by keeping the boilers free from scale; the repairs from this cause alone cannot fall short of one thousand dollars annually, while from 15 to 75 per cent. will readily be saved in fuel. Now all this loss of fuel, as well as the repairs incident to Incrustations, can be saved just as well as not. Superintendent, or those in authority, should take the matter in hand, and despite prejudices of Engineers, or ignorance of Master Mechanics, compell the use of any efficient antidote for this greatest of evils in the use of steam. We of course would recommend the use of Winans' Incrustation Powder, as we know it is a specific in the case. We have abundant proof and authority for advocating its use from parties of ten years' standing. We have repeatedly called attention to this article, and the more we know of it, the less doubts we have in regard to it, and consider it one of the greatest discoveries of the present day. The cost will not exceed one hundred dollars a year, and it will certainly save to each engine from five hundred to one thousand.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	18¾
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5¾
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¾
Atlas ..... "	20,000	----	1	2¾
Aztec ..... "	20,000	----	1	3
Balt. and N. C. ..... N. C.	20,000	5	----	35c
Bare Hill ..... "	----	----	----	110c
Bay State ..... L. S.	20,000	----	3½	12¾
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	1½	----
Boston ..... L. S.	20,000	----	1½	5*
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	----
Cabot ..... L. S.	20,000	----	----	2
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	15c
Canada ..... Vt.	100,000	4	90c	75c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	80,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	46
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	15½
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	3½	----
Dana ..... "	20,000	----	----	1½
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	----	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	5½	1½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint-Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6¼	45½
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	50c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	69c
Great Western ..... L. S.	20,000	----	2	75c
Green Mountain ..... Vt.	20,000	10	----	4¼
Guilford ..... L. S.	20,000	----	5	43c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6¼	20¼
Hanover ..... "	20,000	----	¼	1
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	8¼
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	¼	1¼
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	3¾
Humboldt ..... "	20,000	----	2	7¼
Hungarian ..... "	20,000	----	1	62½
Huron	20,000	----	16	45
Indiana	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	14

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	¾
Madison ..... L. S.	20,000	----	1	1½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	2½
Maryland ..... Md.	----	----	5	40c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	12
Mesnard ..... "	20,000	----	5½	1½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	c
Minnesota ..... L. S.	20,000	----	3½	11½
Misisiquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	20
Native ..... "	20,000	----	3	75c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	50c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	¼
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake ... "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogimn ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	3½
Pewabic ..... "	20,000	----	3½	36
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	14
Pittsburg & Boston "	20,000	----	5½	49
Pontiac ..... "	20,000	----	3¼	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	¾
Quincy ..... "	20,000	----	10	50
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	2½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	50c
St. Clair ..... L. S.	20,000	----	3	2½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	60c
Salem ..... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	----	5	----	55c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	1
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	3½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	65c
Tremont ..... "	20,000	----	5*	1
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	2
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	¼
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant .... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	3
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	8¾
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	¼
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	¾
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	¼
Ramsay ..... Ca.	20,000	25	----	----
Rossie	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c
Wallkill ..... N. Y.	----	----	----	25c
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	60
Ashburton ..... "	50,000	50	----	14
Atlantic & G. C. .. Md.	----	----	----	105c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	5½
Big Mountain ..... Pa.	----	----	----	4½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler ..... "	----	----	----	15
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	45
Clinton ..... "	----	----	----	1
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	43½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	17½
Fulton ..... "	60,000	5	----	6
Gilbertson	5,000	100	----	42
George's Creek ..... Pa.	10,000	----	----	109
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt.. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55½
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	45½
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	4
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	6½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	135
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	49½
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	20
Princess Alex. .. N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	8½
Schuylkill Valley .. "	20,000	10	----	12
Shawmut	6,000	50	----	----
Short Mountain .. Pa.	16,000	50	----	26½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,780	50	----	44

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market rice p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	----
At. & Pac. (G. & S.) Nev.	50,000	10	----	----
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. M.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	----
Black Hawk (G.) ... "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	----
Chaudiere (G.) .... Ca.	100,000	5	----	----
Chebucto ..... N. S.	100,000	5	----	----
Colonial (G.) ..... Ca.	100,000	2½	----	----
Colorado (G.) ..... Col.	50,000	10	----	----
Consol. Greg'y (G.) Col.	50,000	100	----	----
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	----
Corydon (G.) ..... "	100,000	25	----	----
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	----
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	----
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	----
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	----
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	----
Halifax (G.) ..... N. S.	200,000	2	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	----
Isaac's Harbor (G.) N. S.	100,000	5	----	----
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11½
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	----
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	----
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	----
Nova Scotia (S.) ... "	100,000	2	----	----
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	----
Quartz Hill (G.) ... Col	40,000	25	----	5
Quicksilver ..... Cal.	100,000	100	----	41½
Renfrew (G.) ..... Ca.	120,000	24	----	----
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	----
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	----
Smith & Parm. (G.) Col	125,000	20	20	----
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.), "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	....	29
30 Nov. '64	4.52	——	170	28	--	Broadway, Boston	256,257	250,000	——	26,432	129,615	15,895	8	....	43½
30 Nov. '64	27.43	——	——	——	——	Cambridge	734,671	727,808	150,000	94	(Union Co.)		9	....	94½
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	.....	41,000	——	——	——	——	——	——	——
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoll'n)		6	....	46
30 Nov. '64	2.80	——	26	6	--	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	——	——
30 Nov. '64	11.75	——	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	60
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	——	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	25,000	11,000	——	(Middlesex)		——	50	25
30 Nov. '64	31.85	——	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	——	——	218,487	580,043	49,981	6	....	46
30 Nov. '64	6.84	——	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	——	——	3	....	42
30 Nov. '64	5.69	——	75	9	——	Quincy	135,243	71,600	55,583	31,533	28,510	1,369	——	——	....	——
30 Nov. '64	6.75	——	66	15	——	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	——	....	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)		5	....	25
30 Nov. '64	2.50	——	10	2	——	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	....	....
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)		——	....	....
30 Nov. '64	6.00	——	70	——	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	....	....
30 Nov. '64	——	——	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	....	86½
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	(Leased)		6	....	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	....	....
30 Nov. '64	11.60	——	59	8	--	Worcester	86,657	75,800	——	53,668	25,453	——	——	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '64	10.76	——	---	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	——	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1200000	75,000	95,551	18,965	——	100	69
30 Sep. '64	7.00	2.80	- -	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	——	——	55
30 Sep. '64	24.00	——	---	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,847	3,666	9	100	130
30 Sep. '64	56.18	1.90	---	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	---	28	—	Brooklyn City and Newtown	581,784	366,000	200,000	19,144	82,049	4,162	——	——	....
30 Sep. '64	0.09	9.41	——	——	——	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	——	....
30 Sep. '64	——	18.00	——	——	——	Brooklyn City & Rockaway	— —	12,000	——	700	——	——	——	——	....
30 Sep. '64	——	25.00	——	——	——	Brooklyn, E. N. Y. & R'kw'y	90.000	50,000	25,000	15,000	——	——	——	——	....
30 Sep. '64	——	——	——	——	——	Buffalo Street	.....	.....	——	——	——	——	——	——	....
30 Sep. '64	——	23.00	——	——	——	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	——	——	——	——	——	....
30 Sep. '64	——	——	——	——	——	Central City (Syracuse)	.....	.....	——	——	——	——	——	——	....
30 Sep. '64	19.00	3.00	——	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	.....	327,713	30,493	——	100	....
30 Sep. '64	17.25	——	---	32	--	Coney Island and Brooklyn	603,889	500,000	115,000	——	100,438	9,148	——	——	....
30 Sep. '64	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	12	100	....
Sep. '64	18.50	1.00	---	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	45,000	5,000	452,701	4,208	12	....	....
30 Sep. '64	12.00	1.00	---	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	——	....	....
30 Sep. '64	——	——	——	——	——	Fourteenth Street (N. Y.)	.....	.....	——	——	——	——	8	——	....
30 Sep. '64	4.52	——	——	——	——	Grand St. & Newtown (W'g)	.....	.....	——	——	——	——	——	——	....
30 Sep. '64	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	——	34,660	897	——	——	....
30 Sep. '64	——	——	——	——	——	Main & Ohio St. (Buffalo)	.....	.....	——	——	——	——	——	——	....
30 Sep. '64	——	——	——	——	——	Niagara Street (Buffalo)	.....	.....	——	——	——	——	——	——	....
30 Sep. '64	11.00	7.00	——	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	——	90,198	loss.	——	100	....
30 Sep. '64	——	——	——	——	——	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	——	——	——	——	——	——	....
30 Sep. '64	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	....
30 Sep. '64	7.50	3.40	---	20	--	Rochester City & Brighton	237,889	134,000	91,000	10.000	47,739	——	——	——	....
30 Sep. '64	16.00	——	---	---	---	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	——	100	65
30 Sep. '64	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,306	14,753	5	100	136
30 Sep. '64	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	.....	.....	——	——	——	——	——	——	....
30 Sep. '64	17.50	——	---	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	——	——	——	——	Troy and Cohoes	50,000	.....	——	——	leased.	——	——	——	....
30 Sep. '64	6.50	9.00	——	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	——	....
30 Sep. '64	1.50	——	——	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	——	....
30 Sep. '64	——	12.00	——	——	——	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	——	....
						NEW JERSEY.									
Dec. '62	5.32	——	---	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	.....	——	——	——	....
Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	....
31 Dec. '62	10.47	——	——	——	——	Jersey City & Bergen Point	.....	.....	——	——	——	——	——	——	....
31 Dec. '63	17.00	——	150	22	--	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	....
31 Dec. '62	5.80	——	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	....
						PENNSYLVANIA									
31 Oct. '64	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	128,761	50,439	40	10	50½
31 Oct. '64	8.13	——	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57.900	19.957	100,381	20,036	8	....	....
31 Oct. '64	4.12	——	12	2	0	Delaware County	30,729	25,780	6,500	333	6,876	1,473	——	——	....
31 Oct. '64	4.38	——	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	——	27,895	77,533	5,901	7½	....	22
31 Oct. '64	16.74	——	257	40	0	Frankford & Southw'k (Ph.)	759,261	490,630	200,000	18,500	251,897	81,029	8	50	40
30 Nov. '64	24.23	——	233	39	0	Germantown	377,824	112,245	250,000	——	176.540	41,534	——	——	55
31 Oct. '64	8.40	——	120	25	0	Girard College (Phila.)	81,612	160,000	——	——	102,861	24,708	12½	....	25
31 Oct. '64	8.73	——	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	——	166.776	51,494	20	....	32
31 Oct. '64	11.00	——	---	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	59,473	3,929	——	——	42
31 Oct. '64	——	——	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	——	——	11
31 Oct. '64	11.17	——	---	---	---	North Philadelphia	.....	.....	——	——	——	——	——	——	....
31 Oct. '64	12.00	——	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	——	——	37,905	1,491	——	——	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	32,449	6,297	2	——	....
31 Oct. '64	7.04	——	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	——	——	....
31 Oct. '64	4.51	——	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	——	....
31 Oct. '64	6.16	——	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	——	95,336	1,418	——	——	18
31 Oct. '64	5.20	——	---	---	---	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	.....	——	——	——	6
31 Oct. '64	7.78	——	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	——	39,334	8,113	——	——	12½
31 Oct. '64	19.46	——	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	——	355,774	98,863	27½	20	73
31 Oct. '64	5.62	——	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	——	——	41.269	9,418	5	....	13
31 Oct. '64	8.38	——	116	17	4	Spruce & Pine (Phil. & Gras F.)	175,610	159,312	15,500	——	79,670	21,297	6	....	34
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	——	——	102,367	51,179	20	20	51½
31 Oct. '64	6.25	——	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	——	2,000	116,912	24,831	25	——	20
31 Oct. '64	9.31	——	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	....	75
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	——	....	18
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	——
31 Dec. '62	3.63	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p.c.	Months	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd: 1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	69
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	6,000	6	.....	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	124,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1880	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1880	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm: 1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1880	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71–72	98
Malden and Melrose: 1st Mortgage guarantied	73,100	6	.....	1890	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex: 1st Mortgage	31,000	--	.....	.....	....
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue: 1st Mortgage	67,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1880	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton: 1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union: Real Estate Mortgage	30,000	6	J. & D.	1883	....
Utica City: 1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Ap'l 1, 1866.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	119
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	114
" " " ..... coupon		6	" "	1868	117½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	95½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97½
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	105
" " " ..... coupon		6	" "	1881	104½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,284,650	6	" "	1881	105
" " " ..... coupon		6	" "	1881	104½
Loan of Feb. 25, 1862 (5-20s) ..... registered	579,966,000	6	May & Nov.	1882	104
" " " (5-20s) ..... coupon		6	" "	1882	104
Loan of March 3, 1865 (5-20s)	61,263,000	6	May & Nov.	1885	104
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	2,272,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ...registered	172,769,100	5	Mar. & Sept.	1904	91½
" " " " ..... coupon		5	" "	1904	91½
Loan of March 3, 1864 (5-20s) .....registered	100,000,000	6	May & Nov.	1884	103½
" " " " .....coupon		6	" "	1884	104
Treasury Notes of July 17, 1861 .....coupon	167,350	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 1st series	818,044,000	7.3	Feb. & Aug.	1867	100½
" March 3, 1865 .....2d series		7.3	June & Dec.	1868	100
" 1865 .....3d series		7.3	Jan. & July.	1868	100½
Debt Certificates	62,253,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	172,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	422,794,252				
Fractional currency	28,005,452				
State Loans.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ...coupon	890,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	108
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds .....coupon	2,000,000	6	Jan. & July	'71-'82	93
" — " " " ..... " "	1,000,000	6	" "	1883	92½
Florida—State bonds	143,000	7	----------	----	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'68-'80	100
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	80
" — " " ..... "	2,058,178	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	84
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " special stock "	479,545	5	" "	----	----
Iowa—State stocks .....coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July	1876	----
" — " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	94
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----------	d'm'd.	85
" — " " (R. R. etc.)... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,396,583	6	----------	----	----
" — " " (war loan)... "	670,000	6	----------	----	----
Maine—State bonds .....coupon	----------	6	Mar. & Sept.	'63-'77	94½
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	94½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.)... "	200,376	5		1865	----
" — " (st'l'g)..... "	5,585,555	5		'89-'90	----
" — " (st'l'g conv.)... "	2,490,569	5		'89-'90	----
" — " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	100,000	4½		1888	----
" — " " (")..... "	767,560	6		'42-'68	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'89-'90	----
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	100
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	100
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" — " (" ").dollar	416,500	6	" "	'90-'91	----
" — " (" ").. "	300,000	5	" "	1893	----
" — " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " (Buildings se.) "	200,000	6	June & Dec.	'68-'77	----
" — " (" ") "	845,000	6	April & Oct.	'95-'74	----
" — " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " (" ") "	94 000	5	Jan. & July.	1874	----
— scrip.....	300 000	6	" "	'64-'66	----
—	347 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan .....coupon	3,000,000	6	Jan. & July.	'71-'76	107½
" — " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan... "	1,000,000	5	" "	1883	94
" —Back Bay Loan ..... "	168,000	5	" "	1880	95½
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	97
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	5	" "	1863	72½
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	74
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75½
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	90
" " —Notes	200,000	6	----------	----	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	531,820	6	" "	'66-'71	----
" — " " (")... "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	100
" " — " " " " ...	1,119,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,800,000	6	" "	'68-'78	100
" " — " " " " ...	700,000	7	" "	1870	----
" " — " " Comptroller's b'ds	28,698	5	----------	d'm'd.	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " — " " ----------	6,922,274	5	" "	'63-'74	----
" " — " " (" ")	15,889,025	6	" "	'64-'76	----
" " — " " ----------	1,000,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,565	6	Various.	Var.	84½
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	5	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	93
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,309	6	" "	1881	96
" — " " (" ") ..... "	2,400,000	6	" "	1886	97
" — " " (domestic debt).....	125,680	6	" "	1863	95
" — " " (war loan) .....coupon	1,500	---	----------	1866	----
" — " " (" ")..... "	279,318	---	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	86
" — " " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	"	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	84
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	85½
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds.....coupon	660,000	5	Jan. & July.	1882	94
" —Bank Charter Loans.....	360,937	5	----------	----	----
" —Relief Notes in circulation...	97,360	---	----------	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	92½
South Carolina—State bonds (stg) .....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	81
" — " " (interl. impr.) "	2,083,606	5	----------	Var	84
" — " " (railroads)... "	12,799,000	6	----------	Var.	90
" — " " (capitol) ..... "	608,000	5	----------	1890	87
" — " " (Hermitage) .. "	48,000	6	----------	1890	91
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	40
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	88
" — " (sterling)..... "	1,856,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----	----
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	402,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	761,970	599,762	6,988,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,984	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,678,706
1864	100,991	154,419	196,803	162,723	178,786	206,090	224,257	212,165	354,564	320,879	307,803	262,015	2,770,444
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	491,260	357,936	307,919	236,824	3,840,092
1866	210,171	207,913	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,080	68,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,603	138,795	125,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	248,331	289,403	186,172	227,230	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	174,164	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,685	2,811,544
1864	273,876	317,839	390,355	421,363	466,930	566,145	480,710	519,306	689,905	729,759	716,378	563,400	6,11[illegible]
1865	541,005	482,164	499,296	468,353	535,823	747,942	702,681	737,598	946,707	921,886	749,101	546,6[illegible]	7,968,980
1866	523,566	405,634	------	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1862	24,243	24,244	22,773	19,467	22,411	22,518	21,401	31,093	31,757	36,578	33,931	37,440	328,056
1863	33,829	33,804	38,485	40,641	37,588	38,058	39,208	60,198	61,486	61,767	61,386	60,895	528,364
1864	47,393	56,565	67,922	61,[illegible]12	55,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,9[illegible]7	91,076	97,145	106,389	115,610	116,29[illegible]	91,664	1,102,821
1866	90,416	76,338	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,966	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,[illegible]93	1,041,975	994,317	1,105,364	1,301,065	1,222,568	1,224,909	1,304,217	13,429,693
1865	908,341	886,030	1,240,626	1,472,120	1,339,279	1,225,628	1,152,803	1,[illegible]64,126	1,[illegible]45,456	1,406,387	1,461,217	1,503,993	15,296,915
1866	including Buffalo Division...1,187,188	983,855	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,163	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	468,372	510,100	423,573	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	514,608	480,573	617,682	578,403	747,469	739,786	641,589	643,587	518,088	7,1[illegible]1,206
1866	532,823	512,628	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,226	40,706	58,704	52,864	77,112	82,059	74,764	68,863	710,326
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	94,[illegible]08	95,453	1,0[illegible]8
1865	93,112	86,626	93,503	82,186	73,842	110,186	108,652	112,186	120,051	117,604	114,512	104,[illegible]87	1,222,017
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,838	1,168,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	1[illegible]6,417	205,055	138,[illegible]42	112,913	1,247,558
1864	102,749	115,135	88,221	140,418	136,747	212,209	189,547	113,399	168,218	178,526	149,069	117,013	1,711,[illegible]51
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	229,[illegible]40	140,664	1,965,712
1866	121,776	84,897	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,939	153,170	186,951	170,362	161,391	126,553	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	169,915	226,814	276,109	326,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	305,166	375,567	332,260	348,048	3,399,441
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	462,219	407,107	448,934	411,806	4,190,353
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,093	424,296	484,173	521,636	495,421	356,912	4,859 071
1865	314,598	283,177	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	261,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	256,844	307,338	242,089	200,134	2,124,[illegible]14
1862	230,150	159,658	151,902	175,696	186,089	174,002	172,189	216,624	295,966	322,369	307,474	253,334	2,659,702
1863	242,073	245,858	256,432	238,495	236 458	206,221	193,328	215,449	308,168	375,488	339,[illegible]94	306,186	3,168,645
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,866,146
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,6[illegible]	490,694	447,[illegible]0	328,[illegible]69	4,[illegible]4[illegible]49
1866	282,438	265,796	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,985	46 474	64,993	83 202	131,[illegible]43	124,970	99,652	86,182	164,710	221,[illegible]38	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	104,269	203,018	237,562	251,936	241,370	300,841	395 579	346,717	171,125	2,5[illegible]5,031
1866	131,707	122,621	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,626	447,813	504,217	591,920	743,599	703,671	637,792	520,396	6,398,[illegible]92
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,[illegible]82	868,985	811,458	730,736	623,047	7,[illegible]54,[illegible]72
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	666,175	927,026	852,960	872,983	7,906,[illegible]85
1862	749,163	631,956	710,814	770,223	756,114	610,417	749,571	752,841	892,744	1,018,[illegible]75	968,228	1,002,768	9,[illegible]93,[illegible]34
1863	920,272	790,187	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,[illegible]57,818	11,[illegible]69,[illegible]83
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,763	1,273,117	1,450,076	1,227,113	1,187,505	1,[illegible]16,[illegible]29	13,[illegible]57,[illegible]09
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,496	339,911	368,956	321,208	249,022	3,315,[illegible]01
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,768	278,219	2,[illegible][illegible],[illegible]35
1862	192,216	217,161	244,423	258,674	263,996	254,285	288,725	414,707	448,994	463,873	466,557	464,826	4,088,[illegible]87
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,[illegible]83
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,126,[illegible]35	754,551	1,032,149	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,331	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,[illegible]08	3,[illegible]1,[illegible]52
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,540	397,525	401,299	364,[illegible]31	370,993	3,[illegible]6[illegible],[illegible]10
1863	337,350	366,598	461,965	462,937	427,094	395,845	350,753	407,077	483,[illegible]09	505,514	466,[illegible]00	487,612	5,[illegible]82,[illegible]84
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,[illegible]52	691,556	914,082	7,[illegible]29,[illegible]46
1865	690,144	678,504	857,583	733,808	637,186	646 936	584,523	712,496	795,938	858,501	712 363	880,994	8,489 062
1866	555,498	474,783	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	148,743	162,921	1,561,912
1864	100,872	147,495	160,197	157,786	149,855	155,730	144,942	218,236	234,194	208,755	202,066	264,796	2,084,[illegible]74
1865	169,882	153,772	202,771	167,899	177,625	173,722	167,513	218,553	216,737	222,737	207,093	162,614	2,240,503
1866	178,119	155,893	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1860	43,513	42,064	64,414	73,679	67,946	67,428	84,879	122,785	136,100	125,027	77,599	61,296	926 785
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	123,722	1[illegible],537	162,858	137,[illegible]60	92,574	1,172,[illegible]00
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	1[illegible],380	172,870	147,[illegible]48	139,[illegible]28	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,079	139,595	161,052	134,563	111,389	1,420,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,849	221,570	220,289	265,154	2,[illegible]6[illegible],[illegible]92
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,931	375,534	3[illegible],910	247,023	2,924,543
1866	226,059	194,167	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,662	75,677	92,715	61,770	37,830	689,283
1866	45,102	36,005	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	693,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	18?2	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	89
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	96½
" " " 1850	676,000	6	Jan. & July.	"	1880	94½
" " " 1855	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,600	7	" "	" "	1870	
Income bonds	87,000				18?0	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	89
" " $875,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	83
" " $2,500,000	867,000	6	"	"	1889	85
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'68–'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	60
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	94
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1893	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
Income bonds	63,500	8	May & Nov.	"	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1886	81
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,285	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1886	94
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1868	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Connecticut and Passump. Rivers:						
1st Mortgage	638,500	8	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	6	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	92½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	77?–'78	75
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & Jul.	" "	1863	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1836	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,540,000	7	May & Nov	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,563,000	6	" "	" "	1850	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			1 7
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1855	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortg ge (convertible)	1,000,000	7				
3d Mortgage	600,0 0	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	876,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	" "	" "	1850	85
Extension Bonds	175,000	7	May & Nov	" "	1850	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'69–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	81
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State [Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,488	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y & Boston	1860	106½
1st Mortgage (convert.) Dollar	267 000	8	April & Oct.	" "	1882	106½
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	18 5	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	754,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,194,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	80
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,856	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		46
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	93,000	6			1886	
Mississippi State Loan	202 000	6				
1st Mortgage	171.000	7			1870	
Mobile and Ohio:						
City (Mobile) Tax Loan	400 000	6				
Tennessee State Loan	674,560	6				
Alabama State Loan	388,410	6				
Income	1,503 070	8	Jan & July.	New York.	'61–'67	
Sterling	575,000	6			1853	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350 000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	242,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Loud. and Stonington:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	110,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500.000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-annually.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	74,800	6	March & Sept.	"	1885	
N. Orleans, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,?6?,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mort [S. F.]	666,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,1?0	6	May & Nov.	New York.	1883	92
Db'ts of former Co s outst'd'g	100,000					
Funding [S. F.] Bonds	1,?98,000	7	Feb & Aug	" "	1876	91
Exchanged St ks [S. F.] Bds	634,000	6	May & Nov.	" "	1?83	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192 7 3	7	var.	" "	var.	
" " " "	45,?10	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	101½
Bonds of Oct. 1863 [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000.000	7	May & Nov.	New York.	1867	97
2d Mortgage	4,000.000	7	March & Sept	" "	1879	100
3d Mortgage	6 000.000	7	" "	" "	1883	96
4th Mortgage	3,?34,000	7	April & Oct.	" "	1880	97
5th Mortg ge	1,002,500	7	June & Dec.	" "	1888	91½
Buffalo Branch	1?6,?00	7	Jan. & July.	"	1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	9?0,300	7	Jan. & July.	" "	1881	93½
New York and New Haven:						
Plain Bonds, Coupons	912,000	7	June & Dec.	New York.	1886	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1889	93½
2d Mortgage	3,077,000	7	" "	" "	1861	3½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84½
Chattel Mortgage	360,000	10	" "	"	1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'68-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,060,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	72½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	72½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	96½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	300,000	7				
1st Mortgage (1869-'70-'75)	386,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,856,600	6	April & Oct.	"	1870	97½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	87½
" 1844, "	804,000	6	" "	"	1880	87½
" 1845, "	101,000	6	" "	"	1880	87½
1849, "	67,000	6	" "	"	1880	87½
1857, (convertible)	561,000	6	" "	"	1886	87½
1858, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	598,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	99
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	80½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	300,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8	"	"	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	80
2d Mortgage	937,500	7	"	"	1863	30
3d Mortgage	440,000	7	"	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1896	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1885	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'78-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	87
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	77
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	85
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	72½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	600,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.		dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Div'dends.	Price of
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	508,500	105,255	1,515,701	54.0	.....	161,102	37,866	—	.....
28 Feb '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	256,791	76,773	21,006	—	.....
1 May, '61	139.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,859	695,570	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,593	—	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	316,299	66,483	—	307,060	95,000	731	.....	23.8	52,825	89,470	46,029	7	.....
31 Jan '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	577,868	134,569	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,819	254,000	633,490	3,000,000	927,000	—	4,654,323	75.2	45 238	1,459,741	413,528	12	150
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	28,200	2,000,000	202,600	30,150	2,787,594	124.0	192,989	478,085	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	140,391	16	—
28 Feb '65	50.0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,187	[illegible]	—	117½
30 Nov. '64	84.8	5.9	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	—	49,863	197,787	14,546	3	—
31 Dec. '65	66.0	20.0	5.9	14.0	5	12	84	New London Northern	861,135	*	—	700,000	132,814	18,746	871,742	86.0	202,567	306,766	52,264	8	85
31 Mar. '65	61.3	1.0	68.8	—	29	75	405	New York and New Haven	4,729,697	932,365	—	3,619,600	2,000,000	—	6,810,240	117.4	65,758	1,847,291	622,596	9	114½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	—	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	208,396	9	102
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	188,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,804	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	56.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	56.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	65	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590 173	229.0	879 488	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,148	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	228,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	16	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,322,313	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,447	*	—	built and own'd by State.			—	138.0	.....	882,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	637,700	4,208,600	4,019,000	—	10,008,224	280 0	1,450,280	3,540,092	1,383,517	8½	84
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,618,232	—	8,376,510	5,924,962	—	16,464,255	400.0	1,963,105	5,728,941	1,782,373	20	115
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	1,340,728	26,155,641	12,020,483	825,398	39,680,4	2,950,8	.....	6,820 75	1,902,272	—	25½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	500,000	6,000,000	1,450,500	—	9,484,582	228 4	1,212,654	3,359,941	1,891,707	6	109½
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.6	.....	742,697	377,476	—	60½
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,968 060	708.3	3,507,486	7,181,208	2,174,924	10	116
1 Jun. '65	111.0	—	.....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	.....	459,874	219,930	—	.....
31 Dec. '64	196.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	50
								INDIANA.													
— — ...	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,090,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	—	1,142,834	1,240,000	—	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110 0	.....	448,858	230,854	9	55
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	—	1,872,000	997,000	—	2,975,878	84.0	384,539	771,763	307,332	—	.....
1 Dec. '62	78.0	—	11.0	—	16	14	201	Jeffersonville	1,549,519	*	278,534	1,015,907	621,000	—	2,175,227	108.0	312,899	527,993	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,247	*	—	819,900	640,000	—	1,538,745	132 0	.....	315.172	117,911	6	100
— — '58	278.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,40	—	30½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Richmond	1,988,150	*	967,278	1,928,150	60,000	218,0	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603.589	178,787	—	1,497,947	1,243,870	—	2,929.78	75.5	112,134	431,606	155 317	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	68,961	—	3,649,396	960,000	27,361	4,891.849	100 0	220,515	412,153	162,248	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn	1,037,876	82,490	—	921,449	570,000	.....	.....	38.5	11 more.	458,821	21,896	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,875,903	111.8	.....	428,408	227,554	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	72,000	—	786.515	29.0	.....	188,4-3	63,774	7	80
30 Jun. '66	66.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,736	12,200	1,109,394	276,000	—	1,713,324	66.1	236,06	419,648	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	925,047	1,814,540	2,172,515	8	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	506,260	—	3,242,318	506,000	339,297	5,855,320	80.0	150,264	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570.452	1,040,752	—	.....	2,645,000	1,150,717	.....	206.0	.....	1,232,654	555 434	—	.....
31 Aug '60	52.7	—	.....	135.2	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipped by Gr. Tr'k R.		R. Co. of	Canada		.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,869	188.0	.....	340,808	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,916,083	—	102
31 Mar. '65	246.0	277.8	.....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	—	18,284,315	523.8	2,187,124	4,288,406	1,881,113	—	99½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236,0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,443	59.7	.....	176,402	116,492	—	.....
24 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
4 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,383,740	*	—	7,158,836	7,177,600	.....	.....	206.8	570,224	1,047,567	420,026	—	.....
8 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,769	—	2,469,540	4,350,000	93,378	7,695,870	166.8	480,158	950,499	640,641	—	37
1 Dec. '62	152 0	—	8.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
8 Feb. '65	283.0	—	14.4	—	43	26	866	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,769	211,213	—	.....
8 Feb. '65	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,747	1,965	—	.....
0 Sep. '64	86.5	3.0	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2 2	3,501,000	40 558	6,382,10	90.1	263,151	389,295	31,52	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Earnings. Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,554	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	68.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,955	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,354	4,259,303	109.2	186,240	823,032	174,028	—	.....
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	28,404	—	.....
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,233	16,151,962	10,112,584	897,839	38,611,376	286.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	419,690	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,981	4,518,900	5,211,244	1,659,780	12,044,841	281.0	1,642,015	3,315,510	1,328,778	8	45
								MASSACHUSETTS.													
30 Nov. '64	.....	.....	.....	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,763	12,475,363	.....	.....	.....	.....	—	20
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	182,345	380,753	1,830,000	640,000	12,826	2,996,346	70.9	413,218	650,999	182,610	6	96
30 Nov. '64	74.8	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	119
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	456,096	1,221,104	366,332	10	130
30 Nov. '64	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	6,557,510	83.6	628,622	1,471,995	487,864	10	185
30 Nov. '64	46.0	1.1	2.7	—	7	18	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,014,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	228,318	472,321	165,982	6	103
30 Nov. '64	44.2	30.8	27.5	—	31	74	459	Eastern	3,966 179	329,765	264,102	3,155,000	1,967 200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	101
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	98.4	434,622	868,352	309,341	8	107½
30 Nov. '64	12.4	—	2.3	—	.....	.....	.....	Lowell and Lawrence	232,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '64	14.6	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,495	809,362	71.0	185,647	291,618	63,019	8	116½
30 Nov. '64	20.1	1.5	1.2	—	4	17	60	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82 880	—	788,047	1,072,900	187,500	2,048,53?	36.7	94,748	83,492	—	—	10½
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3 923.876	334.503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	961,030	469,582	8	106½
30 Nov. '64	43.4	1.0	14.9	—	14	18	164	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	286,408	470,978	159,118	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,545	—	243,305	226,900	727	470,931	(Oper by B. & L. Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	—	42½
30 Nov. '64	156.1	17.8	126.6	—	75	62	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713	—	5,150,000	6,267,529	—	14,986 9.9	218.0	1,480.223	2,996,851	1,178,712	10	136½
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1 088,898	116,000	—	1,141,600	76,000	51,390	1,268,390	45.7	194,712	338,288	1o7,005	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,086,925	679,500	—	2,765,425	53.6	382,852	589,743	165,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,986	136,049	8	65
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,600	12,300	20,904	operated by Concord R. R.			90,699		7	108½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	695,538	566.000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166 500	15,519	3,250,418	82.0	.....	210,265	210,265	7	98
30 Apr. '64	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	2,386,295	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,284,463	—	.....	124 2	.....	5,799,980	1,140,788	35	118
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	—	—	1,064,243	1,085,276	123,920	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	34.0	—	59	34	908	Central of New Jersey	9,203,924	2,078,588	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,537,184	1,206,630	20	107
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	85
31 Dec. '65	33.6	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,574,548	5,000 000	805 000	—	6,444,399	33.6	654,192	1,875,981	803,328	10	135
31 Dec. '64	21 3	—	.....	2	6	—	17	Northern New Jersey	452,116	*	—	168,800	260,000	45,072	463,872	21.2	99,787	146,936	29,.00	—	—
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,380,700	1,534,000	544,426	4,440.026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,008,300	—	—	1 405,300	600.000	—	2,008,300	18.2	.....	290,022	130.510	6½	46½
31 Dec '64	88 5	—	.....	17.	—	—	—	West Jersey	1,461,2.9	*	—	588.400	700.000	—	1,288,400	—	—	207,962	91,544	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,182,056	198,809	—	1,604,145	1,016,739	173.722	2,794,607	82.0	65.472	175,729	88,064	—	.....
30 Sep. '64	43.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	383,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,575	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 5	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,888	514,576	189,000	2,200,000	1,200,000	—	3.680,000	88.3	645,234	1,945,466	769,028	10	125
31 Dec. '64	460.0	97.0	536.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	307.0	6,916,324	13,429,643	4,594,725	8	72½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	12,053,434	1,616,413	—	6,218,042	7,787,680	1,167	14,669,847	150.0	1,396,298	4,132,660	1,587,293	8	109
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,812	—	1,852,716	932,000	—	2,928,474	103.5	290,474	647,259	335,247	14	59
30 Sep. '65	297.8	268.1	421.0	—	258	284	5,336	New York Central	27,296,542	3,305,377	1,279,791	24,591,000	14,627,442	—	44,075.497	654.9	5,504,048	13,975,524	2,694,714	6	91½
30 Sep '64	130.7	2.1	45 0	—	35	57	565	New York and Harlem	9,510,739	1,106,209	1,022,685	6,565,050	6,115,500	—	12,700,85?	163.8	1,730,116	1,860,429	450,769	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	438,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	36.9	85,498	218 9 4	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	189,555	—	800,000	233,750	—	1,033,750	52.2	129 684	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	23	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	363,305	—	1,774,178	1,729,900	50,228	3,554,308	238.1	432,370	827,615	360,754	10	28
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,728	105,601	—	500,000	380,000	—	950,324	61.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	292,917	34,237	—	628,100	200,000	140.000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8 0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,023,640	9,166	—	1,200,130	1,585,257	28.832	2,932 806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	16	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	281,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,840,213	791,055	102,391	3,114,954	171.0	328,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000.000	*	4,700	290,212	—	70,860	364,075	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	90.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,06.	*	—	977,993	717,000	—	2,042,067	40.0	.....	154 600	78.927	—	.....
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	—	2,562,251	1,040.550	—	3,719.374	118.2	523.741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5 601,746	202.0	.....	1,241,857	503,228	19	128
31 Dec. '64	181.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750.000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,033 368	2 499,348	1,235,162	15	15
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,086,065	1,752,400	128,857	2,917,324	67.0	248,387	375 209	228,651	—	45
31 Oct '65	95.5	—	33.5	1.0	26	26	998	Clev., Painesville & Ashtabula	3 802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,2 2 1	210 661	3½	.....
30 Nov. '65	101	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	10,000	5,403,911	3,880,848	83,292	9,874,307	293.5	1,429,741	2,284,491	454,786	5	78½
31 May '65	109.	79.4	.....	—	37	37	668	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,891,266	834,780	10	109
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	632,486	.....	61.5	75,120	68,128	19.763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	79.0	144,000	84,000	17,760	—	.....
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	oper. w. Lit.	Miami.	307,321	30	—	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,311	485 303	—	2,366.705	3,782,430	—	6,214,825	142.0	———	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,886	2,433,286	614 641	20	10½
31 Dec. '64	178.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15.805.315	250.8	456,408	1,068,165	427,465	—	.....
30 Apr. '62	192.8	—	.....	—	48	34	828	Ohio and Mississippi	16,863,614	745,476	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '6	153.0	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,986,196	595 400	251,867	3,243,956	1,241,093	14,202	5,172,13	205.9	366,409	719,924	145,900	—	19½
Dec. '64	116.0	2.0	.....	—	7	8	218	Sandusky, Mansfield & Now'k	2,428,910	*	—	386,909	1,292,000	144,993	2,810,786	125.0	209,011	1207	189,488	—	—
Dec. 64	747.4	—	—	—	48	15	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,222	945,492	8½	51

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	—	136.0	—	—	—	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	318,542	2,876,342	44.0	134,201	386,277	123,89[illegible]	—	—
31 Dec. '65	93.0	32.2	21.5	—	24	4	408	Atlantic and Great Western	10,500,000	*	—	5,971,901	3,936,400	596,753	10,605,054	146.7	3,056,375	1,461,278	579,[illegible]	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	14[illegible]	—	28½
30 Sep. '65	74.0	—	6.4	—	13	12	106	Cumberland Valley	1,682,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,77[illegible]	8	83
31 Oct. '65	118.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,685	14,481,136	204.5	1,437,353	1,733,320	38,671	15	130
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,689	—	604,400	598,400	44,888	1,247,688	37.7	161,484	38[illegible],743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	27
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,486	138,682	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,042	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,876	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6 0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,052	389,318	2,510,550	58.5	173,778	352,213	78,702	—	19½
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,016	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,378	Lehigh Valley	7,504,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,042,860	1,851,639	01	62½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	8	86
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	54½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,786	218,[illegible]36	6,529,199	69.8	318861	875,064	412,553	—	39
31 Dec. '65	354.8	33.2	150.5	—	200	173	4,926	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,851,447	45,850,796	821.0	5,846,778	17 459 169	4 189,111	10	46
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,449	—	1,476,300	183	—	1,659,300	24.0	3[illegible]1 01	650,739	236,376	8	52
31 Oct. '64	237 6	—	29 1	—	—	—	—	Phila. and (Sunbury) Erie	16,760,623	—	—	5,013 054	9,940,000	10,560	14,963,554	(ope	r. by Pe	nn. R.R	Co.)	—	31½
30 Nov. '64	152 0	46 8	206.5	—	216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	734,788	20 072 323	7,271,879	—	27.716,253	509 5	3,328,229	9,269,341	4,308,150	15	50½
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	960,404	—	245,695	999,200	250,000	—	1,249,200	28.2	176,447	224,000	477,658	10	114
31 Oct., '65	96.0	—	33.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	—	8,973,300	496,000	—	10,669,742	197.0	981,465	3,884,609	1,046 804	10	57
31 Oct., '65	59.5	—	31 4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	197	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,126	12,657,000	—	23,942,670	468.3	3,940,773	7 120,466	3,019 067	10	80
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '64	28.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1 009,096	162.312	1,855,443	26.4	118,036	273,232	148,817	—	—
31 Oct. '64	29.6	—	3 5	—	6	4	362	Tioga	802,253	165,884	—	391,800	372,000	1,343	968,137	29.6	95,566	293,338	211,817	8	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	104
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,908	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,006	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	.....	.....	.....	.....	2,648,833	.....	.....	.....	.....	1,499,636	701,942	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.6	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,660	—	—
1859	34.2	—	7.0	—	12	2	91	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	25,805	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	169.0	.....	734.118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,242	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,246	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	—	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,168	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185.474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	—	8	98½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,586	23.7	48,995	61,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	232,000	700,000	—	.....	ope	r.b. Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,834,194	—	.....	.....	.....	—	—
30 Sep. '59	77.2	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,878	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	84,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,222,150	*	—	468,606	5,719,229	—	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,508	26,853	.....	43.5	1,068,054	168,753	79,595	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634.081	359.136	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,198	740,489	347,967	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	42
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	357,517	7,110,000	402,000	—	8,755,527	235.9	915,288	1,985 511	647,681	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.8	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,462,[illegible]	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242.796	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,299	Grand Trunk	[illegible],240,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,868,510	1,154,856	—	—
31 July '62	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,386	1,649,510	1[illegible]	—
11 Dec. '64	94.6	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	128 [illegible]	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	37,18[illegible]	—	—
								NEW GRANADA.													
Dec 63	5.	—	.....	—	11	22	120	Pan ma	9,200,000	*	,658	5,000,000	75,000	—	10 768 738	48.7	.....	1 [illegible]37,438	1,328,924	—	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	26
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,925	7	—	44½
Chicago & Alton (preferred)	2,435,400	7	7	91
Chicago & Northwestern (pref.)	12,994,72	7	7	53½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	72
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,775,864	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William port (preferred)	500,000	----	----	40
Erie (preferred)	8,535,700	7	7	79
Hannibal & St. Joseph (preferred)	5,253,856	7	—	62½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,519, 7	7	3	27
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,092,000	8	8	97
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	—	85
New Haven & Northa upton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Hamaroo (guarantied)	248,000	----	6½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	80½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	64½
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw ('st pref.)	1,621,784	7	—	----
" " " (2d pref.)	904,473	7	—	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,40 ,3 0	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1856	90½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18—	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	79
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	----------	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	414,608	6	M. & S.	1870	91½
Six per cent. Loan	2,432,274	6	A. & O.	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	----------	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	81
2d Mortgage	3,980,670	6	J. & J.	1882	75½
Improvement	568,500	6	M & N.	1876	69
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55½
Preferred Interest b'ds	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	660,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,350	—	46
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	4,232,950	6	53
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	65½
" (preferred)	100	1,175,000	10	115
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	21½
" " (preferred)	50	2,722,607	—	30
Susquehanna and Tide Water	50	2,048,260	—	15½
Union	----	----------	----	4½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	69½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 —	@ 45 —
Pig, American, No. 1		40 —	@ — —
Bar, Refined, English		97 —	@105 —
Bar, Swedes, assorted sizes (in gold)		97 —	@105 —
	—Store Prices.—		
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English & American, Refined		115 —	@ — —
Bar, English & American, common		105 —	@ — —
Scroll, English		145 —	@195 —
Ovals and Half round		137 50	@147 50
Band, English		— —	@145 —
Horse Shoe		140 —	@147 50
Rods, English		117 50	@175 —
Hoop, English		150 —	@215 —
Nail Rod	per lb.	— 9	@ — 10
Shee', Russia	per lb.	— 31	@ — 32
Sheet, English, Single, Double and Treble		— 7	@ — 8½
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English (gold)	per ton	— —	@ 56 —
Rails, American		85 —	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 17	@ — 22
English Spring (1st & 2d qlty.)		— 11	@ — 12
English Blister (1st & 2d qlty.)		— 12	@ — 19
English Machinery		— 13½	@ — 15
German		— 14½	@ — 16½
American, Blister		— 11	@ — 13
American, Cast, Hammered		— 17	@ — 21
American, Cast, Rolled		— 12	@ — 14
American Spring		— 10	@ — 12
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 45
Sheathing, Yellow		— —	@ — 34
Pig, Chile		— —	@ — —
Bolts		— —	@ — 45
Braziers'		— —	@ — 45
American Ingot (cash)		— 29½	@ — 30½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		8 25	@ 8 45
German Refined		8 25	@ 8 45
English		8 25	@ 8 45
Bar	per lb.	— —	@ — 10
Pipe and Sheet		— —	@ — 14

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 21
Straits		— 23	@ — 23½
English		— 22½	@ — 22½
Plates, Charcoal I. C	per box	— —	@ 14 50
Plates, I. C. Coke		11 25	@ 12 50
Terne, Coke		10 —	@ — —
Terne, Charcoal		13 25	@ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash)	per 100 lb.	7 —	@ — —
Clinch (cash)		8 75	@ 9 25
Copper		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 26	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73	@ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — —
Naptha, Refined (60@63 gravity)		— 40	@ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 4.

	Th 29.	F. 30	Sat 31.	M 2	Tu 3	W. 4
Atlantic M. S. S. Co	132	----	131½	130½	----	----
At. & Gt. W. (O) 1st m't	----	----	----	----	89	----
Buffalo, N. Y. & E., 1M	----	----	----	----	----	----
California 7s	108	----	----	----	----	109
Canton Co.	47½	----	47½	----	----	47½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	86	85	----	86½
" " pref.	----	----	----	93½	----	----
" " 1 M.	----	----	----	----	94	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	85
Chicago, Burl. & Q	----	----	115	115	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	26½	----	26	26½	26½	25½
" " pref.	55½	----	54½	53½	54½	54
" " 1st M.	----	----	----	----	----	81
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	116	----	113½	113	117	115
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	115	115	----	----
Clev. and Pittsburg	79	----	78½	77½	80½	78½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	108	107½	----	109
" " S. F. 7 p.c	----	----	----	----	----	94
Cumberland Coal, pref	48½	----	----	42½	43½	43½
Del. & Hudson Canal	133	----	----	133½	133	134
Del., Lack. & West	----	----	----	130	----	----
" " 1M. 8 p.c. '71-5	----	----	98	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	77½	----	77½	74½	74½	73
" pref.	80	----	80½	80	----	79
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	100
" 3 M. 7 p.c. '83	----	----	----	93	----	93
" 4 M. 7 p.c. '80	96½	----	97	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	107½	----	107½	108	109	109
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69. 100	----	----	----	----	----	----
" 2M. S. F.	----	----	101½	----	----	101
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	----	----	----	116	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	11½	----
Michigan Central	102	----	101½	101½	102	101½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	106½x	----	----
M. S. and N. I.	82½	----	84½	81	88½	95
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	95	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" 1st G. bonds	----	----	46	----	----	----
Missouri 6s	----	----	72½	72½	73½	73½
" 1st to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	72½	----	----	----
New York Central	91½	----	91½	90½	91½	91½
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	91
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7 p.c. '73	----	----	----	----	----	----
" "2M. 7 p.c. '64	----	----	----	----	----	----
" "3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	85	----	85	----	----	84
Ohio & Miss. cer.	25½	----	25½	25½	25½	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	----	----	200	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	132	----
Phila. and Reading	100½	----	100½	99½	99½	99½
Pitts. Ft. W. & Chicago	93x	----	92½	88½	90½	89½
" 1M.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	41½	----	41	40½	----	40
St. L., Alton & T. H.	----	----	----	80	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	77	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	91	----	91½	91½	----	91
Tol. Wab. & Western	----	----	----	----	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	72½
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	68	----	68	----	68	----

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 4.

	Th 29	F.30	Sat.31	M 2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	92	----	92½	92	92	91⅞
U. S. 5s, 10-40s, reg.	----	----	----	92½	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	105	----	105	105	105½	105⅛
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	119	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	117	----	----	----	----	----
U. S. 6s, 1 year certif.	99⅜	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	104½	----	104⅜	104½	104½	104½
U. S. 6s, 5-20s, c. 1864.	104½	----	----	104½	104½	----
U. S. 6s, 5-20s, c 1865.	104½	----	----	----	----	----
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, 1st series.	100½	----	100½	100½	100½	100½
" " 2d series.	100½	----	100½	100⅜	100⅜	100⅜
" " 3d series.	100½	----	100½	100⅜	100½	100⅜
American Gold	----	----	127⅞	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 3.

	W.28.	Th.29.	F.30	Sat.31.	M.2.	Tu.3
Cattawissa	27½	27	----	----	29	30
" preferred	----	28½	----	27½	27½	28⅜
Camden & Amboy	120	119½	----	119½	----	118
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	85	----
" " 6s,'89.	----	----	----	83	----	----
" mort. 6s,'89.	----	----	----	84	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	40	45	----	45½	----	46
Elmira & W'msport	----	----	----	----	27	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	52½	----	52½	52½	----	----
" 6s, '70.	----	----	----	----	----	----
" 6s, '84.	----	----	----	----	----	----
Lehigh Valley R. R.	62½	62½	----	62½	62	62½
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	86	----	----	----	----	----
Minehill	----	----	----	54½	51½	----
Morris Canal	74	73½	----	70	----	67½
" " pref.	----	----	----	----	----	115
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36½	35½	----	36½	37	37½
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44½	----	----	44½	44½	----
Pennsylvania R. R.	55⅜	55	----	56	56	56
" 1st m.	96½	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	86	----	----	----	86	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	99⅜	----	----	99½	100	----
Philadelphia City, 6s	87	87⅛	----	87½	87½	87½
" new.	91⅞	----	----	92	91⅞	91½
Philad., Germ. & Nor.	52	----	----	52	52	52
Phila. & Reading	50½	50⅛	----	50⅛	49⅛	50
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	28⅛	----	----	31½	33	32⅛
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	87½	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	29	29½	29⅜
" " 6s '82	----	----	----	75½	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	12½	----	----	----	----	----
" " 6s '78.	----	----	----	----	----	----
Union Canal, pref.	4⅛	----	----	4½	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	42	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 3.

	W.28.	Th.29	F.30.	Sat 31.	M 2.	Tu.3
Baltimore City 6s, 1875.	----	----	----	----	----	99⅜
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	99½	99½	----	99	99½	99
Balt. and Ohio	112⅜	113	----	114	114	----
" " b'ds,'62.	----	----	----	----	----	----
" " '67.	----	----	----	----	----	----
" " '75.	----	----	----	----	----	----
" " '80.	----	----	----	----	----	----
" " '85.	----	----	----	----	----	----
Northern Central	45	----	----	46	----	46
" " b'ds, '85.	----	----	----	----	84	----
" " '95.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 4.

	Th. 29.	F.30	Sat.31.	M.2	Tu.3.	W 4
Boston and Lowell	94½	95	----	95	96	
Boston and Maine	----	118½	----	----	119	
Boston and Providence	----	----	----	----	150	
Boston and Worcest.	----	134½	----	----	135	
Cheshire, pref.	----	44½	----	----	----	
Concord	65	----	----	65	65	
Connecticut River	----	103	103	----	----	
Eastern, Mass.	101	100½	101	101	----	
Eastern, N. H.	----	----	----	----	----	
Fitchburg	----	----	----	----	----	
Manchester & Lawr'ce.	107	----	----	108	108½	
Michigan Central	103	----	----	----	----	
Northern, N. H.	100	100	93x	93	92	
Old Colony and Fall R.	----	----	105½	----	105½	106½
Ph., Wil. & Baltimore	56½	----	56½	57	57	
Portl'd, Saco & Ports.	----	100	100½	----	100	
Vermont & Canada	99½	98	42½	----	----	18½
Vermont & Mass.	42½	----	----	----	----	----
Western	----	----	----	----	1.6½	
Broadway (Horse)	----	----	----	----	43½	
Cambridge "	----	----	----	----	----	
Metropolitan "	----	----	46	----	----	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	41	40	40	41	47	46
Franklin "	41	45	46	44	45	45½
Huron "	----	----	----	40	43	45
Isle Royale "	----	----	13½	13½	15	14
National "	----	----	----	----	20	----
Minnesota "	10	----	----	----	11½	----
Pewabic "	36	37½	39	37	----	36
Pittsburg "	----	----	----	----	----	----
Quincy "	----	49½	50	----	----	----
Rockland	----	----	----	----	----	2½

London Stock Exchange.

The following were the closing prices for American Securities on the 20th of March.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	70⅞	"	71
Virginia State 5s	55	"	60
Do. 6 per cent.	50	"	52
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	72	"	74
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	55¾	"	56⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—	"	—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	68	"	72
Do. do. $100 shares, all paid	79	"	79½
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	58	"	60
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	76	"	77

American Railroad Journal.

Saturday, April 7, 1866.

Stock Exchange and Money Market.

We notice that the increase of our foreign importations is giving some anxiety in official quarters. A report from the Internal Revenue Commission, has just found its way into print, which shows that for the year 1865, the value of the goods imported from abroad into the United States, was $224,742,419, of which but $45,800,000 were warehoused. The remainder was entered at the Custom House for consumption. The same report alleges that for the first six weeks in 1866, five times the quantity were received that had arrived during the same period in the preceding year. It also stated that these importations are chiefly on foreign account. We have often called the attention of our readers to the fact that ours is the favorite market of foreign producers, who here find a ready sale for all their surplus products, or realise what cash they can at our auction sales, and give long credits to all who will buy on those terms. In no other part of the civilized world is trade carried on with more celerity than this. It is the Dorado of European manufacturers, where they can convert their wares readily into gold. They understand this perfectly, and almost every great house in Europe, certainly in the commercial capitals, has an agency here, on which they lean heavily whenever an emergency arises at home. So that we may expect to have this country as full of foreign goods as it is possible to hold; and if there is at any time any pause in the imports, it is but to recover breath for a fresh attempt, or because the warehouses are already full. So embarrassing does this state of things become, that there are those who believe our tariff should at once be raised 50 per cent. additional, so as to check the present trade, but this would give a further and extended monopoly to our manufacturers, already largely favored and protected. The subject has its difficulties. Meanwhile the foreign producers are congratulating themselves that the American markets are still the most inviting in the world, and that cheap British labor cannot be competed with successfully by American artizans.

It is true that many recent orders for goods have been countermanded from this side, the last few weeks, but these countermands were from American houses principally; those from the foreign houses continue.

Connected with this fact is another quite as curious, that exchange has fallen from 3 to 4 per cent. below par; in fact it was said last week that specie was at once to be imported into this country, and that directions to that effect had actually gone out. But we have nothing to give for it, as we can see, but cotton, which happily holds out well. All other articles are so high priced, that it will not pay to ship them. So that we do not perceive what we are to return for this specie if it comes.

There is a very determined interest against contraction in this country; not only determined but strong; and at this moment as our paper currency, owing to the National Banks, is in fact increasing, prices keep up in the teeth of a decline in gold. They are in many remarkable instances higher now than at any period during the war. We are still paying several hundred per cent. for many articles of necessity without any real excuse for it, the result of inflation and nothing else. These singular incongruities and discrepancies make speculation on these subjects very difficult. The fact that prices of articles most abundant should now be higher with gold at 127, than when it was 285 is a puzzle which no American Ricardo has yet risen up to explain.

It is the opinion of the Secretary of the Treasury, (we quote from a late communication of his to a friend,) "Whatever may be the price of coin, we can hardly expect a material decline in prices generally without a reduction of the currency. The industry of the country never will be brought into full play as long as money is so abundant as it is at present." When men can make a living by their wits, when fortunes are made by merely manipulating public securities, when smartness not industry is the road to fortune, we may make

up our minds that we are still on the wrong track. The immense amount of paper afloat is in fact an unreal property. If it was destroyed in a bonfire, it would not make the country any poorer in fact, nor diminish the substantial and permanent resources which the currency is supposed to represent and to exchange. On the other hand the great plentifulness of cheap paper money, passing for much less than appears to be its value on its face, has a demoralizing effect on trade, commerce, contracts, business, and the very existence of society. Suppose the wampum of the Aborigines shall be again introduced as money, which every one could manufacture for himself, and yet use as a legal tender, how long would it be before there would be a convulsion in the monied world. Paper money is but an improved idea of wampum, the better executed tokens of indebtedness which civilization is able to produce. The principle is precisely identical. It is a substitution of an inferior article for the best one.

It is thought by-well informed persons that the Loan Bill will not pass the Senate without amendment; and though it is not the kind of bill demanded, it may answer the purpose, and enable the Treasury department to get through the year comfortably until another session, when it is hoped a better financial policy will prevail in Congress. The report of the Deaartment for the last month is favorable, and may be summarily stated as follows: Public debt bearing interest in coin $1,180,239,341 80; debt bearing interest in currency, $1,186,207,011 36; debt bearing no interest, $460,410,864 05; composed of legal tenders except the sum of $9,660,760 which consists of gold certificates, and $28,005,452 02 fractional currency. The total debt is $2,827,793,896 82; and the balance in the Treasury is $122,147,380 81. This is a very gratifying exhibit.

At the same time the revenues of the country continue to go on with prodigious force. The customs duties at this port for the month of March were of the unprecedented amount of $11,153,954, against $5,471,026 the same month last year.

In the nine months between July 1, 1865, and March 31, 1866, the revenue reached the sum of $101,359,975, against $39,256,052, the same period in the preceding year. We may therefore reckon from the known and estimated receipts up to the present time, that the total income from customs will be about 179 millions, and the internal revenue at the present monthly rates of receipts, at 325 millions more, say in the total about 554 millions of dollars; showing a surplus of nearly 200 millions over and above the wants of the Treasury. This result is a most remarkable one, showing the power of this country to be immense. It is certainly to be regretted that Congress delays under any pretence the restoration of the Southern States to their normal condition in the Union, which would give great additional strength to our financial fabric. Certainly we owe some feeling of kindness to these people. Since under all the disadvantages of their position, they are in fact contributing by the export of cotton to steady our foreign exchanges, and give us the only valuable cash product we can rely on as an article of export to any large amount. We are willing to take this cotton, ship it, and make the most of it, it would be more honorable if we acted on the same principle politically as well as economically.

It seems to us one of the plainest of all questions—this of reconstruction; it is what we have been fighting for, and to postpone it after we have gained our point seems to be the very "error of the moon." Besides if we wish to give perfect stability to our finances, and make our credit impregnable, all the States should be committed to the legislation which new loans or conversions of existing loans will require from time to time. It is not safe to leave this question open for further entanglements and difficulties.

Now is the time to move steadily on our triumphant march, and to show an admiring world that we are as wise and clement as we are brave and persistent. It will not do for us to say that now we have re-established our system, we are afraid to trust it. We must not eat our own words if we would retain a character for fair and honorable dealing.

Especially when it is now apparent that all the seceded States have come back to their former places, and have receded from their former position will it not do for us to ignore the past. It is not the part of statesmen, nor even of men of business, to shut our eyes to this condition of the country.

The President's proclamation, which is a carefully considered and prepared document, shows conclusively the position hitherto taken by the preceding administration, Congresses and the people, to be precisely that which we have now arrived at, and the result of reconstruction can no longer be prevented except by the most unjustifiable partizan legislation.

As a matter of finance it is highly important that the Nation should be harmonious and united. We have already stated the hopeful condition of the public debt which has been reduced in seven months by the sum of $52,134,574, and it is believed that the whole debt may be easily brought within the sum of twenty-five hundred millions of dollars, the compound notes of 1867 and 1868, the 5 per cent. notes of 1866, and the 6 per cent. certificates of 1866, being reimbursable quite easily from the surplus receipts of the Treasury. Let us then go on patriotically in the work of restoration, and give the country once again entire peace and general prosperity.

The market for Government securities continues strong both at home and abroad. The vague apprehension that any large amount of these would suddenly return upon us for sale appears to have been without any warrant. European affairs are taking a turn which must give our National loans even a higher credit than they have yet reached. The difficulties about the Duchies, presage another of those selfish and unjust wars which are waged in Europe, for the benefit of reigning families merely, and which produce bloodshed and pecuniary losses for their personal advantage only. The day cannot forever be postponed when Europe will be tired of such incessant and profitless sacrifices.

Indeed if we may judge of popular opinion on this point, we may see by the vast and unusual emigration going on at this moment, on an unprecedented scale, that this country is more than ever the object of attraction abroad, and will become the home during the present year of hundreds of thousands of persons whose native homes no longer afford them tranquillity or hope. Westward the star of empire takes its way, let its beams be mild and genial, and all will be well.

Money continues easy and plentiful, but no particular direction is given to its movements to be particularly noticed. Railway securities are in better demand, and are more esteemed as collaterals than they were a short time since. The turn of the market is upwards in this particular.

The amount of specie shipped during the week was so trifling as not to deserve notice.

The New York exports, exclusive of specie, for the week ending April 3, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,301,742	$3,953.456
Prev. reported	51,126,093	56,918,975
Since January 1	$53,427,835	$60,872,431

The balance in the Sub-Treasury on Wednesday was $81,119,891 12.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. 7s, Bounty Loan, 100½; do., 6s, 1872, 93½; Louisiana 6s, 85; Kentucky 6s, 94; Georgia 6s, 100; Brooklyn Park Loan, 86; New Jersey Central R. R. 107; Milwaukee and St. Paul, 42; do., 1st mort., 80; Little Miami, 110½; Morris and Essex, 85; Peninsula 1st mort., 72½; Ohio and Miss. 1st mort., 80; Spring Mt. Coal, 45; Spruce Hill, 4½; Central Coal, 45; Ashburton Coal. 14; Brunswick Land, 8; Union Navigation, 105; Mariposa pref., 18¼; Western Union Tel., 57; do., Russian Extension, 109; Shoe and Leather Bank, 110; Tradesmen's Bank, 135; Continental Bank, 98; Central Bank, 108¾; 4th National Bank, 101; Am. Ex. Bank, 116; Metropolitan Bank, 121; Bank of Commerce, 106; Phœnix Bank, 98; Importers and Traders Bank, 109½; Bank of Republic, 109; Mechanics Bank, 113; Bank of New York, 115; Bank of America, 137; Butchers' and Drovers Bank, 120; Gallatin National Bank, 110; Corn Exchange Bank, 114; Park Bank, 155.

Philadelphia.—Phila., Wil and Balt. R. R., 55½; Allegheny County coupon 5s, 73; Pittsburg 5s, 69; 5th and 6th streets, R. R., 40; 17th and 19th streets R. R., 13; Ridge Avenue, 12½; Fulton Coal, 6; Hazleton Coal, 55¾; Locust Mt. Coal, 45½; Philadelphia Bank, 140; Manuf. and Mechanics Bank, 81¼; Farmers and Mech. Bank, 125; Bank of America, 206; Caldwell Oil, ½; Dalzell, 1¼; Jersey Well, ½; Maple Shade, 2; Ocean, 8¼; Sugar Creek, 2¼. The latest quotations are: City 6s, 87@88; do., new, 91⅞@92; State 5s, 85½@85¾; do., coupon, 85½@86; do. 6s, W. L., 100@100; Phila., Wil. and Balt., 57; Reading, 50@50; do., 6s, 1870, 93@96; do., bonds, 87@88; do., con., 100@107; Camden and Amboy, 117¾@118¼; Penn. R. R., 56@56⅛; do., 1st mort., 96½@97½; do., 2d mort., 90½@91½; Little Schuylkill R. R., 29⅛@29¾; Morris Canal, 68½@69; do., pref., 115@115½; do., bonds, 88@95; Wyoming Valley Canal, 58½@59; do., 6s, 75@82; Susquehanna Canal, 13@13⅛; do., 6s, 54¾@55; Sch. Nav., 22@23; do., pref., 29¾@30; do., 6s, 1882, 75½@76½; Union Canal bonds, 22@24¾; Delaware Div. Canal 46¼@47; do., bonds, 78@78; Elmira and Williamsport, 27@28; do., pref., 39@41; do., 7s, 1873, 92@95; Lehigh Coal and Navigation, 52⅝@53; do., bonds,

1884, 88@90; North Pennsylvania, 39½@39½; do., 6s, 84½@85; Philadelphia and Erie, 31@32¼; do., 6s, 88½@89; Minehill, 55@55¼; Catawissa, 30@33; do., pref., 28¼@28⅜; Lehigh Valley, 62⅛@62½; do., bonds, 90½@92; Fifth and Sixth streets, (horse,) 42@42; Second and Third, 70@73; West Philadelphia, 68@70⅛; Spruce and Pine, 33@34; Green and Coates, 32@32; Chestnut and Walnut, 50@51; Thirteenth and Fifteenth, 19½@20⅛; Girard College, 25@27; Tenth and Eleventh, 51½@55; Norristown, 52@52¼; Union, 30¼@33; Hestonville, 44@44¼.

Boston.—Vermont Central 1st mort., 98; do., 2d mort., 25½; Rutland and Burlington 1st mort., 80; do., 2d mort., 30; Western R. R. 6s, 95; Boston and Chelsea R. R., 29¾; Chelsea horse R. R., 29; Ogdensburg and Lake Champlain R. R., 39; Conn. and Pass. Riv. pref., 72; Rhode Island 6s, 1882, 92; New Hampshire 6s, 1877, 91¼; St. Louis 6s, 1880, 85; Massachusetts 5s, 1883@1894, gold, 94; Maine 6s, 1889, 94¾; Boston 5s, 1877@1886, 95; Cambridge 6s, 1875, 96¼; Albany 6s, 1888, 95; Chicago 7s, 1890, 92½; Boston Water Power Co., 25⅝; Essex Co., 93¼; Boston and Roxbury Mill, 42⅝; Union S. S. Co., 93¾; East Boston Co., 9; Short Mt. Coal, 21; Boston and Lackawanna Coal, 9; Glenville Coal, 8¾; Mammoth Vein Coal, 2⅛; Boston and Nova Scotia Gold, 170c.; Cambridge Gas, 99; Boston Gas, 742½; Merchants Bank, 111¾; North Bank, 101; Bank of Commerce, 112; Traders Bank, 92¼; Suffolk Bank, 114¼; Everett Bank, 95; Eagle Bank, 112; Bank of North America, 99; Old Boston Bank, 65½; Chelsea Bank, 95½; Tremont Bank, 112; 3d National Bank, 101; Blackstone Bank, 119¾; City Bank, 105¼; Webster Bank, 105; Revere Bank, 125½; Columbian Bank, 107¾; Bay State Mining Co., 12½; Boston, 1½; Calumet, 6; Concord, 4; Dana, 1½; Eagle River, 1⅞; Great Western, 75c.; Hancock, 20¼; Humboldt, 7¼; Hanover, 1; Madison, 1⅞; Native, 75c.; Phœnix, 14; Pontiac, 1¼; Petherick, 3¾; St. Clair, 2¼; Superior, 3¼; South Side, 1⅝; Toltec, 65c.; Winthrop, 2.

Baltimore.—Marietta and Cincinnati bonds, 80½; Virginia 6s, 66; do., registered, 40⅝; North Carolina 6s, 84; Bare Hill Mining Co., 1.05; Am. Gas Coal, 0.40; Canton Co., 47½; Maryland Anthracite, 15½; Baltimore Chrome, 0.80; Penn. Oil, 0.45; Union Bank, 74½; Chesapeake Bank, 26; Bank of Commerce, 27; 3d National Bank, 103¾; Bank of Baltimore, 106; Mechanics Bank, 20¾. The latest quotations are: Balt. and Ohio, 112@114½; do., 6s, 1867, 97@98½; do., 1875, 94@94⅛; do., 1880, 94@95½; do., 1885, 93@94½; Northern Central, 45@45; do., bonds, 1885, 83½@84; N. W. Va. 1st mort., 1873, 95@97; do., 2d mort., 93@95; do., 3d mort., 93½@95; Marietta and Cincinnati 7s, 1891, 80½@81; Central Ohio, 20@30; do., 1st mort., 78@97½; Western Md. bonds, 76@79; do., guar., 97@99¼; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 95@97; do., 1873, 95@96; do., 1875, 99½@100; do., 1886, 99¼@100; do., 1890, 99½@99¾; do., coupon, 100@100⅜; do., Park, 99@99¼; do., 1892, 92½@96¼; do., 5s, 1838–'70, 82@83; City Passenger R. R., 18¼@19; Canton Co. 47@47¾; Gardner, 0.75@0.90; Am. Gas Coal, 0.40@0.50; Maryland, 0.15@0.25; North State, 0.31@0.40; Springfield, 0 15@0.25; George's Creek, 108@110; Santa Clara, 6@8½; Balt. Chrome, 0.75@0.80; Bare Hill, 1.00@1.10; Atlantic Coal, 0.95@1.00; Mineral Hill, 0.70@0.85; Baltimore Coal, 150@200.

Iron Cars.—Chicago & Great Eastern R.W.

We learn from the Chicago *Tribune* that the Chicago and Great Eastern Railway Co., has recently adopted the use of passenger cars, wholly constructed of iron, which are in the highest style of railroad architecture, and complete in all their arrangements for strength and comfort.

We have for a long time been waiting for the adoption of this improvement, as it will render railway traveling much safer than it ever yet has been. The effects of collision will be almost entirely neutralised by the adoption of the iron cars; we may have contusions, but not dangerous wounds from splinters and broken beams. These new cars are manufactured in New Brighton near Pittsburgh.

Traction and Stationary Engine.

This is an invention of Mr. Perry Dickson, applicable to ordinary roads, supposed to overcome the principal difficulties which have hitherto attended the working of traction engines. The power of the engine can be graduated or adjusted at pleasure, according to the grade to be overcome, or the work to be done, position or inequality of the ground making no difference in the free working of the machinery. As a farm engine, or in the mining districts it is believed it will be found a great labor saving machine, with entire efficiency and much economy.

European and North American Railway.

At a recent meeting of the Committee of the House of Representatives of Massachusetts on Railways and canals, some very interesting statements were made in favor of a proposition to grant the State credit of one million of dollars to the European and North American Railway. About 171 miles of the road are completed eastward from St. John, 130 contracted for in Nova Scotia, and 30 in New Brunswick, and its construction if secured by the aid asked for it would hold the maritime provinces, commercially to New England. The annual number of passengers which would take the road at Halifax to come to the United States, is estimated as likely to be as great as 300,000 in ten years, and the coal transported over it many hundreds of thousands of tons. There is no doubt but that the natural and commercial relations of these maritime provinces are much closer with the United States than with Canada, and it is the part of wisdom for us to continue and encourage them by the construction of such works as this.

Interest and Dividends.

The Chicago and Rock Island Railroad Company have declared a dividend of five per cent., payable, free of U. S. Tax, on the 14th April.

The Hudson River Railroad Company have declared a semi-annual dividend of five per cent., payable, less U. S. Tax, on the 14th April.

The Lowell and Lawrence Railroad Company have declared a dividend of $3 per share, payable April 2.

The Northern, N. H. Railroad has declared a dividend of $3 per share from the earnings and $4 per share from the assets, payable May 1.

Crop Values in 1865.

The Report of the Department of Agriculture for the month of February, 1866, contains the following interesting statements of the value of various crops produced in the loyal States in 1865:

		Value.
Indian corn, bushels	704,427,853	$324,168,698
Wheat, "	148,522 877	217,330,795
Rye, "	19,543,905	21,343 283
Oats, "	225,252,295	93,745,314
Barley, "	11,391,286	10,330,294
Buckwheat, "	18,331,019	18 063,325
Potatoes, "	101,032,095	65,218 498
Tobacco, lbs.	185,316,953	23,348 018
Hay, tons	23,538,740	273,812,617
Wine crops, (value)		$837,360,767

Manufacturers' and Consumers' Anthracite Coal Company.

This act, the provisions of which we published in our issue of the 24th ult., has been signed by the Governor, together with a Supplement authorizing the company to extend locate and construct, one or more of their branch Railroads so as to connect them at such point or points at the State line of New Jersey, with any Railroad now constructed or that may hereafter be constructed in the State of New Jersey, and also with any intervening Railroad. By the original bill the company is authorized to construct a single or double track road from any point on the Delaware river near Philadelphia to any point in the Schuykill County coal region, with authority to make branches and use intervening roads.

Railway to Mount Washington.

Another great enterprise fully under way is the building of a steam railway to the top of Mount Washington from the west side. The company incorporated for this purpose by the New Hampshire Legislature are now disposing of their capital stock and are arranging to construct immediately the first half mile of the road. The track will consist of inclined planes, and stationary engines will be used. The line is to be some 2½ miles in length, and the estimated cost is $125,000.

The Great Railway Controversy.

On the 28th ult., in the Supreme Court of Pennsylvania, the case of the Pennsylvania Railroad Company, *et al.*, *vs.* The Atlantic and Great Western Railway Company, *et al.*, was called up on the motion to dissolve the injunction. The Court fixed June 19, for the argument, at Wildesbarre.

☞ The Great Western Railway Company of Canada have decided to lay a third rail upon their road from Suspension Bridge to Windsor, so as to forward cars through from the New York Central to the Michigan Central and other lines having their termini at Detroit, thus avoiding the labor and delay of transhipment at Suspension Bridge and Detroit River. The first of the iron is expected to arrive in May.

☞ In Lansingburg, N. Y., gas is being made from peat, and it is said to give a whiter, clearer and much stronger light than that made from coal. It is also stated that one pound of peat will make double the quantity of gas that a pound of coal will, and that there is no offensive smoke or smell from it.

☞ Through trains are now running over the Atlantic and Gulf Railroad. The South Carolina Railroad will be completed by April 15th.

Journal of Railroad Law.

The case of the Louisville and Nashville Railroad Company *vs.* Collins, decided in the Warren County Circuit Court, Kentucky, is a highly interesting case on the law of negligence. The facts in the case, and the questions involved, are clearly set forth in the opinion of

ROBERTSON, C. J.—This appeal presents for the first time, to the Appellate Court of Kentucky a new and unsettled question involving the legal liability of railroad companies for damages resulting to an inferior from the negligence of a superior employer while engaged in different spheres of employment in the common service of any such corporation.

The appellee, while employed by the Louisville and Nashville Railroad Company, as a common laborer, in loading and unloading its burthen cars, engaged in carrying for its road cross ties and iron, was required, with a co-laborer of the same class, to assist its engineer in righting, in Bowling Green, Kentucky, a locomotive which seemed to be out of order.

And the steam being up, the front wheels jacked, the hind wheels unscotched, the engineer on top, and the appellee working, beneath; the engine moved forward, and cut off one of the appellee's legs, and the motion being reversed by the engineer, the other leg also was cut off.

For that irreparable loss, dooming him to hopeless poverty and dependence, the appellee sued the appellant for tort, and recovered a judgment for $5,000 damages, as assessed by the jury.

The appellant denies that its engineer was guilty of culpable negligence, and insists also that as he was competent and trustworthy, it is responsible to his co-employee for his negligence, however gross.

The Circuit Court instructed the jury that, if they believed that the accident resulted from the gross negligence of the engineer, the appellant was liable for it in this action.

After full and careful consideration, we are satisfied that the engineer was guilty of some negligence.

The degree of it was a question of fact which, on such apparently conflicting testimony, the jury had the right to decide; and whatever deduction may be most logical and consistent, we are also satisfied that the circumstances, as detailed by all the witnesses, authorized the jury to find that his negligence was "gross." An elaborate analysis of all the facts would not, therefore, be either useful or pertinent in this opinion.

But the appellant assumes that the appellee's own fault contributed to the catastrophe, and he thereupon insists that the co-operation of even the gross negligence of the engineer will not sustain the action. The assumption is not sufficiently maintained, nor is the conclusion from it altogether unexceptionable or true.

The engineer does testify that he directed the appellee and his associate in the work to "block" the wheels, and says that such a precaution would have prevented the accident. The others who heard all that was said, and saw all that was done on that occasion, do not corroborate, but by strong implication, negative his statement of that fact, rather discredited by the incredible omission, and by his failure to see that danger, so imminent in his opinion, was not averted by a security so obvious to him and so easy to them, and his credibility is also impaired by his interest and zeal, and his conduct in hiding himself, and abandoning his post in the appellant's service, almost immediately after the infliction of the injury on the appellee. And not only may we presume that the appellee, a young and unskilled laborer, was ignorant of the utility of scotching, but feel sure that the engineer either did not advise or direct it, or was guilty of gross negligence in placing him in so much peril under the engine without seeing that its stationary attitude was first secured by blocking, and also in using no means of keeping down the steam, or preventing its accumulation, although the appellee was kept under the locomotive more than an hour, the steam increasing and the wheels unscotched all the time.

But had the appellee been guilty of negligence, nevertheless the injury might have been avoided by the proper care of the engineer, and is therefore attributable to his gross negligence. In such a case both principle and preponderating authority seem to decide that such a remediable fault of the person injured should not exonerate the wrongdoer from legal liability for the damage which, without gross negligence, he could have prevented, and was as much bound by law to prevent in that as he would have been in any other case.

In running its locomotive and its passenger and burthen cars, a railway corporation is required by law to observe at least ordinary care, vigilance and skill, so far as strangers may be affected by the employment of a motive power, so tremendous and destructive as unregulated, or carelessly or unskilfully regulated steam, and as in every class of cases of bailment or trust, the requisite care is proportioned to the danger of neglect, and the difficulty of conservative management, ordinary care, in many classes of cases, might be ordinary neglect, and ordinary neglect might be gross neglect in steam operations on a railway.

In all these operations the invisible corporation, though never actually, is yet always constructively present, through its acting agents who represent it, and whose acts within representative spheres are its acts. Had the appellee been a stranger, the appellant would therefore have been certainly suable and responsible in this action; and we cannot admit that the appellee's relation as an employee in its service, should exempt the corporation from that general liability, as it might perhaps do by the application of a recent rule adjudged in England, with some exceptions, and echoed with still more exceptions by a few American Courts. But this anomalous rule, even as sometimes qualified, is in our opinion, inconsistent with principle, analogy and public policy, and is unsupported by any good or consistent reason.

In the use of the control of the engine, the engineer is the chief and governing agent of the corporation, and all his associates in that employment are employees in "a common service." Neither of these subordinates under his control is, as between themselves, an agent of the railway company, and therefore it is not responsible for any damage by one of them to another while in its service. And so far the British rule has foundation in both reason and analogy; but beyond this it is baseless of any support than a falsely assumed public policy or implied contract. In the employment and control of his subordinates, the engineer acts as the representative agent of the common superior—the corporation. They have no authority to control or resist him in his allotted sphere of service. And why then, should the law imply a contract to trust him alone, and never look to the corporation, as his employer and constituent for indemnity for damage resulting from his wilful wrongs, or grossly negligent omissions? When they engaged to serve under him perhaps they knew nothing of his trustworthiness or his credit. But they knew that they would serve a corporation, and probably faith in its responsibility and protection induced them to venture into its service. And this faith may be presumed to include an assurance of safety as well as of pay.

Perhaps, if they had understood that the corporation would not be responsible for the conduct of its engineer, they would never have risked such service under him. The contract implied by law would therefore rather seem to be that the subordinates should look to the corporation, and not to its agent alone, for indemnity for loss arising to them from his unskilfulness or culpable negligence. Nor can we perceive how public policy could be subserved by the irresponsibility of the corporation in such a case. Such exemption, if known, might possibly stimulate the subordinates to a more vigilant observance of the engineer's conduct. But why should they be left to depend on that which could be of little if any avail to prevent the unskilfulness or negligence of a superior above their dictation or control?

In undertaking the perilous service they might be presumed to risk the hazards necessarily incident to their employment, and as they could not expect infallibility in the management of the locomotive and its running train, and as they knew that the most faithful and skilful managers may occasionally lapse into common blunders and ordinary negligences, the law might imply an agreement to risk their possible occurrence. But the corporation being under an implied obligation to provide sound and safe cars and engines, and a competent and faithful engineer, his subordinates cannot reasonably be presumed to expect or to hazard his gross negligence, which borders on fraud and crime.

And it seems to us, therefore, that while the corporation may not be responsible to them for his ordinary negligence, both justice and policy require that it should be held liable for his gross negligence, as its chief and controlling agent in the management of its running train. Assurance of protection to this extent, not only appears just and reasonable, but by inspiring more confidence would enable the corporation to obtain and keep better employees, and at cheaper rates. This doctrine, therefore, instead of its converse, seems to be suggested by reason and commended by policy.

But in this respect employees, like the appellee, in a distinct and altogether different department of service, stand in an essentially different category.

In their employment having nothing to do with the cars or the running of them, they, like the corporation's mere wood-choppers, are comparative strangers to the engineer and his running operations, and seem to be entitled to all the security of strangers. They may be presumed to

know no more than strangers about the skill or care of the engineer, nor have they any more control over him, or connection with his running arrangements or operations. They are therefore not, in the essential sense of contradistinctive classification, "in the same service" with the engineer and his running co-operators, who act in a different sphere and constitute a distinct class, consequently neither of the assumed reasons for the British rule as to employees "in the same service," can be in any way consistently applied as between the engineer and such common laborers as the appellee. And the apparent extension of the rule to them may be deemed inadvertent, or not carefully and logically considered with rational discrimination and precision. We therefore can neither feel the *rationale*, nor acknowledge the authority of the crude and self-contradictory decisions, or loose and incongruous *dicta*, referred to on that subject. But to harmonize the law, we must recognize a more congenial principle of normal vitality, and adjudge, as we now do, that the appellee, in his humble and isolated employment, should be treated as a stranger to the engine as a motive power, and if without fault himself, might like other strangers, recover from the railway corporation for a loss arising from the ordinary negligence of its engineer. But as the jury might possibly have found that he himself had been negligent, the Circuit Court was right in requiring proof of gross negligence by the engineer, which in that contingency would have been necessary to the liability of the appellant.

The only consistent or maintainable principle of the corporation's responsibility is that of agency: "*Que facit per alium, facit per se.*" It is therefore responsible for the negligence or unskilfulness of its engineer, as its controlling agent in the management of its locomotives and running cars; and that responsibility is graduated by the classes of persons injured by the engineer's neglect or want of skill. As to strangers, ordinary negligence is sufficient; as to subordinate employees, associated with the engineer in conducting the cars, the negligence must be gross; but as to employees in a different department of service, unconnected with the running operations, ordinary negligence may be sufficient. Among common laborers constituting a distinct class, all standing on the same platform of equality and power, and engaged in a merely incidental but independent service, no one of them, as between himself and his co-equals, is the corporation's agent; and therefore it is not, on the principle of agency or otherwise, responsible for damage to one of them resulting from the act or omission of another of them, although each of the company's employees would be its agent as to entire strangers to it.

This is the only doctrine we can recognize as consistent with the enlightened and homogenous jurisprudence of this clearer day of its ripening maturity. And looking through the mist of the adjudged cases and elementary *dicta*, we can see no other fundamental principle which can mould them into a consistent or abiding form.

That the principle is the only safe clue to lead the bewildered explorer to the light which shows the sure way of right, and proves the true doctrine of American law.

We feel authorized to conclude that the appellant was legally liable to the appellee for the injury done to him by the gross negligence of its engineer; that the Court on the trial, gave to the jury the true and only true law, and that the verdict was authorized by both the law and the facts; and we would overstep the judicial line by interfering with such a verdict in such a case, on the ground of alleged exorbitance, indicating neither passion, partiality, nor prejudice.

Wherefore the judgment is affirmed.

Eastern Shore Railroad.

Our neighbors of Kent are just now somewhat excited over railroad matters. The road at present claiming the attention of the citizens of Kent county is proposed to intersect the Delaware Railroad at or near Middletown, passing within a mile and a half of Warwic, in this county. Some difficulty arising about the point of intersection with the Delaware Railroad, it has been advised that an effort be made to make the road entirely within the territory of Maryland, by extending it to Elkton and intersecting at this point the Philadelphia, Wilmington and Baltimore Railroad. This would make the road some eight or ten miles longer, with the important advantages, however, in favor of Elkton as a terminus, of having it twenty miles nearer Baltimore, and of giving freight and travel over the road an equal advantage as to distance between the cities of Baltimore and Philadelphia.

Much of the grading of what was formerly known as the Eastern Shore Railroad is done from Elkton to Chestertown. By building it on the route already graded, a great saving would be effected, and by having the terminus at Elkton, the road would pass through a rich and populous country, from which it would receive large quantities of freight that now find its way to market by water; and by throwing the road farther from the Delaware road, would form an immediate highway for freight and travel between the Delaware Railroad and Chesapeake Bay, two points which are now reached by long and laborious travel with teams.—*Cecil Whig.*

Railroad Connections between Texas and Missouri.

The Texas papers are discussing the propriety of opening an early communication by railroad with Missouri and the Northwest. The proposition is to extend her Central Railroad to Red River, where it will be met by the road now being constructed from Kansas City to that point. The Dallas *Herald* speaks with confidence of the rapid prosecution of this great work, and remarks as follows upon it:

The completion of a railroad connecting the waters of the Upper Missouri with the Gulf of Mexico, will be an epoch in the history of the Southwest—will be a starting point from which will date the beginning of an era of prosperity now not anticipated or dreamed of by those who most hopefully and sanguinely look forward to the ushering in of that "better day coming," that we have so long heard of. The road from Kansas City to Galveston will pass through the largest belt of rich and productive land on the American Continent.

For six hundred and forty miles, the distance between Galveston, on the Gulf of Mexico, and Kansas City, on the Missouri River, the road will pass through eight degrees of latitude, over a country unsurpassed for fertility of soil, or salubrity of climate, and abounding in rich mines of valuable minerals. No railroad in the United States will traverse a country capable of producing the cereals in such abundance, with such certainty, and so little labor, as the road from Kansas City to Galveston. No road will have such a large amount of valuable freight furnished it for transportation, nor will any other road compete with this in the passenger list. In a word, this road will become the great highway of travel, for all the produce of the great West which seeks a direct outlet through the Gulf of Mexico to Europe and the West India Islands. And in less than two years after the completion of the road it will require a double track to carry the freight that will await transportation. It will make Galveston the largest grain market in America, and increase the business of Kansas City to such an extent as to make it, in a few years, rival St. Louis in population and wealth.

The amount of produce that would be raised in Northern Texas, and sent to market on this road is beyond the conception of any man, it would increase our wealth and population more than a hundred fold; it would beget a spirit of industry and enterprise among our people rarely ever before equalled in any country.

We can raise on an average, one year with another, twenty bushels of wheat to the acre, seventy five bushels of barley, and fifty bushels each, of oats and rye per acre. Wheat, at this time, can be purchased in Dallas for 75 cents per bushel, and barley usually sells here for 30 cents per bushel. The same article of wheat will command to day in Kansas City, $1 90, specie; and barley very rarely if ever sells in Kansas City for less than $1 50 per bushel; the same rate of increase applies to oats, rye and potatoes. All the articles we have enumerated can be raised in Northern Texas in great abundance and with less labor than in any other State except California.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	March 1, 1866.	April 1, 1866.
Debt bearing int. in coin	$1,177,867,291 80	$1,180,236,341 80
Debt bearing interest in currency	1,185,428,980 50	1,186,207,011 36
Matured debt not presented	985,979 64	930,679 64
Debt bearing no interest.	463,586,707 52	460,419,864 02
Total.	$2,827,868,959 46	$2,827,793,896 82
Coin in Treasury	$55,736,192 12	$62,060,700 80
Currency	60,282,797 12	60,077,680 01
	$116,018,949 24	$122,147,380 81
Debt less cash in the Treasury	$2,711,850,000 22	$2,705,646,516 01

The total debt shows a decrease of $75,062 64. The balance in the Treasury shows an increase of $6,128,421 57. Deducting the amount on hand from the aggregate debt both on the 1st of March and the 1st of April, the decrease of debt would be $6,203,484 21. The 10-40s have decreased more than one and a half millions. There is an increase of the 6s of 1881, of $6,550; and of the 5-20s of $3,912,500. The legal tender notes have decreased $2,686,121, $2,000,000 of which is on the item of compound notes. The 7-30s also show a decrease of $1,030,000.

☞ The Delaware and Eastern Shore Railroad has been formally opened to Princess Anne, Maryland, and two trains are running daily and regularly. The road will be pushed on without delay to Somers Cove. Some are so sanguine as to say the road will be opened to its entire length by the 4th of July.

☞ The last bridge of the Dighton and Somerset Railroad, across Taunton Great River, near Summer street, in Taunton is nearly completed.

☞ The New York Canals will be opened on the 1st of May.

Seamless Shirts.

The Lawrence Manufacturing Company is now engaged in producing a thousand dozen of cotton shirts per day, full fashioned and without seams. The work is performed by the aid of ingenious machinery, and is said to be of the best description.

Weights and Measures.

The imperial gallon as established by law in 1825, must contain 10 lbs. of distilled water, and measure 277,274 cubic inches. The standard gallon of the United States contains 8,338,822 pounds avoirdupois of distilled water at a temperature of 39 83 F., the temperature of maximum density, and the barometer indicating 30 inches.

Atlantic and Great Western and Philadelphia and Erie Railroads.

The report current on the street for the last two or three days of a contemplated connection in working interest by the Atlantic and Great Western Railway and the Philadelphia and Erie Railroad, we are informed, is true. The details of the arrangement have been agreed upon by the officers of the Pennsylvania Railroad Co., the lessee of the Philadelphia and Erie, and those in this country representing the Great Western, and have been sent to Europe for ratification, which it is believed by the parties here they will receive. The arrangement differs in this from the report of it first published, that the Great Western Co. shall lay a third rail from a point eleven miles west of Corry to Cincinnati, and eventually on to the farthest point controlled by the Great Western road. Until this third rail is laid, freights coming east will be transshipped at Corry from the wide to the narrow gauge, and freights going west from New York will take the narrow gauge of the New Jersey Central, Lehigh Valley, Quakake and Shamokin to Sunbury, and thence by the Philadelphia and Erie to its junction with the Great Western, where it will be transhipped to the wide gauge. This is a much more plausible proposition than that recently litigated, which contemplated the building of a vast extent of new road over a very rough country, and involved much legal and legislative opposition from existing companies. The laying of a third rail on a wide gauge is an operation of comparatively little cost—infinitely less than the laying of a third rail on a narrow gauge, which would require new cross ties, and almost as much cost as the laying of a new track. What amount of trade may, by this proposed arrangement be invited to the narrow gauge route, we have not the data for calculation. Whatever it may be, will be so much off the broad gauge roads through New York State.—*Phila. Ledger.*

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway for the week ending Mar. 30, 1866, was as follows:

Passengers	$32,013 29
Freight and live stock	30.157 71
Mails and sundries	1,952 71
Total	$64,123 71
Corresponding week of 1865	52,259 84
Increase	$11,863 86

☞ A proposition is under consideration by the Louisville, New Albany and Chicago railroad company to take up the track between Wanatah and Michigan City, and lay it on a route a little further West, striking the Michigan Central road at Lake Station.

☞ The Allegheny Valley Railroad is expected to be open to Mahoning by the middle of April. The managers propose to complete the road to Franklin in order to receive a portion of the oil trade.

☞ The water was let into the Susquehanna and Tide Water Canal on the 25th ult., and boats, upward bound, passed through on the 29th. It is in good order and ready for the season's business.

☞ Governor Lowe, of California has vetoed the bill giving State aid to the Western Pacific Railroad, and the Assembly sustained the veto by a vote of 60 to 6.

☞ The proposed lease of the Delaware Division Canal, is for 99 years, and at 8 per cent. per cent per annum on the stock, free of all tax.

☞ Regular trains on the Reno, Oil Creek and Pithole Railroad have commenced running to Plumer. Two daily express trains each way now preserve the connection between that place and Reno.

☞ The Senate of Pennsylvania has passed the bill authorizing the Southern Pennsylvania Railway Company to construct a road from Connellsville to Pittsburg. It had previously passed the House, and is intended to cripple the Connellsville road.

☞ A survey for a bridge across the Mississippi, near Fort Snelling is soon to be made. The commissioners of that county have issued bonds to the amount of $50,000 to defray the cost of its construction.

THE
Ste ling Iron and Railway Company.
Office No. 42 Pine Street, New York.
Offer for sale at the lowest market rates, in quantities to suit purchasers,
SUPERIOR MAGNETIC IRON ORE, for Blast and Puddling Furnaces;
STERLING CHARCOAL PIG IRON,
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STERLING ANTHRACITE PIG IRON.
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LOCOMOTIVE ENGINES,
One 14x24, 6 ft. drivers.
One 14x24, 5½ ft. drivers.
One 14x24, 5 ft. 2 in. drivers.
For further particulars enquire of
FOWLE & CO.,
No. 70 Broadway.

NEW BEDFORD WATER WORKS.
NOTICE TO CONTRACTORS.
SEALED PROPOSALS will be received at the office of the Water Commissioners in New Bedford, until 12 o'clock M., April 19th, 1866—
For the construction of the DAM at the Storing Reservoir, with well-chamber and gate-house, &c.
For the construction of a brick CONDUIT, nearly six miles in length, with ventilators, man-holes, &c., &c.
For the construction of a RECEIVING RESERVOIR, with influent and effluent chambers, &c.
The work consists of about 120,000 cubic yards of earth excavation; 3,000 cubic yards of rock excavation; 10,000 cubic yards of puddle bank; and about 11,000 cubic yards of brick and stone masonry.
Plans may be seen and specifications obtained at the office, on and after April 2d, 1866.
The Commissioners reserve the right to reject any one or all of the bids offered; and in making the awards will award the raising of the Road crossing the Storing Reservoir to one, the Dam to another, the Conduit to another, and the Receiving Reservoir to another—or all to one party, should the interest of the city seem so to demand.
WM. W CRAPO, WARREN LADD, DAVID B. KEMPTON, } Water Commissioners.
GEORGE A. BRIGGS, Chief Engineer.
W. J. McALPINE, Consulting Engineer.
New Bedford, March 19th, 1866. 4t12

EDWARD COOPER, Pres't. JAMES HALL, Treas
T. ABBOTT, Vice-Pres't. CHARLES HEWITT, Manager.
EDWIN F. BEDELL, Secretary.
TRENTON IRON COMPANY,
17 Burling Slip, New York,
Manufacturers of BAR IRON, BRAZIERS' RODS,
Railroad Iron, Locomotive Tyres,
WROUGHT IRON BEAMS & GIRDERS,
SEMI AND CAST STEEL.
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STEAM ENGINE
PACKING.
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Lubricative Packing Co, of Philadelphia.
Smooth, Soft, Tight, Durable and Clean.
SAVING FROM 100 TO 300 PER CENT.
A PERFECT LUBRICATOR!
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SOLE AGENTS,
26 Dey Street, New York.
DEALERS IN
RAILWAY AND TELEGRAPH SUPPLIES,
and Machinery of every Description.

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Stock and Note Brokers,
No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.
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ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

MANHATTAN
Life Insurance Company,
No. 156 Broadway, New York.
(New Marble Building.)
Cash Capital and Accumulation over
$1,800,000
The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.
The dividends are paid in the life time of the assured, thus aiding them to pay future premiums.
POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.
ANNUITIES are granted on favorable terms.
HENRY STOKES, President.
C. Y. WEMPLE, Secretary.
J. L. HALSEY, Ass't Sec.
S. N. STEBBINS, Actuary.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 14, 1866.

The Crisis.

In the interests of peace, industry and progress, this Journal cannot but regard with anxiety the present unexpected position of the country. It is notorious that what may be called the Government, although in strictly constitutional hands, is at a dead lock; and while each department may be found in the strict and literal possession of its prerogatives, there is not only a want of harmony among the co-ordinate authorities, but a danger of absolute anarchy in the governing powers. Congress has assumed the right of saying who are entitled to representation in that body; and the President, on the other hand, has very plainly expressed his opinion that the right of representation has lawfully recurred to the delinquent States, once more restored to the Union. In the meantime, eleven of these States are without power, influence or position in the confederacy of which they were once a conspicuous portion; and no one can foresee when their complete restoration is probable. This doubt and uncertainty are very injurious to the character and progress of the country, and leave a bad impression on the mind of the world. We have exercised the highest power of Nationality in its preservation, and by the most remarkable efforts, passed through a bloody and distressing war with signal success. To remain a Nation we were resolved, and resolved with effect; but are we now to stop short and let the result be inconclusive, for such it will be if we are content to go on with but half a country. Certainly there must be some method devised by which we can be extricated from our present difficulties. And these are by no means small. As the Government stands at present, the President is entirely without power for the performance of his important duties. He can neither expect, nor receive the advice and consent of the Senate to any of those acts which require their co-operation; on the contrary, we may expect to see a decided negative on their part, at every convenient opportunity. We thus perceive how, while the forms of law are technically observed on all sides, there is danger of there being no responsible Government at all.

In addition, there is fear that a violent party agitation may grow up and involve interests, and create difficulties in quarters hitherto undisturbed. In other words, there is fear that even the loyal States which have hitherto been so united and resolute, may become divided, and that new sources of discord entirely unforeseen may arise to endanger the whole political edifice.

This, then, is a subject of the greatest moment; and it is, in our judgment, the duty of journalists who are entirely removed from political influences, and who are engaged in forwarding the interests of society, of industry and of progress, to use whatever influence they possess in bringing about as soon as possible, a change in the condition of public affairs, by an appeal to the reason, the patriotism, and perhaps the fears of men. The power that now controls the legislation of the country is an ephemeral one. In eleven months the seats of the members who now dictate in the House of Representatives will be occupied by others, more fresh from the people, and elected to office under entirely different influences than were the present incumbents. Very great changes may therefore be reasonably expected in the character of the next Congress. Probably of the whole number of those who are now so conspicuous and active on the stage in that body, not half a dozen will remain before the public eye.

It is impossible that this country is to remain under the permanent control of a Cabal, however ardent or determined. The institutions of this country must have their full swing and play, and it is our conviction that the country will endure no other course.

What we commend therefore, is an absolute cessation of all further violent measures on all sides. Let it be granted that the President has in the exercise of his undoubted constitutional powers refused his assent to two bills about which he has the fullest right to express his objections. These conscientiously expressed and calmly stated are entitled to respect. The exercise of the veto power has always been considered a wholesome and democratic restraint on hasty and impulsive legislation. It seems to the people as an interposition on their behalf at critical moments, and is generally popular. It is an appeal to the ballot box that is most generally successful.

Now that the Civil Rights Bill has become law, notwithstanding the veto, we may count upon it that its provisions will be executed strictly, and to the letter. There is no doubt but that the President will do his duty in this, as he has hitherto done it in all former instances. Whatever then in the law is inconsistent with the constitution and the reserved rights of the States, will be for rectification in the Supreme Court of the United States, and we have the confidence in Chief Justice Chase and his learned associates, to believe they will see that justice prevails and law triumphs. This is our guarantee against the ill effects of what may now assume a threatening aspect.

Let us then wait patiently for a few months, and the storm will blow over without any injury to the country. Certainly the independent press should not falter in its duty at this critical moment. And we advise our friends at the South to act with prudence and calmness, if any feeling of disappointment or irritation shall arise at the passage of the bill. The people of the North may be relied on as fair and honorable associates in the Union, and will do what is right.

☞ The French Company has formally signified its acceptance of the charter of the Virginia Canal Company, as amended by the Legislatures of Virginia and West Virginia.

☞ The Pennsylvania Legislature has refused to modify the Sunday laws of that State so far as to permit the running of cars on the first day of the week.

Northern Central Railway.

The earnings of this road for the fiscal year ending December 31, 1865, were as follows:

From freight		$1,707,854 27
" passengers		883,878 23
" express		75,673 78
" mails		25,450 00
" government troops & freights		437,368 31
" rents		105,117 18
" individuals and companies		64,627 51
" sundry sources		8,220 57
		$3,308,189 85

The expenses were:

Conducting transportation	$629,943 98	
Motive power	760,029 09	
Maintenance of cars	362,880 81	
" way	483,798 76	
General expenses	33,652 23	
		2,270,304 87
Leaving net earnings		$1,037,884 98

The earnings of the Elmira and Williamsport Railroad were:

From freight	$271,800 70
" passengers	184,172 69
" express	15,769 39
" mails	11,550 00
" government troops and freight	85,437 99
" rents	386 00
" individuals and companies	8,115 67
" sundry sources	3,740 87
	$580,973 81

The expenses were:

Conducting transportation	$181,130 09	
Motive power	183,118 10	
Maintenance of cars	50,678 34	
Maintenance of way	334,373 61	
General expenses	15,044 60	
		764,344 74
Showing a loss of		$183,371 43

The receipts of the Shamokin division were:

From freight	$280,367 70
" passengers	22,363 91
" express	189 95
" mails	1,400 00
" rents	9,873 51
" individuals and companies	1,754 10
" sundry sources	548 91
	$316,498 08

The expenses were:

Conducting transportation	$56,279 50	
Motive power	84,434 85	
Maintenance of cars	18,999 09	
" way	36,133 42	
General expenses	4,645 57	
		200,492 43
Leaving net earnings		$116,005 65

The receipts of the Wrightsville Branch, were:

From freight	$13,476 31
" passengers	15,280 61
" mails	650 00
	$29,406 92

The expenses were:

Conducting transportation	$5,983 84	
Motive power	11,453 55	
Maintenance of cars	1,227 43	
" way	9,939 28	
General expenses	340 22	
		28,944 42
Net earnings		$462 50

The following is a recapitulation of the above statements:

	Earnings.	Expenses.	Net.
Main line.	$3,308,189 85	2,270,304 87	1,037,884 98
Elm. Div.	580,973 31	764,344 74	*183,371 43
S. Div.	316,498 08	200,492 43	116,005 65
W. Br.	29,406 92	28,944 42	462 50
Total	$4,235,068 16	3,264,086 46	$970,981 70

*Loss.

If to the earnings of the Main line we add $7,320 02 for interest and dividends received, the total receipts will amount to $4,242,388 18; and deducting from the expenses of Main line, $283,587 96, and from those of the Elmira division $215,000, which are stated in the annexed income account as extraordinary, the total operating expenses will stand at $2,765,498 50—leaving the net earnings for the year $1,476,889 68, which are 34.8 per cent. of the earnings, against 31.5 in the preceding year. The report says:

The result for this year is exceedingly gratifying. The statements hereto annexed show an increase of gross receipts of $307,882 85 over 1864, and an increase of working expenses of only $67,611 17, leaving a net increase over last year of $240,271 68. The extraordinary expenses on the Elmira and Williamsport Road are large. This is owing to the heavy loss caused by the flood in March last. Fifteen bridges, a number of which were only built in 1864, and a great deal of the road bed were destroyed, costing (independent of the loss of trade) $215,000, in addition to the amount we stated in our last report as being necessary to place the road in the condition it was desirable to have it. That road is now in good order, and can be maintained in that condition with ordinary expenditure.

The capital stock of the company now consists of 90,378 shares of $50 each, amounting in the aggregate to $4,518,900. The funded debt comprises the following loans:

Maturing Oct. 1st 1866—6 per ct.	$150,000
To Maryland, irredeemable	1,500,000
Maturing 1870	175,000
Maturing 1871	25,000
Maturing 1877	500,000
Maturing 1885	2,500,000
Total Funded Debt	4,850,000
Total Debt and Stock	9,368,900

We have invested for the redemption of the loans $538,429 73. The accumulated interest on this investment, together with a payment of $53,000 per annum, will pay off the funded debt as it matures, except the loan due the State of Maryland, which is irredeemable.

The amount of net revenue which it is necessary to earn to meet the interest on our bonds, instalments for sinking funds, rentals of leased roads, and eight per cent. dividends upon the stock is $965,000. The net revenue for this year is $511,000, in excess of that amount, so that if the net revenue be diminished twenty-five per cent. (a state of affairs which is predicted by some as certain to follow the return of peace) we will still be able to meet the interest on our debt, and, if deemed advisable, increase the regular dividends to ten per cent. We however do not anticipate a falling off in receipts, but feel confident that the position of the road, located, as it is, through a densely populated country, and with its connections reaching the Coal fields, Pine forests and Oil wells of Pennsylvania, the trade of the Lakes, and the granaries of the West, we may surely not only expect to maintain our present revenue, but anticipate an annual increase.

The through passenger business will necessarily be diminished, but we feel confident that this will be compensated by the increased local travel upon the road. The increase in this business during the last seven years has been remarkable. In 1859 we ran but two passenger trains out of Baltimore, one running through to Sunbury and the other to Harrisburg only. This year we have eight trains leaving Baltimore daily, three of which run to Sunbury, one to Harrisburg, two to York, and two to Parkton; besides these, one between York and Harrisburg, and one between Harrisburg and Sunbury, all of which are paying as well, per mile run, as the two daily trains did in 1859.

The regularity and safety with which the trains are run, and the character of the country through which the road passes, is now, and will in the future induce many of the citizens of Baltimore to seek country residences along the line of the Road; thus securing a regular and profitable business to the company.

The coal tonnage of the Shamokin Branch for 1865 was 457,161 17 tons, and for 1864, 332,958 tons—an increase of 124,203 tons for the present year. The demand for this article along the line of the Philadelphia and Erie Railroad is growing, and will, it is believed, cause an increased tonnage during the year 1866. There has also been 69,931 tons of coal carried over the Elmira and Williamsport Railroad. With the ability we will soon have of carrying coal without transhipment from the mines to the lakes, we may anticipate a large annual increase in this traffic.

The second track has been completed, and is now in use between Baltimore and York. The work upon the double track between Dauphin and Sunbury is almost finished. This portion of our line was very much injured by the freshet last spring, and great delay was caused in consequence of this. It will be ready for the iron early during the coming summer.

In our last Annual Report we referred to negotiations which were then pending between a committee of the Board and the Mayor and Finance Committee of the city of Baltimore, in reference to an adjustment of the difficulties existing between the company and the city, growing out of an ordinance passed in 1854, relative to the extension of this road to tide-water. We were then confident that a settlement would be made. But the city council failing to carry out the agreement entered into with the Mayor and Finance Committee, or, in other words, adding to the agreement conditions which we could not accept, we failed to compromise, and the result has been that an ordinance of the city was passed in July last, offering for sale her interest in this company. This interest consisted of four thousand shares of stock and two mortgages, amounting to $850,000, with interest from April 1, 1863; making in all $1,200,000. We became the purchaser of this interest for $880,000.

This unexpected outlay of money has not causad us any embarrassment, nor do we anticipate any difficulty fn carrying it until we shall pay it out of surplus earnings, or by a new loan, as may be determined upon in the future.

At the time of our leasing the Elmira and Williamsport Railroad, in 1863, we contracted, by your authority, with the Erie Railway Company, for the joint use of the Buffalo, New York and Erie Railroad, thus securing a line through from Baltimore to Buffalo. Owing to the fact that this connection, because of that road being of wide gauge, rendering a transfer at Elmira necessary, we have not been able to secure as much business from this connection as we had reason to expect. We have therefore cancelled that contract, in consideration of a lease of the Canandaigua Railroad, which secures a narrow gauge line to Buffalo and Niagara Falls. We do not doubt but that this new arrangement will prove profitable to us, as it certainly will be of great advantage to the city of Baltimore.

Your property is in excellent condition. The road-bed, track and bridges cannot be excelled, and are equalled but by few roads in the country. The locomotives, passenger and freight cars are all in the very best order. We have added to the number of station houses along the line, and have endeavored successfully to make the road and equipment perfect in every particular.

The total tonnage was 1,451,157; of which 746,043 tons was carried on the Main Line; 155,115 on Elmira Division; 523,828 on Shamokin Divi-

sion, and 26,171 on the Wrightsville Branch. In 1864 the tonnage was 1,320,639—increase in 1865, 130,518 tons.

The total number of passengers carried was 869,262, and of soldiers 262,452, making a total of 1,131,714; and the distance traveled by these (excluding soldiers) was 34,099,503 miles.

The engine mileage for passenger service was 497,480 miles; for freight 1,042,644; distributing trains 101,891. Total 1,642,015 miles, at a cost per mile run for passengers, 14.48 cents; repairs, 12.88 cents for fuel and stores 1.88 cents. Freight repairs, 17.26 cents; fuel 20.27 cents; and for stores 2.25 cents—total, passengers 28.51 cents; freight 39.65 cents.

The company have 87 locomotives; 60 are on the Main Line, 18 on Elmira division, and 8 on Shamokin Division.

The car equipment on main line and leased roads consist of 52 passenger, 17 baggage, 10 express, 1,103 freight, 2,061 coal, 9 tool cars, and 144 trucks and 5 cabooses, making a total in passenger, freight and roadway service, 3,401. The equipment added during the year was; 8 passenger, 3 baggage, and 1 express car, there was rebuilt 5 passenger, 7 baggage, 6 house, 17 gondola, 375 coal, and 14 lime cars. One first class passenger car has been altered to a second class, two drovers cars to an express car, and 1 drovers car to an eight-wheel house car.

There have been used in repairs of track and renewals 1,934 tons new rails, 58,522 cross-ties, 8,791 chairs, and 57,171 lbs. spikes.

The receipts and expenditures of the company during the year have been as follows:

Receipts:

Balance of cash assets Dec. 31, 1864.		$237,542 07
Earnings of Main Line.	$3,308,189 85	
" Elmira Div...	580,973 31	
" Shamokin div.	316,498 08	
" Wrightsv'e Br.	29,406 92	
Interest and dividends	7,320 02	
		4,242,388 18
Augmented capital stock		1,173,640 00
Capital stock sold		177,716 42
Balance of cash liabilities—representing temporary loans contracted to pay the claims of the city of Baltimore, purchased by the company		477,668 22
		$6,308,954 89

Expenditures:

Interest		$320,547 09
Dividends		314,703 62
Taxes on dividends		31,085 73
Sinking funds		53,000 00
Expenses main line	$1,986,716 91	
Do., extraordinary	283,587 96	
Expenses Elmira Div.	549,344 74	
Do., extraordinary	215,000 00	
Exp. Shamokin Div	200,492 43	
Exp. Wrightsville Br.	28,944 42	
		3,264,086 46
Rental of E. & W. R. R. Co.		165,000 00
" S. V. & P. R. R. Co.		83,053 46
" W., Y. & G. R. R. Co.		10,911 82
Construction of Main Line.		1,385,568 07
" Canton Extension		2,785 85
Real estate		11,740 83
City of Baltimore		666,471 96
		$6,308,954 89

The total number of passengers carried on the Elmira Division was 111,180, of which 61,238 went north, and 49,942 south—equivalent number of through passengers, 73,446.

Number of tons of freight moved was 155,115, viz: through north, 86,774; do., south, 35,664; local, 32,677. Total mileage of freight, 10,492,403.

The mileage of engines, was 303,872 at a cost of $48,519 16 for repairs, $56,991 02 for fuel, and $8,393 93 for stores.

The condition of the road has been fully maintained 1,757 tons new rails, 33,475 cross ties, 9,641 chairs, and 45,512 lbs. spikes, have been used the past year.

The number of passengers carried on the Shamokin Division were 42,506, of which 22,378 went north, and 20,128 south; of these 2,675 were through.

The number of tons of freight moved was 523,828, viz: local east, 291,187; do., west, 231,999; through, 642. Total mileage of freight, 5,669,840.

There have been used in repairs the past year 88 tons new rails, 5,956 cross ties, 150 chairs and 3,530 lbs. spikes.

The engine mileage was 144,006, at a cost for repairs, $20,932 34; $25,625 81 for fuel, and $3,368 72 for stores.

CONDENSED BALANCE SHEET.

Cost of railway		$8,490,304 03
Canton Extension		323,305 97
Real estate		433,526 24
Equipment		1,104 744 02
		$10,351,880 26
Sinking funds		538.429 73
Augmented stock subscribers		400 00
Cash	$297,218 57	
Post office department.	9,762 50	
Due from agents, etc..	150,120 95	
Bonds of W., Y. & G. R. R. Co	52,000 00	
Stock of W., Y. & G. R. Co	47,595 00	
Debt of W., Y. & G. R. R. Co.	24,180 43	
Materials and supplies.	328.158 95	
United States	245,095 21	
		1,154,131 61
		$12,044.841 60
Capital stock	$4,518,900 00	
Loans secured by mortgage (see Bond List)	4,850,000 00	
Debt to City of Baltimore	361,244 46	
Bills payable	$528.500 00	
Interest and dividends..	236,377 72	
Pay rolls and vouches..	644,725 56	
Foreign roads	199,985 35	
Individuals and corporations	22,211 20	
	1,631,799 83	
Profit and loss account	682,897 31	
		$12,044,841 60

President.—J. D. CAMERON.
Vice President.—C. G. MILLER.
Secretary—ROBERT S. HOLLINS.
Treasurer.—JOHN S. LEIB.
Gen'l Superintendent.—J. N. DUBARRY.

☞ The European and North American Railway Company have contracted for the building of this road to the town of Winn, 56 miles from Bangor. A bridge over the Kenduskeag is the first work before the contractors.

☞ The Union and Titusville Railroad is being pushed forward with all possible despatch. From four to five hundred men are now employed in the heaviest cuts and on the bridges and trestle work, and there is every reason to believe that the road will be in running order by the first of July.

☞ The project of building a Railroad from Richmond to Wiscasset Me., is being agitated again, after remaining in abeyance for several years. The distance is only eight miles, and the estimated cost of the road $125,000. A large portion of this sum has been subscribed, and it is believed that the road will be at once built. It is said that the Portland and Kennebec Railroad will furnish the rolling stock and guarantee a dividend of six per cent. for thirty years.

☞ A statement of the financial condition of the Allegheny County, Penna., to the first of the present year, shows a funded debt of $2,316,072, and a floating debt of $421,319, making a total debt of $2,737,391. The total in the sinking fund is $110,893. Included in the funded debt is $2,001,000 of compromise five per cent. bonds, and $169,383 of registered bonds. The value of the county, real, personal, and mixed, is $33,891,131, and the total number of taxables 48,914; 5,154 of whom are non-residents.

☞ The Treasurer of North Carolina announces that he is prepared to sell, for not less than par, bonds of that State, running thirty-four years, with coupons bearing six per cent. interest, payable semi-annually, of the denominations of $100, $500 and $1,500, principal and interest untaxable, for the purpose of paying coupons now due and to become due in 1866, and also bonds to fall due the current year.

Commerce of New York.

We give below from the *New York Journal of Commerce*, a statement of the Commerce of New York monthly for a series of years. The imports for the year 1865, contrary to the general anticipation, increased so rapidly during the last five months that the total is in excess of the corresponding figures for 1864, the gain on the twelve months being a little over six millions of dollars. To show what relation this result bears to the returns of former years, the following statement is given for each similar period since 1850. It will be seen that the returns for 1856, 1857, 1859 and 1860, were each in excess of the total given; but with these exceptions, this is the largest total on record. All the figures referring to the imports show only the foreign cost in gold, freight and duty not added—

FOREIGN IMPORTS AT NEW YORK.

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115.336.052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196.279,362	21,440,734	12,898,033	230,618,129
1858.	128,578,256	22,924,961	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,098.413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,203,301	10,410,837	2,123,281	224,742,419

Under the head of dutiable, in the above table, is given both the amount entered directly for consumption and that entered for warehousing, to show the total of duty paying goods issued at the port. The total receipts of free goods are each year decreasing, nearly all of the imports now being chargeable with duty. The following comparative summaries will show the amounts entered for consumption, entered for warehousing, free

goods, specie, and total imports for each month during the last three years. These figures represent only the foreign value in gold:

CLASSIFICATION OF IMPORTS AT NEW YORK.

	1863.	1864.	1865.
Dry goods	$67,274,547	$71,589,752	$91,965,138
Gen. mdze.	118,814,219	144,270,386	130,654,000
Specie	1,525,811	3,265,622	2,123,281
Total	$187,614,577	218,125,760	224,742,419

The increased receipts from Customs at New York in 1865 over 1864, is not owing so much to increased imports, or even higher tariff on some articles, as to the fact that a greater proportion of the imports were thrown upon the market. Many persons forget that the duties are not collected upon all the goods arriving at the port, but only upon the total thrown on the market. Nearly thirty-two millions of goods were landed in 1864 and added to the stock in bond, thus paying no duties until the following year.

The exports from New York to foreign ports represent the value in paper currency, except in the item of specie. Before giving the monthly details, we present a quarterly table of the exports, exclusive of the precious metals:

EXPORTS FROM NEW YORK TO FOREIGN PORTS, EXCLUSIVE OF SPECIE.

Quarter.	1863.	1864.	1865.
1st	$50,614,908	$41,429,756	$46,710,118
2d	41,146,736	48,446,686	24,216,587
3d	38,825,587	79,515,134	40,521,493
4th	40,223,747	52,426,966	08,178,421
Total	$170,718,968	$211,822,542	$178,626,599

It will thus be seen that while the imports for the year show an increase, the exports of produce and merchandise have fallen off from the total for 1864 about forty-three million dollars. Part of this is owing to the change in the currency, and part is due to an actual decrease in the quantity of produce that has been shipped.

The varying course of trade throughout the year will attract special attention. In 1864 the bulk of the imports came forward during the first seven months, the remainder of the year ran very light. In 1865 it was exactly reversed, the large bulk of the imports having arrived during the last five months of the year. The warehousing movement shows a wide diversity in its course. In 1864, ninety-nine millions of the imports were entered for warehousing, and only sixty-seven millions withdrawn, leaving an increase of nearly thirty-two millions added to the stock in bond. During the year 1865, the movement, up to Dec. 1st, showed a reduction of this stock; but the large entries in the last month of the year turned the scale, leaving an increase of three millions over the very large stock held at the beginning of the year.

The decrease in the exports in 1865, as compared with 1864, amounts to about sixty-four millions; of this, forty-three millions was the falling off in produce, and nearly twenty-one millions in specie.

Since the beginning of the current year there has been a most enormous gain in the imports as compared with the past and preceding years. This is partly explained by the fact that the last years' business was crowded into the closing months, while this year leads off extravagantly at the beginning. The exports thus far show also a large gain on the former totals.

Foreign imports entered at New York during the years 1860, 1861, 1862, 1863, 1864, and 1865:

ENTERED FOR CONSUMPTION.

	1860.	1861.	1862.	1863.	1864.	1865.
January	$16,521,174	$8,178,837	$6,763,396	$8,741,227	$12,422,618	$5,217,495
February	14,467,040	7,003,399	7,058,174	7,372,539	15,766,601	5,178,774
March	16,163,698	6,700,061	10,312,689	11,461,572	15,848,425	7,066,126
April	10,407,966	5,393,809	7,141,197	9,493,830	18,951,760	5,528,575
May	10,515,411	2,889,588	8,091,120	7,980,281	7,531,300	6,592,157
June	11,870,400	1,828,568	7,278,953	6,328,581	5,513,985	8,542,271
July	18,759,905	3,200,663	13,799,505	9,080,210	6,382,928	10,175,820
August	19,564,675	3,359,695	10,289,427	10,004,589	6,603,653	15,903,743
September	11,516,139	3,106,298	11,890,711	11,203,535	4,390,114	16,748,595
October	10,974,428	3,638,580	8,462,554	11,885,569	3,770,526	16,357,232
November	8,525,416	4,614,982	6,565,185	10,326,929	3,363,369	16,655,761
December	5,374,246	4,342,756	6,831,073	10,498,576	4,442,542	14,500,606
Total	$154,660,498	$54,254,231	$104,483,984	$144,377,429	$104,988,811	$128,467,155

ENTERED WAREHOUSE.

January	$2,744,411	$8,560,680	$3,141,725	$4,482,794	$5,571,936	$4,510,225
February	1,526,772	3,751,678	3,370,486	3,657,775	4,991,398	5,568,127
March	3,592,093	3,084,187	4,841,546	6,016,901	6,641,408	7,872,555
April	4,127,857	4,187,678	3,853,218	6,456,208	5,905,540	7,448,371
May	4,436,660	5,842,313	4,600,920	5,437,404	14,727,176	5,288,049
June	4,487,109	3,245,504	3,874,127	5,377,885	16,906,964	7,123,972
July	4,462,475	1,769,636	4,502,764	6,057,342	14,954,635	7,845,947
August	4,192,764	2,660,457	2,939,721	4,409,891	10,437,478	7,553,260
September	2,835,784	1,390,766	4,351,084	3,431,310	5,258,568	4,936,209
October	2,817,461	2,082,391	3,689,806	4,189,457	5,332,928	5,903,993
November	3,961,652	2,150,561	2,108,009	4,950,415	4,160,532	9,184,116
December	7,566,147	2,346,387	4,212,725	5,676,955	4,250,862	10,506,502
Total	$46,741,185	$41,072,228	$45,486,431	$60,144,337	$99,139,425	$83,741,146

FREE GOODS.

January	$2,262,638	$2,825,665	$2,552,050	$2,413,649	$841,050	$840,129
February	3,173,392	2,312,563	3,381,473	783,561	797,788	620,063
March	3,739,241	2,873,697	3,476,004	1,326,806	1,072,849	830,450
April	2,386,349	3,351,905	2,232,315	1,328,216	1,025,517	961,026
May	1,845,020	2,730,568	1,446,093	710,021	1,056,576	818,818
June	2,765,008	2,191,513	1,122,092	781,053	1,258,634	953,226
July	1,594,918	2,972,054	1,831,932	683,880	917,684	886,430
August	2,050,665	1,816,224	982,992	509,781	936,474	836,533
September	1,652,832	1,577,385	1,784,804	786,864	832,557	795,468
October	1,911,515	2,163,452	1,004,870	741,888	855,079	795,508
November	2,487,290	1,964,644	1,526,496	665,207	911,976	1,159,248
December	2,138,579	2,574,248	1,950,504	834,079	1,125,718	913,937
Total	$23,006,447	$30,353,918	$23,291,625	$11,567,003	$11,731,902	$10,410,837

SPECIE.

January	$228,050	$7,262,229	$163,658	$101,906	$141,790	$52,268
February	195,175	2,274,067	62,007	213,971	88,150	106,704
March	85,094	5,546,406	88,327	123,616	104,437	243,242
April	49,186	1,953,001	26,152	107,061	285,814	236,492
May	96,060	3,486,812	110,388	197,217	660,092	177,035
June	38,272	5,387,153	61,023	109,997	146,731	236,032
July	64,351	6,996,498	219,001	182,245	128,052	253,640
August	140,750	1,049,552	92,703	113,877	245,858	182,072
September	255,695	1,231,012	121,318	78,231	58,220	194,224
October	1,083,838	639,328	256,676	78,053	129,775	77,942
November	446,798	908,825	109,708	103,144	161,727	236,526
December	6,174,041	358,530	78,316	116,493	114,976	127,054
Total	$8,852,330	$37,088,413	$1,390,277	$1,525,811	$2,265,622	$2,123,281

TOTAL IMPORTS.

	1860.	1861.	1862.	1863.	1864.	1865.
January	$21,756,273	$26,827,411	$12,628,829	$15,739,576	$18,977,394	$10,620,117
February	19,356,376	16,341,707	13,872,140	12,027,846	21,643,937	11,473,668
March	23,580,126	18,204,351	18,719,886	18,930,895	23,667,119	16,082,373
April	16,971,358	14,886,393	13,252,862	17,385,315	26,168,631	14,174,464
May	16,893,151	14,949,281	14,248,521	14,324,923	23,975,144	12,876,109
June	19,160,789	12,649,733	12,336,195	12,597,516	23,926,314	16,855,523
July	24,881,849	14,938,851	20,353,202	16,003,677	22,383,299	19,161,838
August	25,938,854	8,855,928	14,304,843	15,038,129	18,223,463	24,475,608
September	16,260,450	7,305,461	18,147 917	15,499,940	10,539,359	22,674,486
October	16,787,242	8,523,741	13,413,906	16,894,967	10,088,308	23,134,675
November	15,421,156	9,639,013	10,309,398	16,045,695	8,597,594	27,235,651
December	21,253,033	9,616,921	13,072,618	17,126,098	9,935,098	26,048,099
Total	$238,260,460	$162,768,790	$174,652,317	$187,614,577	$218,125,760	$224,742,461

WITHDRAWN FROM WAREHOUSES.

January	$2,964,024	$2,543,273	$4,356,252	$2,881,531	$4,950,418	$5,653,554
February	2,338,649	5,781,728	3,466,641	2,499,127	5,284,680	5,673,619
March	2,200.117	5,187,144	3,039,567	3,456,530	5,215,983	5,795,512
April	2,069,423	1,761,245	4,405,410	4,132,633	14,183,873	7,880,008
May	2,475,067	1,606,864	3,730,232	3,794,773	659,869	10,277,070
June	2,268,377	1,963,842	5,054,106	3,830,337	2,544,914	6,346,958
July	3,593,993	6,622,454	6,102,033	4,227,265	3,386,873	8,612,411
August	3,325,105	2,614,652	2,386,684	6,429,421	7,967,843	9,661,136
September	4,007,272	2,938,464	2,715,630	6,942,561	6,852,329	8,042,603
October	3,018,393	2,518,080	3,109,388	4,858,512	5,504,138	4,699,328
November	1,597,301	1,987,626	1,914,983	4,084,183	5,828,884	4,249,381
December	1,246,203	3,564,887	1,282,908	3,714,294	5,100,974	3,632,662
Total	$31,103,924	$39,717,259	$41,563,754	$50,851,167	$87,480,778	$80,524,342

RECEIPTS OF CUSTOMS AT NEW YORK.

	1861.	1862.	1863.	1864.	1865.
January	$2,059,202 33	$3,351,657 22	$4,127,906 82	$6,180,536 09	$4,231,737 47
February	2,528,736 83	3,565,063 83	3,590,713 97	7,474,027 93	4,791,247 10
March	2,499,726 25	4,626,862 36	4,554,460 13	7,659,770 47	5,392,099 26
April	1,648,261 99	4,149,952 36	3,957,197 57	13,982,555 60	6,309,994 34
May	979,145 14	4,704,924 62	3,873,865 42	3,955,186 45	8,133,403 06
June	885,062 41	4,664,927 19	3,736,934 06	3,311,148 45	7,837,075 84
July	2,069,590 86	7,211,817 68	4 912,718 49	3,585,848 44	9,778,276 65
August	1,558,824 11	4,762,581 54	6,296,735 58	6,267,365 17	13,113,689 50
September	1,642,382 43	5,239,045 50	7,270,543 65	4,084,492 54	12,929,615 64
October	1,672,616 84	4,309,419 87	6,238,943 46	3,679,188 38	10,973,513 01
November	1,851,384 73	3,003,270 23	5,075,846 24	3,455,156 53	9,933,483 76
December	2,334,847 38	2,664,593 82	5,248,189 03	3,440,352 67	8,343,750 31
Total	$21,714,981 30	$52,254,116 72	$58,886,054 42	$66.937,127 71	$101,772,905 94

Exports from New York to foreign ports during the years 1860, 1861, 1862, 1863, 1864, and 1865:

DOMESTIC PRODUCE.

	1860.	1861.	1862.	1863.	1864.	1865.
January	$5,299,142	$10,277,925	$12,053,477	$14,329,398	$11,443,953	$16,023,621
February	5,699,387	10,236,820	10,078,101	17,780,586	13,662,218	15,042,505
March	6,998,687	10,580,907	8,985,176	16,137,689	14,410,051	13,898,565
April	6,638,682	9,255,648	8,002,094	11,581,933	13,263,712	7,220,709
May	5,812,190	10,855,709	9,837,693	13,183,510	14,610,493	7,833,565
June	8,307,774	10,270,430	10,048,832	14,780,072	17,996,595	8,079,802
July	7,525,713	9,552,789	14,050,427	15,298,073	26,250,673	12,521,246
August	8,012,814	9,652,301	13,046,389	10,666,059	26,617,850	14,500,860
September	9,232,931	9,877,909	14,734,993	11,717,761	15,595,548	12,763,484
October	10,067,330	12,904,350	19,476,947	14,513,454	16,740,404	20,986,936
November	11,262,701	14,109,763	14,060,340	11,413,591	12,015,064	22,763,327
December	10,610,845	13,661,444	14,805,112	12,846,151	10,238,528	22,562,534
Total	$95,468,296	$131,235,995	$149,179,591	$164,249,177	$210,855,989	$174,247,154

FOREIGN FREE.

January	$324,003	$399,940	$27,193	$73,111	$42,232	$105.421
February	344,994	137,950	49,066	43,889	77,698	74,793
March	285,351	109,270	65,388	213,685	72,667	307,221
April	254,742	209,573	56,350	74,949	48,461	57.544
May	309,921	180,114	76,971	101,337	40,898	54.500
June	200,464	648,482	43,868	49,380	75,709	35,417
July	140,949	203,325	1,117,193	77,232	249,404	28,236
August	76,083	57,965	417,100	90,815	126,537	45.045
September	46,620	39,013	667,987	55,400	846,742	64,003
October	94,175	60,868	179,205	145,235	69,965	33,235
November	84,167	41,973	45,538	56,534	64,914	109,155
December	97,241	75,474	108,489	55,555	425,321	24,165
Total	$2,258,710	$2,154,947	$2,853,848	$1,037,212	$2,142,458	$938,735

FOREIGN DUTIABLE.

January	$399,317	$465,978	$149,493	$668,275	$664,485	$432,556
February	631,489	429,537	208,757	610,009	456.493	633,509
March	844,716	839,445	458,917	758,266	599,959	191,927
April	482,489	231,784	607,678	375,224	568,812	433,395
May	248,270	567,872	752,797	602,254	569,888	320,210
June	486,228	903,877	372,561	298,067	1,282,218	131,425
July	232,552	260,866	449,948	448,601	5,137,460	262,593
August	191,270	176,532	256,6?0	231,774	2,231,782	135,172
September	620,394	264,168	572,572	238,972	2,460,138	200,854
October	394,753	192,196	434,265	350,614	1,104,299	252,072
November	400,218	377,170	284,873	383,948	1,126,059	208,091
December	833,573	494,514	352,902	458,575	1,632,502	238,606
Total	$5,765,274	$5,203,959	$4,901,383	$5,424,795	$17,824,095	$3,440,410

SPECIE AND BULLION.

January	$853,562	$58,894	$2,658,274	$4,624,574	$5.459,075	$3,184,853
February	977,009	1,102,926	3,776,919	3,965,664	3,015,367	1,023,201
March	2,381,663	301,802	2,471,233	6,585,442	1,800,559	361,913
April	2,995,50	1,412,674	4,037,675	1,972,834	5,883,077	871,249
May	5,559,936	128,900	5,164,636	2,115,679	6,460,930	7,255.071
June	8,842,080	244,242	9,867,614	1,367,774	6.533,109	5,199,472
July	6,563,985	11,020	8,067,337	6,263,361	1,947,329	723,986
August	7,454,813	3,600	3,713,532	3,465,261	1,001,813	1,554,398
September	3,758,734	15,756	3,085,919	3,480,385	2,835,398	2,494,973
October	2,106,395	15,038	6,707,519	6,210,156	2,517,121	2,516,226
November	525,091	48,385	6,213,251	5,438,363	7,267,662	2,046,180
December	202,401	893,013	3,673,112	5,259,053	6,104,177	2,752,161
Total	$42,191,171	$4,236,250	$59,437,021	$49,754,066	$50,825,621	$30,003,683

TOTAL EXPORTS.

January	$6,876,024	$11,202,737	$14,888,437	$10,695,358	$17,609,749	$19,746,451
February	7,658,879	11,907,233	14,102,843	22,400,148	17,211,776	16,774,008
March	10,510,417	11,831,394	11,980,714	23,695,082	16,883,236	14,779,626
April	10,370,415	11,109,679	12,703,797	14,004,940	19,754,062	8,582,897
May	11,900,317	11,732,595	15,832,097	16,002,780	21,682,209	15,513,346
June	17,836,546	12,067,031	20,332,375	16,495,293	25,887,531	13,446,116
July	14,463,199	10,028,000	23,684,915	21,092,787	33,585,866	13,536,061
August	15,734,980	9,890,448	17,433,701	14,454,809	29,977,982	16,235,475
September	13,658,679	10,187,846	19,061,471	15,492,518	21,739,826	15,523,314
October	12,662,653	13,172,452	26,797,936	21,219,549	20,431,789	23,788,469
November	12,272,177	14,577,291	20,603,942	17,292,436	20,473,699	25,126,753
December	11,745,165	15,124,445	18,939,615	18,619,334	27,410,438	25,577,766
Total	$145,683,451	$142,931,151	$216,371,843	$220,465,034	$272,648,163	$208,630,282

The Loan Bill.

The following is a copy of the "Loan Bill," as finally passed by both Houses of Congress:

An act to amend an act entitled "An act to provide ways and means to support the Government," approved March 3, 1865.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the act entitled "An act to provide ways and means to support the Government," approved March 3, 1865, shall be extended and construed to authorize the Secretary of the Treasury, at his discretion, to receive any Treasury notes, or other obligations issued under any act of Congress, whether bearing interest or not, in exchange for any description of bonds authorized by the act to which this is an amendment, and also to dispose of any description of bonds authorized by said act, either in the United States or elsewhere, to such an amount, in such manner and at rates as he may think advisable, for lawful money of the United States, or for any Treasury notes, certificates of indebtedness or certificates of deposit, or other representatives of value, which have been, or which may be, issued under any act of Congress; the proceeds thereof to be used only for retiring Treasury notes or other obligations issued under any act of Congress: but nothing herein contained shall be construed to authorize any increase of the public debt; provided that, of United States notes, not more than ten million of dollars may be retired and cancelled within six months from the passage of this act, and thereafter not more than four millions of dollars in any one month; and provided further, that the act to which this is an amendment shall continue in force, in all its provisions, except as modified by this act.

Section 2. *And be it further enacted*, That the Secretary of the Treasury shall report to Congress, at the commencement of the next session, the amount of exchange made or money borrowed under this act, and of whom and on what terms, also the amount and character of indebtedness retired under this act and the act to which this is an amendment, with a detailed statement of the expense of making such loans and exchanges.

Railroad Reconstruction in the South.

The South Carolina Road has been completed to Columbia, and the Northeastern to Branchville, S. C., but the delay which has occurred in the repair of the Hamburg Branch of the former has dealt a severe blow to the interests of Charleston, while it has been providential to Savannah.

Sixty thousand dollars have been subscribed for the Savannah, Griffin and North Alabama Railroad, and only forty thousand more are required to authorize a renewal of the work, and secure a final completion of the road.

In a few days the gap in the Georgia Central Road, from Macon to Savannah, will be finished, and direct communication thus restored to the seaboard.

The Louisiana Legislature has passed two acts authorizing the lease of the New Orleans and Opelousas and the Baton Rouge, Grosse Tete and Opelousas Railroad. The proposed lessees are the Pennsylvania Railroad Company and some others, who intended to push these roads through to their several destinations.

The capitalists of Tennessee are moving energetically to build the proposed Memphis, Holly Springs and Okalona Railroad. The distance is one hundred and twenty miles, and the estimated cost is $2,050,000.

The repairs to the Winchester and Potomac Railroad are fast approaching completion to Winchester, Va. The track is now laid to within two miles of the town.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					
Acton	Ca.	200,000	5	----	10c
Acton Vale	Ca.	50,000	5	----	5c
Adventure	L. S.	20,000	----	----	----
Albany and Boston	"	20,000	----	20	14
Algomah	"	20,000	----	2	25c
Alliance	Ca.	200,000	2½	----	----
Allouez	L. S.	20,000	----	1	1½
American	Ca.	200,000	2½	----	5½
Amygdaloid	L. S.	20,000	----	----	25
Annapolis	Md.	50,000	10	----	----
Arizona	Ariz. T.	10,000	100	----	----
Ascot	Ca.	20,000	20	----	----
Astor	L. S.	20,000	----	1	6½
Atlas	"	20,000	----	1	2½
Aztec	"	20,000	----	1	3
Balt. and N. C.	N. C.	20,000	5	----	25c
Bare Hill	"	----	----	----	100c
Bay State	L. S.	20,000	----	3½	12
Beaver	"	20,000	----	1	----
Bedford	Ca.	125,000	5	----	50c
Black River	"	200,000	2½	----	10c
Bohemian	L. S.	20,000	----	7½	12
Bolton	Ca.	200,000	5	----	1
Boston	L. S.	20,000	----	5*	1½
B. and Corinth	Vt.	20,000	10	----	----
Brooklyn	L. S.	20,000	----	2	----
Bronze	Ca.	100,000	5	----	2
Cabot	L. S.	20,000	----	----	----
Caledonia	"	20,000	----	½	6
Cambridge	"	20,000	----	----	15c
Canada	Vt.	100,000	4	90c	75c
Carp Lake	L. S.	20,000	----	----	1½
Cascade	"	20,000	----	----	----
Central	"	20,000	----	----	40
Champlain	Ca.	200,000	1½	----	15c
Chatham	"	200,000	2	----	----
Chandiere	"	100,000	1	----	50c
Chester	"	200,000	1	----	12c
Cheticamp	"	30,000	5	----	1½
Chippewa	L. S.	20,000	----	----	----
Cleveland	Ca	100,000	5	----	----
Cliff	L.	20,000	----	----	----
Clifton	"	20,000	----	½	1
Collin	"	20,000	----	----	----
Columbian	"	20,000	----	4½	10½
Consolidated	"	20,000	----	5	5c
Copper Falls	"	20,000	----	24½	44½
Copper Harbor	"	20,000	----	1	----
Copper Hill	"	200,000	1	----	15½
Copperas Hill	"	50,000	10	----	----
Cornwall	Vt.	100,000	2	----	25c
Dacotah	L. S.	20,000	----	----	5
Dana	"	20,000	----	3½	1
Deep River	N. C.	----	5	----	15c
Delaware	L. S.	20,000	----	----	10
Derby	"	20,000	----	1½	Phila. & Boston
Devon	"	20,000	----	1	4½
Dorchester	"	20,000	----	6	7
Douglas	"	20,000	----	----	Prince of Wales
Dover	Ca.	200,000	----	1	3½
Dudley	L. S.	20,000	----	----	75c
Dunham	Ca.	200,000	2	----	25c
Durham	"	20,000	5	----	25c
Eagle River	L. S.	20,000	----	3½	1½
El Dorado (Silver)	"	20,000	----	----	----
Escot	Ca.	25,000	20	----	4
Essex	"	200,000	----	----	20c
Etna	L. S.	20,000	----	----	12½
Eureka	"	20,000	----	----	----
Everett	"	20,000	----	5*	----
Evergreen Bluff	"	20,000	----	----	12
Flint Steel	"	20,000	----	----	13
Forest City	"	20,000	----	3	1
Forest Shepherd	"	20,000	----	6	11c
Franklin	L. S.	20,000	----	6½	42
French Creek	Pa.	100,000	5	----	50c
Gardner City	L. S.	20,000	----	----	----
Gardner Hill	"	20,000	----	5	80c
Girard	"	20,000	----	----	6
Glade	"	20,000	----	1	----
Glencoe	Ca.	200,000	1	----	10c
Globe	L. S.	20,000	----	1	----
Grand Portage	"	20,000	----	1	40
Grand Trunk	Ca.	100,000	5	----	60c
Great Western	L. S.	20,000	----	2	75c
Green Mountain	Vt.	20,000	10	----	4½
Guilford	L. S.	20,000	----	5	43c
Hamilton	"	20,000	----	----	1
Hancock	"	20,000	----	6½	21½
Hanover	"	20,000	----	½	1
Hartford	"	20,000	25	12½	----
Hazzard	"	20,000	----	----	----
Highland	"	20,000	----	7	3½
Hilton	"	20,000	----	----	1½
Hope	"	20,000	----	½	1½
Hudson	"	20,000	----	----	2
Holbert	"	20,000	----	----	½
Humboldt	"	20,000	----	2	7½
Hungarian	"	20,000	----	1	62½
Huron	"	20,000	----	16	45
Indiana	"	20,000	----	----	6
Inverness	"	200,000	2½	----	----
Isle Haute	"	40,000	----	----	----
Isle Royale	L. S.	20,000	5	16	12½

COPPER STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Jefferson	L. S.	20,000	----	----	----
Keweenaw	"	20,000	----	----	4
Kickapoo	"	20,000	----	1	----
King Phillip	"	20,000	----	2	----
Knowlton	"	20,000	----	1	6
Lafayette	Ca.	200,000	1	----	1½
Lake	"	200,000	1	----	14c
Lawrence	L. S.	20,000	----	----	----
Lennoxville	Ca.	100,000	5	----	50c
Logan	"	100,000	3	----	2½
Lyster	"	200,000	2	----	----
Madison	L. S.	20,000	----	1	1½
Malden	"	20,000	----	1	----
Mandan	"	20,000	----	2½	45c
Manhattan	"	20,000	----	2½	2½
Marquette	"	20,000	----	----	¾
Maryland	Md.	----	5	----	40c
Mass	L. S.	20,000	----	----	----
Massachusetts	"	20,000	----	----	----
Mendota	"	20,000	----	4	----
Merrimac	"	20,000	----	4	----
Meteor	"	20,000	----	----	----
Mesnard	"	20,000	----	5½	1½
Michigan	"	20,000	----	----	----
Middlesex	"	20,000	----	----	----
Mineral Hill	"	----	----	----	----
Minnesota	L. S.	20,000	----	3½	10
Missisiquoi	Ca.	150,000	2	----	1½
Montezuma	N. Mex.	300,000	5	----	----
Morrison	L. S.	20,000	----	----	----
Nashua	"	20,000	----	----	----
National	"	20,000	----	5½	20
Native	"	20,000	----	3	1c
Naumkeag	"	20,000	----	1	2
Nelson	Ca.	200,000	1	----	10c
Nequaket	L. S.	20,000	----	1	2
Nevada (Silver)	"	20,000	----	----	----
New England	"	20,000	----	2	50c
Newton	Ca.	200,000	1	----	8c
New York	L. S.	20,000	----	----	½
N. Y. & Passaic	N. J.	100,000	5	----	----
North Cliff	L. S.	20,000	----	4	1½
North Silver Lake	"	20,000	----	----	----
North State	"	20,000	----	3	10c
North Sutton	Ca.	100,000	5	----	1
North Western	L. S.	20,000	----	7½	32
Norwich	"	20,000	----	----	4
Ogima	"	20,000	----	----	5½
Ontonagon	"	20,000	----	----	2
Ottawa	Ca.	200,000	1	----	23c
Pacific	L. S.	20,000	----	----	----
Pennsylvania	"	20,000	25	2½	14½
Petherick	"	20,000	----	2½	3
Pewabic	"	20,000	----	3½	35½
Phila. & Boston	"	20,000	15	2	----
Phœnix	"	20,000	----	----	14
Pittsburg & Boston	"	20,000	----	5½	48
Pontiac	"	20,000	----	3½	1½
Prince of Wales	Ca.	200,000	----	----	----
Providence	L. S.	20,000	----	----	½
Quincy	"	20,000	----	10	46
Reid Hill	Ca.	200,000	1	----	----
Reliance	L. S.	20,000	----	----	7½
Richford	"	60,000	5	----	----
Ridge	L. S.	20,000	----	----	----
Rockland	"	20,000	----	5	22
Roscoe	Ca	200,000	1	----	----
Rudisell	"	----	----	----	50c
St. Clair	L. S.	20,000	----	3	2½
St. Flavien	Ca.	100,000	5	----	----
St. Francis	"	100,000	5	----	----
St. Mary's (L. & M.)	L. S.	20,000	----	8½	50c
Salem	"	20,000	----	1	----
Sharon Consol	"	20,000	----	----	3
Sheldon	"	20,000	----	----	16
Silver Creek	"	20,000	----	1	----
Silver Hill	"	20,000	----	----	30c
Silver Lake	"	20,000	----	----	----
Silver Valley	"	20,000	----	----	10c
Southampton	Ca.	100,000	5	----	----
South Bedford	"	200,000	2	----	20c
South Side	L. S.	20,000	----	3	2
Springfield	Md.	----	5	----	15c
Stadecona	Ca.	100,000	5	----	----
Star	L. S.	20,000	----	7½	1
Stark	Vt.	100,000	2	----	----
Strafford	"	30,000	10	----	50c
Superior	L. S.	20,000	----	4	3
Sussex	"	20,000	----	----	----
Sutton	Ca.	100,000	5	----	85
Toltec	L. S.	20,000	----	20	1½
Tremont	"	20,000	----	5*	1
Union (L. & M.)	"	20,000	----	----	----
Vernon	"	25,000	10	----	----
Victoria	L. S.	20,000	----	1½	----
Vulcan	"	20,000	----	----	----
Washington	"	20,000	----	----	----
Waterloo	Ca.	100,000	3	4*	15c
Waukegan	L. S.	20,000	----	----	----
West Minnesota	"	20,000	----	2½	2½
Wickham	Ca.	200,000	5	----	20c
Wickopee	"	100,000	5	----	5½
Winthrop	L. S.	20,000	----	3½	2
Wyandotte	"	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:					
Copake	N. Y.	50,000	50	----	½
East River	"	6,000	50	----	----
George's C'k C. & I.	Md.	10,000	100	----	118
Harewood	"	20,000	5	----	----
Kahtadin	Me.	3,000	100	----	----
Lake Superior	L. S.	20,000	25	----	----
Massachusetts	"	25,000	1	----	----
Mount Pleasant	Pa.	10,000	50	----	----
Teal Lake	L. S.	----	----	----	2
Tyson	"	20,000	10	----	3
LEAD AND ZINC:					
Amenia	N. Y.	100,000	5	----	8½
Bucks County	Pa.	----	----	----	½
Canada	Ca.	50,000	5	----	2½
Clute	"	----	----	----	½
Crystal Lake	"	----	----	----	¾
Erie	"	----	----	----	21
Gay's River	"	100,000	2	----	----
Hampton	"	100,000	5	----	----
Keystone	Pa.	----	----	----	1
Lancaster	"	----	----	----	----
Macomb	N. Y.	100,000	5	----	45c
Mineral Point	"	100,000	5	----	½
Mount Hope	N. Y.	80,000	5	2½	----
National	"	200,000	1	----	----
New Jersey	N. J.	12,000	100	----	110
N. Y. & Boston	N. Y.	100,000	5	----	2½
Oswegatchie	Ca.	100,000	5	----	1
Placentia Bay	N. F.	----	----	----	½
Ramsay	Ca.	20,000	25	----	----
Rossie	"	100,000	5	----	----
Shawangunk	N. Y.	100,000	5	----	----
Sussex	N. J.	----	----	----	40c
Union	"	100,000	5	----	57c
Wallkill	N. Y.	----	----	----	25c
COAL & ANTHRACITE:					
American	Pa.	37,500	25	----	60
Ashburton	"	50,000	50	----	12½
Atlantic & G. C.	Md.	----	----	----	105c
Baltimore	"	----	100	----	2
Bear Valley	"	40,000	12½	----	14
Beaver Meadow	Pa.	100,000	50	----	----
Belmont	"	10,000	50	----	4½
Big Mountain	Pa.	----	----	----	8½
Blackhall	N. S.	8,000	25	----	----
Boston & Pictou	"	100,000	5	----	----
Bridgeport	Pa.	30,000	10	----	----
Broad Mountain	"	30,000	10	----	----
Butler	"	----	----	----	15
Cape Briton	N. S.	200,000	2½	----	----
Carbondale	Pa.	----	----	----	3
Central	"	----	----	----	45
Clinton	"	----	----	----	½
Coal Brook	"	4,000	50	----	----
Continental		10,000	50	----	73½
Cumberland (pref.)	Md.	50,000	100	----	45
Daniel Webster		5,000	100	----	----
East Mahanoy	Pa.	----	----	----	----
Everhart	"	20,000	25	----	----
Franklin	Pa.	5,000	100	----	17½
Fulton	"	60,000	5	----	6½
Gilbertson	"	5,000	100	----	42
George's Creek	Pa.	10,000	----	----	109
Grand Tunnel	"	4,000	100	----	50
Green Mountain	Pa.	----	----	----	4
Hampton & Balt.	Md.	----	----	----	91
Hazleton	Pa.	32,300	50	----	55½
Henry Clay	"	3,000	100	----	----
International	N. S.	20,000	50	----	----
Lawrence	Pa.	2,000	100	----	6½
Locust Mountain	"	----	----	----	45½
Lorberry	"	4,000	100	----	11
Macan	"	2,000	100	----	----
Mahanoy	"	1,000	20	----	4
Metropolitan	"	----	100	----	----
Middle Coal Fields	"	----	----	----	8
Milford		2,500	50	----	----
Mill Creek	Pa.	----	----	----	----
Mulgrave	"	2,000	----	----	----
Narragansett	R. I.	8,000	10	----	----
New Creek	Pa.	----	----	----	½
North. & Luzerne	"	----	----	----	----
Penn.	"	100,000	50	----	135
Penn. Cannel	"	6,000	50	----	----
Picton	"	4,000	100	----	----
Pine Knot	Pa.	4,000	50	----	----
Port Hood		4,000	100	----	49½
Potomac	Md.	40,000	10	----	5½
Powell	Pa.	----	----	----	----
Preston	"	----	----	----	20
Princess Alex.	N. S.	5,000	100	----	----
Ridgeway		----	----	----	----
St. Clair	Pa.	5,000	100	----	8½
Schuylkill Valley	"	20,000	10	----	12
Shawmut		6,000	50	----	----
Short Mountain	Pa.	16,000	50	----	21
Stafford		----	----	----	----
Suffolk		4,000	100	----	93
Sugar Loaf	Pa.	----	----	----	----
Summit	"	40,000	20	----	----
Susq. Coal & C. Mt.		----	----	----	4½
Tamaqua	"	----	----	----	----
Vandermark		20,000	50	----	----
Wyoming Valley	Pa.	22,760	50	----	44

GOLD, SILVER, ETC., STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:					
Ætna (G.)	Col.	50,000	10	----	----
Acadia (G.)	N. S.	100,000	3	----	----
Albion (G.)	"	100,000	3	----	----
Alpine (G.)	Col.	150,000	10	----	----
Alps (G.)	"	100,000	5	----	----
American	"	200,000	2	----	----
Am. & Mex. (S.)	N. M.	----	----	----	----
Am. Pioneer	A. T.	----	----	----	----
Arizona (Silver)	"	----	----	----	----
Atlantic (G.)	N. S.	100,000	2	----	----
At. & Pac. (G. & S.)	Nev.	50,000	10	----	----
Bay State (G.)	Col.	200,000	5	----	----
Beacon (G.)	N. S.	200,000	2	----	----
Benton (G.)	Col.	100,000	5	----	----
Black Hawk (G.)	"	50,000	100	----	----
Boston (G.)	"	10,000	50	----	----
Briggs (G.)	"	10,000	100	----	----
Bullion (G.)	"	200,000	25	----	----
Burroughs (G.)	"	100,000	10	----	----
Canadian (G.)	Ca.	200,000	2	----	----
Central (G.)	Col.	50,000	20	----	----
Chaudiere (G.)	Ca.	100,000	5	----	----
Chebucto	N. S.	100,000	5	----	----
Colonial (G.)	Ca.	100,000	2	----	----
Colorado (G.)	Col.	50,000	10	----	----
Consol. Greg'y (G.)	Col.	50,000	100	----	----
Copalinshe (G.)	"	200,000	20	----	----
Corisannie (G.)	"	100,000	10	----	----
Corydon (G.)	"	100,000	25	----	----
Day & Bushnell (G.)	C.	300,000	10	----	----
Denver (G.)	Ca.	50,000	20	12½	----
Dorset (G.)	"	170,000	5	----	----
El Dorado (G.)	Nev.	100,000	5	----	----
Empire (S.)	"	----	----	----	----
Empress (S.)	"	----	----	----	----
Eureka (G.)	Cal.	----	----	----	----
Excelsior (G.)	Col.	30,000	10	----	----
Frankfort (G.)	"	100,000	2	----	----
Garrison's (G.)	Col.	100,000	5	----	----
Gilbert River (G.)	Ca.	100,000	5	----	----
Gilpin (G.)	Col.	100,000	5	----	----
Gold	"	100,000	5	----	----
Gold Field		50,000	10	----	----
Gold Hill		50,000	10	----	----
Gold River		100,000	3	----	----
Gould & Curry (G. & S.)	N.	----	----	----	----
Gunnell (G.)	Col.	300,000	10	----	----
Halifax (G.)	N. S.	200,000	2	----	----
Holman (G.)	Col.	150,000	2	----	----
Hope (G.)	"	80,000	25	10	----
Isaac's Harbor (G.)	N. S.	100,000	5	----	----
Isabella (G.)	Col.	----	----	----	----
Kennebec (G.)	Ca.	100,000	5	----	----
Kent (G.)	N. S.	200,000	1	----	----
Lake (G.)	Col.	----	----	----	----
Lake Major	N. S.	12,000	50	----	----
Libertad (G. & S.)	Mex.	----	----	----	----
Manhattan (G.)	Col.	100,000	10	----	----
Mariposa (G.)	Cal.	100,000	100	----	12½
Massachusetts (G.)	Ca.	500,000	5	----	----
Mex. Pac. (G. & S.)	Mex.	100,000	100	----	----
Montague (G.)	N. S.	50,000	10	----	----
Montana (G.)	Col.	100,000	5	½	----
Montezuma (G. & S.)	N.	100,000	5	----	----
Mt. Alpine (G.)	Col.	250,000	5	----	----
Mt. Vista (G. & S.)	Nev.	50,000	10	----	----
New England (G.)	Col.	50,000	5	----	----
New Gregory (G.)	"	50,000	10	----	----
New York (S.)	"	100,000	10	----	----
N. Y. & N. S. (G.)	N. S.	100,000	5	----	----
Nova Scotia (S.)	"	100,000	2	----	----
Oldham (G.)	"	100,000	2	----	----
Otate (S.)	Mex.	----	----	----	----
Palma (S.)	"	----	----	----	----
Peck (G.)	N. S.	100,000	5	----	----
Peninsular (S.)	L. Cal.	----	----	----	----
Picacho (S.)	A. T.	50,000	50	----	----
Pontiac (G.)	Col.	50,000	20	----	----
Prince Albert (G.)	Ca.	100,000	2	----	----
Quartz Hill (G.)	Col.	40,000	25	----	5
Quicksilver	Cal.	100,000	100	----	45½
Renfrew (G.)	Ca.	120,000	2½	----	----
Riviere du Loup (G.)	"	20,000	10	----	----
Rocky Mt. (G.)	Col.	----	----	----	----
Sacramento (S.)	Nev.	----	----	----	----
San Antonio (S.)	A. T.	60,000	50	----	----
Santa Clara (Q.)	Cal.	----	----	----	----
Santa Rita	Ariz. T.	----	----	----	----
Scottie (S.)	Ariz. T.	----	----	----	----
Sherbrooke (G.)	N. S.	100,000	10	----	----
Sierra Nevada (G.)	Col.	----	----	----	----
Silver Hill (S.)	Nev.	----	----	----	----
Sonora (S.)	Ariz. T.	----	----	----	----
Southam (G.)	N. S.	100,000	5	----	----
Stafford (G.)	Ca.	100,000	5	----	----
Star (G.)	Col.	100,000	25	----	----
Stewart (G.)	Ca.	100,000	5	4	----
Smith & Parm. (G.)	Col	125,000	20	20	----
Tascher (G.)	"	50,000	10	----	----
Victoria (G.)	"	100,000	2	----	----
Waverly (G.)	"	50,000	10	----	----
Windsor (G.)	Col.	100,000	10	----	----
United States (G.)	"	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single t'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	27
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	43¼
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	91
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	60
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25¼
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11.000	—	(Middlesex)	—	50	....	25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,0 3	49,981	6	....	47½
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	40½
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)	—	—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	..	Worcester	96,857	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '64	10.76	—	....	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y	3,293,245	2,100,000	1200000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76.000	44,000	15,831	2,942	—	....	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	....	140	29	Brooklyn City	1,330 717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	....	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Buffalo Street	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfl'd	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	.....	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	....	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
Sep.	18.50	1.00	....	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	4 0,000	5,000	452,701	4,298	12	....	....
30 Sep. '64	12.00	1.00	....	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	....	....
30 Sep. '64	....	....	....	....	....	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '64	4.52	—	....	....	....	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	....	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	....	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	....	....	....	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	....	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	17.50	—	....	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	55,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	—	—	leased.	—	—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
Dec. '62	5.32	—	....	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
Dec. '62	5.05	2.50	....	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	.....	.....	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,300	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	....	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	50½
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	22
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	759,261	490 530	200,000	18,500	251,897	81,029	8	50	40
30 Nov. '64	24.23	—	233	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	....	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	....	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166,776	51,494	20	....	32
31 Oct. '64	11.00	—	....	16	2	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	3,929	—	....	43
31 Oct. '64	—	—	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320	—	....	11
31 Oct. '64	11.17	—	....	....	....	North Philadelphia	.....	.....	—	—	—	—	—	....	....
31 Oct. '64	12.00	—	—	60	12	Oakland (Pitts'burg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	....	....
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	....	18
31 Oct. '64	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,334	8,113	—	....	12½
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	75
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	13
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil. & Gr'dF.)	175,610	169,312	15,500	—	79,670	21,297	6	....	34
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	—	—	162,367	51,179	20	20	51½
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	—	20
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	837,879	249,100	100,000	10,000	220,672	16,233	7½	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	....	....	18
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.62	—	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd 1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	59
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm 1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71–'72	83
Malden and Melrose: 1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex: 1st Mortgage	31,000	—	.....	.....	....
Malden & Melrose bonds	51,762	—	.....	.....	....
Real Estate	4,000	—	.....	.....	....
Ninth Avenue: 1st Mortgage	67,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	160,000	—	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Apl 1, 1866.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	119¼
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	114
" " " coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 coupon	562,900	5	" "	1865	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	95½
" " " coupon		5	" "	1874	95¼
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	97¼
" " " coupon		5	" "	1871	98
Oregon War Debt of March, 1861 coupon	1,016,000	6	" "	1881	103
" " " coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	104¾
" " " coupon		6	" "	1881	104¾
Loan of July 17, & Aug. 5, 1861 registered	264,284,650	6	" "	1881	104¾
" " " coupon		6	" "	1881	104¾
Loan of Feb. 25, 1862 (5-20s) registered	514,780,000	6	May & Nov.	1882	100½
" " " (5-20s) coupon		6	" "	1882	100 ⅝
Loan of March 3, 1865 (5-20s)	85,175,500	6	May & Nov.	1885	104¼
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	2,272,006	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	91¾
" " " coupon		5	" "	1904	91¾
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	103¾
" " " coupon		6	" "	1884	103¾
Treasury Notes of July 17, 1861 coupon	167,350	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 1st series	317,014,000	7.3	Feb. & Aug.	1867	100¼
" March 3, 1865 2d series		7.2	June & Dec.	1868	100¼
" " 1865 3d series		7.3	Jan. & July.	1868	100¼
Debt Certificates	62,253,000	6	At maturity.	----	99½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	172,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	422,749,252				
Fractional currency	28,005,452				
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July	1878	103
" — " 1860 "	198,500	7	" "	1880	----
" —War bonds "	610,004	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July	'71-'82	96
" — " " " " "	1,000,000	6	" "	1882	92½
Florida—State bonds coupon	143,000	7	----------	----	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	100
" — " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,987	6	Jan. & July.	1870	98
" — " " bonds "	1,322,085	6	" "	1877	98
" —Interest stock "	737,222	6	" "	1860	86
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	96
" —War bonds "	2,000,000	6	" "	1879	96½
" —Canal bonds (sterling) "	1,778,422	6	" "	1870	----
" — " " (dollar) "	1 969,397	6	" "	1870	67
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	80
" —State Int. Imp bonds (not adjusted)	2,058,173	2½	" "	1886	80
" —State War Loan bonds coupon	391,000	----	----------	d'm'd.	----
" —Canal Preferred stock "	1,371,780	6	May & Nov.	1881	92
" — " special stock "	4,079,500	5	Jan. & July.	-------	84
" — " Deferred stock "	1,216,737	5	" "	----	----
" — " special stock "	1,243,000	5	" "	----	----
Iowa—State stocks coupon	479,545	5	" "	----	----
" — " (war loan) "	200,000	7	Jan. & July.	1868	----
" — " bonds to School Fund "	800,000	7	" "	'81-'82	----
Kansas—State bonds (sinking fund) coupon	122,295	10	Annually.	d'm'd.	----
" — " " " "	146,000	7	Jan. & July.	1876	----
" — " " (domestic) "	54,000	7	May & Nov.	1878	----
Kentucky—State bonds coupon	66,000	6	July.	1883	----
" — " " " "	4,800,000	5	Jan. & July.	'66-'75	----
" — " " " "		5	" "	'81-'91	----
" — " " " "		5	" "	'93-'96	----
" — " " (bank) "	600,000	5	" "	1891	----
" — " " " "	67,500	6	" "	'91-'96	94
" — " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----------	d'm'd.	85
" — " (R. R. etc.) "	3,902,000	6	----------	'67-'99	----
" — " " (banks) "	5,398,533	6	----------	-------	----
" — " " (war loan) "	670,000	6	----------	-------	----
Maine—State bonds coupon	-------	6	Mar. & Sept.	'63-'77	94½
" — " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	94¾
Maryland—State bonds (st'k'g) coupon	816,000	5		1865	----
" — " (st'k'g conv.) "	200,376	5		1865	----
" — " (st'k'g) "	5,585,555	5		'89-'90	----
" — " (st'k'g conv.) "	2,490,560	5		'89-'90	----
" — " (dollar) inscribed	500,000	3		1890	----
" — " " (") "	100,000	4½		1888	----
" — " " (") "	767,560	5	Chiefly	'42-'58	----
" — " " (") "	399,408	5	quarterly.	1880	----
" — " " (") "	148,711	5		'89-'90	----
" — " " (") "	133,689	6		pleas.	----
" — " " (") "	3,000,000	6		1870	100
" — " " (") "	35,000	6		1885	----
" — " " (") "	603,333	6		'89-'90	100
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) "	508,380	6	" "	'88-'90	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	----
" — " " (" "). "	300,000	5	" "	1893	----
" — " " (East'rn R.R.) "	600,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94 000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — "	247 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	107½
" — " " " " "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan "	1,000,000	5	" "	1883	94
" —Back Bay Loan "	168,000	5	" "	1880	95½
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	567,000	7	" "	1866	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	97
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1868	72½
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. coupon	7,000,000	6	" "	'72-'88	72
" — " " S.W. Branch "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	75½
" — " " N. Missouri "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton "	650,000	6	" "	'87-'89	----
" — " " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	-------	----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	91½
" " —Notes	200,000	6	----------	-------	----
New Jersey—State stock registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,820	6	" "	'65-'71	----
" " — " (") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	----
" " — " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'78	----
" " — " " " "	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " "	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans	6,922,274	6	" "	'63-'74	----
" " — " " " "	15,889,025	6	" "	'64-'76	----
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	84½
Ohio—State bonds (foreign debt) coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") "	1,015,000	5	" "	1865	----
" — " " (" ") "	379,866	6	" "	1868	----
" — " " (" ") "	2,183,532	6	" "	1870	93
" — " " (" ") "	1,600,000	6	" "	1875	95
" — " " (" ") "	4,095,309	6	" "	1881	96
" — " " (" ") "	2,400,000	6	" "	1886	97
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) coupon	1,500	----	----------	1866	----
" — " " (" ") "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc)	2,920,403	6	Yearly.	-------	----
Oregon—State scrip	55,272	----	----------	-------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	86
" — " " " "	3,886,010	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	84
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	85½
" — " " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----------	-------	----
" —Relief Notes in circulation	97,360	----	----------	-------	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	99
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	94
South Carolina—State bonds (stg) coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" —State b'ds (railroads) coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) coupon	1,125,000	6	----------	1882	81
" — " " (interm. impr.) "	2,063,606	6	----------	Var.	84
" — " " (railroads) "	12,799,000	6	----------	Var.	90
" — " " (capitol) "	608,000	5	----------	1890	57
" — " " (Hermitage) "	48,000	6	----------	1890	90
Texas—Had no debt in 1861	-------	----	----------	-------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) coupon	58,000	6	----------	'62-'63	----
" — " " (" ") "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'98	41½
" —State bonds (railroad) coupon	12,624,500	6	" "	'85-'98	68
" — " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	-------	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'87-'88	100
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (" ") "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,783	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,511
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	61,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,437	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	385,985	409,251	401,280	367 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,059
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,796	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.095.470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	174,164	226,251	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	251,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,651	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,085	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,495	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,997	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	------	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	906,341	886,089	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	16,295,915
1866	...Including Buffalo Division...1,187,188	983,855	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,572	617,682	578,408	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	582,828	512,028	516,822	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,705	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,998	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,112	86,626	93,503	82,186	78,842	110,186	108,652	112,156	120,051	117,604	114,512	104,587	1,222,017
1866	90,125	84,264	82,910	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,206	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,065	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,162	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,051	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,859 671
1866	314,698	283,177	412,393	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	238,846	307,333	242,089	200,134	2,124,214
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,063	329,106	413,501	460,661	490,094	447,670	328,869	4,504,549
1866	282,428	266,796	337,158	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,998	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,901
1866	131,707	122,621	124,175	------	------	------	------	------	------	------	------	------	------
New York Central:													
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,088	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,922	1,045,401	1,157,818	11,069,353
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,182,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	283,917	270,061	289,987	265,358	234,456	276,209	291,763	278,219	2,905,829
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	486,557	454,826	4,068,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,516
1865	653,053	608,305	1,116,215	923,283	416,341	569,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	189,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,133	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,790	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	390,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646,995	684,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,788	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,737	207,098	162,094	2,240,503
1866	178,119	155,893	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,858	137,066	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,576	115,214	168,219	170,380	172,870	147,548	139,528	1,403,141
1863	86,321	91,971	103,058	132,111	134,272	152,585	106,554	116,379	150,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,026	244,114	241,340	221,570	220,209	265,154	2,050,422
1865	144,084	139,171	156,768	144,001	138,738	194,525	271,799	374,024	377,991	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,580	689,333
1866	45,102	36,005	39,302	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	593,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	89
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	94
" " " 1850	676,000	6	Jan. & July.	"	1880	94½
" " " 1855	1,085,000	6	Jan. & July.	"	1875	94½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1895	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1883	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	96½
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	83½
" " $2,500,000	867,000	6	"	"	1889	83
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	105
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108½
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort & M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1863	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	95
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mor'g.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
Income bonds	83,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	81
Funded Coupon Bonds	758,000	7	May & Nov.	" "	1885	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,488	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	8,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,206,000	7	Jan. & July.	" "	1885	94
Columbus and Xenia:						
Dividend	36,950		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1891	103
3d Mortgage	342,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1891	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	92½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,685					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	75½
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston, Augusta.	1870	
2d Mortgage	230,000	6†	" "		1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	90
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	" "	" "	1870	85½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,766,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,283	7	Feb. & Aug.	New York.	1891	81
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis and Charleston:						
State [Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N. Y. & Boston	1869	109½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	107
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	107
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Northern Indiana, 1st	6,000	7	Feb. & Aug.	" "	1861	
Erie and Kalamazoo	38,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	7,000	7	Feb. & Aug	" "	1863	
Jackson Branch	77,000	7	" "	" "	1885	
Goshen Air Line	682,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,194,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	82
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	686,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		49
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1895	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,666,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	866,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	8	" "	" "	1883	87
Real Estate [S. F.] Bonds	185,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	"	var.	
" " " "	45,650	6	"	"	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	101½
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	97
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	91½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July	" "	1867	93½
New York and New Haven:						
Plain Bonds, Coupons	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds, Coupon:	1,088,000	6	April & Oct.	" "	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93½
2d Mortgage	3,077,000	7	" "	" "	1861	35½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84½
Chattel Mortgage	360,000	10	" "		1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	80½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,282,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	73
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	96½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	87½
" 1844, "	804,000	6	" "	"	1880	87½
" 1848, "	101,000	6	" "	"	1880	87½
1849, "	67,000	6	" "	"	1880	87½
1857, (convertible)	415,500	6	" "	"	1886	87½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,382					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	97½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	92
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	80½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	81
2d Mortgage	937,500	7	" "	"	1863	37
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1868	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	800,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	87
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	78
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	74
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	87
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	72½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1873	"
Sinking Fund Bonds	152,365	7				88
Equipment bonds	600,000	7				65
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	98
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1856	144,500	6			1866	
Company's endorsed by State	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	605,156	260,289	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	.....	.....	—	—	49,663	197,387	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	528,737	3,619,600	2,000 000	223.197	6,810,340	117.4	652,755	1,847,291	622,596	9	114½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	....	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.9	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,660	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,296	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	240,000	.....	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	84	86
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,969	525,256	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	116
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	—	2,356,660	26,155,641	12,020,483	825,398	39,680,482	930.0	.....	6,820,750	1,802,272	—	26½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	1,679,659	6,000,000	1,450,500	.....	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	119
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '65	464.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	.....	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	115
1 Jun. '65	111.0	—	....	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	.....	4,344,965	111.0	.....	489,874	210,950	—	....
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	.....	10,700,000	209.0	.....	2,084,074	503,767	—	31
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	218,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	188,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	55
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	.....	2,175,225	108.0	312,859	527,863	288,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	100
— '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	78.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,923,150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	598,671	12	156½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 873,123	65,961	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.8	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	.....	736,513	29.0	236,061	188,463	63,774	7	....
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	.....	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	629	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	339,297	5,355,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,870,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	52.7	—	....	135.8	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,233,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	....
31 May '65	284.8	—	23.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	.....	14,781,571	329.3	1,562,793	4,121,213	1,715,063	—	103½
31 Mar. '65	246.0	277.8	....	—	96	101	1,359	Mich. S'th'n & N'th'n Indiana	13,619,185	1,644,259	1,698,768	9,720,200	8,564,115	.....	18,284,315	523.8	2,187,124	4,289,466	1,881,113	—	80½
								MINNESOTA.													
31 Dec. '62	14.5	—	....	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	....	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	....	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	....	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
1 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	....
8 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	....
1 Dec. '62	152.0	—	3.6	....	....	....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
8 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	....
8 Feb. '65	77.0	—	3.9	206.0	....	....	.....	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100.562	197,744	1,895	—	....
20 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louisand Iron Mountain*	5,437,963	360,029	—	1,971,272	3,501,000	40 558	6,252,109	90.1	230,189	390,291	51,379	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,684	757,331	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,383	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,946	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,689,780	12,044,841	261.0	1,642,015	3,315,510	1,328,798	5	45½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	2,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,462,248	183,345	360,753	1,880,000	640,000	12,326	2,996,346	70.9	413,213	650,999	182,610	6	96
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	119
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21 600	—	4,218,927	61.8	450,096	1,221,104	386,333	10	130
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,510	83.6	638,622	1,471,935	487,864	10	134
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,580	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,982	6	103
30 Nov. '64	44.2	30.5	27.5	—	31	74	489	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,286	1,040,189	460,423	6	101
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,895	92.4	434,622	868,352	309,341	8	106½
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	96,684	—	600,000	—	50,465	809,362	71.0	186,647	291,618	63,019	8	116½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	534,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	105½
30 Nov. '64	43.4	1.0	14.9	—	14	18	168	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper by B. & L. Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,982,547	77.3	151,327	342,297	134,365	—	43½
30 Nov. '64	156.1	17.3	126.6	—	75	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,095,713	—	5,150,000	6,267,520	—	14,986 959	218.0	1,430,223	2,996,854	1,178,712	10	187
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.8	.....	821,935	136,049	8	66
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	108½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,515	3,250,418	82.0	.....	210,265	210,265	7	93
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,386,235	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.2	.....	8.0	...	...	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	118
31 Dec. '64	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,085,276	123,920	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	582,047	6,500,000	2,000,000	477,233	9,764,509	90.0	948,218	2,537,184	1,305,630	20	106½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	670,764	171,755	7	80
31 Dec. '65	53.8	—	.....	—	...	...	.....	New Jersey	3,903,171	738,164	1,793,064	5,000 000	805,000	—	6,434,399	53.8	654,192	1,875,981	803,323	10	135
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	468,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	48½
31 Dec. '64	38.5	—	.....	47.	...	...	.....	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	—
30 Sep. '64	442.9	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	—	640,814	1,030,232	loss	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,888	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,816,853	*	4,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,499,643	4,594,725	8	74½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,787,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	109
30 Sep. '64	94.0	9.5	08.3	—	15	32	110	Long Island	2,567,162	361,812	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	79
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,637,442	—	44,075,497	564.9	5,804,048	13,375,524	2,694,714	6	92½
30 Sep. '64	130.7	2.1	45.0	—	35	57	865	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	—
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,553	35.9	88,498	218,994	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	—
30 Sep. '64	139.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,305	—	1,774,176	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	—
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,036	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	182,860	85,553	—	—
30 Sep. '64	31.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,840	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	84.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	—
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	—
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,831	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,468	6,810,432	141.0	653,028	857,701	380,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	508,228	19	100
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2,499,348	1,235,162	15	115
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,558,162	298,789	23,340	1,036,065	1,752,400	128,867	2,917,322	67.0	243,387	375,209	228,651	—	45
31 Oct. '65	95.5	—	38.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	—
30 Nov. '65	101	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,380,848	83,292	9,674,307	208.5	1,429,741	2,284,491	458,786	5	80
31 May '65	109.7	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	66,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	100
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	—	2,366.705	3,782,430	—	6,214,825	142.0	—	1,069,187	431,980	—	—
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,298	—	15,805,315	250.8	456,408	1,038,165	427,406	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,478	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jan. '6	158.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,986,496	593 400	251,867	3,343,958	1,341,098	14,202	5,172,138	208.9	355,409	719,924	145,900	—	19½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	5207	189,488	—	—
31 Dec. '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,016	250.0	1,244,358	2,050,322	945,192	2½	32

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,578	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	....
31 Oct. '65	93.0	32.2	21.5	—	24	4	408	Atlantic and Great Western	10,500,000	*	.....	5,971,901	3,936,400	596,753	10,505,054	146.7	3,056,375	1,461,278	579,399	—	....
31 Oct. '65	66.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	.....	3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	33
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,469	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,783,320	38,671	15	130
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.			302,872	580,973	loss.	5	27
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	80,875	53,829	1,195	—	....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	183	Huntingdon and Broad Top	2,089,228	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	19½
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	32.0	173,037	633,015	60,201	—	....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,090	3,049,860	1,851,630	10	61½
31 Oct. '65	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	28½
31 Oct. '65	130.6	—	63.3	—	31	....	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	.....	.....	3,708,200	(	"	"	")	8	55½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,886	6,629,199	69.8	318,861	875,064	412,363	—	39
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,941,463	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17 459 169	4 189,111	10	66½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	148,000	.....	1,659,300	24.0	311 (91	656,739	336,376	8	52
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(ope	r. by Penn. R.R.	Co.)		—	33½
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,284,948	3,765,774	4,561,353	20,240,673	6,900,668	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	61½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,096	999,200	200,000	.....	1,199,200	28.2	177,433	1,030,432	345,891	10	114
31 Oct. '65	96.0	—	83.6	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,742	197.0	981,486	3,854,609	1,046 804	10	57½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,320	*	—	8,181,126	12,657,000	.....	23,942,670	468.3	3,940,773	7,120.466	3,019.067	10	190½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	81	Westchester & Philadelphia	1,331,640	143,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	487,800	326,000	26,292	790,092	3 .6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	.....	.....	62.0	321,000	557,587	254,508	12	114
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	.....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,846	.....	164.5	.....	341,190	125,871	—	....
28 Feb. '59	102.0	—	.....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,853	.....	.....	.....	.....	1,499,636	701,943	7	....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	158,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	673,597	—	....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	854,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	169.0	.....	734.118	337,384	6	....
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56 0	—	.....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	.....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	633,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,688	—	1,097,000	.....	.....	1,206,688	62.5	136,761	185,474	67,785	—	....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,289	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper	r. by Vt.	Central	.....	8	98½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	25.7	48,995	64,267	26,451	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	26,188	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	58.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,068,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,686	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,564	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	....
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,806	26,853	.....	43.5	1,058,054	163,753	79,585	6	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,107	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359.130	5	....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,118	508 555	—	42
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwaukee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985.511	647,631	—	....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,592,471	142.3	466,043	490,597	138,210	—	....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	67,652	—	....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,468,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	1,410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	367.0	.....	3,011,860	1,649,610	1½	....
31Dec. '64	94.6	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,152	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	—	....
1 July,'61	60.0	.....	.....	.....	...	...	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 455	36,570	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	.....	.....	4,273,281	92.0	168,416	139,107	37,131	—	....
								NEW GRANADA.													
31 Dec 63	5.	—	—	—	11	22	120	Panama	8,000,000	*	658	5,000,000	15,000	—	10,763,725	48.7	.....	2 837,458	1,320,924	—	....

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	30
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,425,400	7	7	94½
Chicago & Northwestern (pref.)	12,994,720	7	7	55½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,614,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	40
Erie (preferred)	8,535,700	7	7	80½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	97
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	—	55
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	80½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo & Wabash (preferred)	984,700	7	7	67½
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	----	----
" " " (2d pref.)	904,473	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	90½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18—	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	79
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	93½
Six per cent. Loan	2,432,274	6	A. & O.	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	81½
2d Mortgage	3,980,670	6	J. & J.	1882	76
Improvement	568,500	6	M. & N.	1876	69
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55
Preferred Interest b'ds.	227,560	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$		p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	46½
Delaware and Hudson	100	10,000,000	10	134
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	4,282,950	6	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	67
" (preferred)	100	1,175,000	10	115
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	24
" " (preferred)	50	2,722,607	—	30½
Susquehanna and Tide Water	50	2,048,260	—	14
Union	----	----	----	4½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	58½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	42 @ 45 —
Pig, American, No. 1	40 @ 43 —
Bar, Refined, English	97 @105 —
Bar, Swedes, assorted sizes (in gold)	97 @105 —
Bar, Swedes, assorted sizes	155 @ — —
Bar, English & American, Refined	115 @ — —
Bar, English & American, common	105 @ — —
Scroll, English	145 @195 —
Ovals and Half round	137 50 @147 50
Band, English	— @145 —
Horse Shoe	140 @147 50
Rods, English	117 50 @175 —
Hoop, English	150 @215 —
Nail Rod per lb.	— 9 @ — 10
Sheet, Russia per lb.	— 30 @ — 31
Sheet, English, Single, Double and Treble	— 6½ @ — 8
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	— — @ 56 —
Rails, American	85 — @ — 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 17 @ — 22
English Spring (1st & 2d qlty.)	— 11 @ — 12
English Blister (1st & 2d qlty.)	— 12 @ — 19
English Machinery	— 13½ @ — 15
German	— 14½ @ — 16½
American, Blister	— 11 @ — 13
American, Cast, Hammered	— 17 @ — 21
American, Cast, Rolled	— 12 @ — 14
American Spring	— 10 @ — 12
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 45
Sheathing, Yellow	— — @ — 34
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 28 @ — 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	8 20 @ 8 50
German Refined	8 20 @ 8 50
English	8 20 @ 8 50
Bar per lb.	— — @ — 9
Pipe and Sheet	— — @ — 11½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— — @ — 24
Straits	— 23 @ — 23½
English	— 22½ @ — —
Plates, Charcoal I. C per box	13 50 @ 14 —
Plates, I. C. Coke	11 25 @ 12 50
Terne, Coke	9 50 @ 9 75
Terne, Charcoal	12 50 @ 13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	6 50 @ 7 —
Clinch (cash)	8 50 @ 9 —
Copper	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 35
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 24 @ — 24½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 11.

	Th 5.	F. 6.	Sat 7.	M. 9	Tu. 10	W. 11
Atlantic M. S. S. Co	----	129	----	----	----	128
At. & Gt. W. (O) 1st m't	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	94	94
California 7s	108	----	----	----	----	106
Canton Co.	47½	47	47½	51	50½	55
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	84	----	----	85½	----	86
" " pref.	----	----	----	95	----	95
" " 1 M.	95	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	116	115	----	116	----	----
" " " 8 p.c.	----	----	----	----	108½	----
Chic. & Northwest'n	25½	26	26½	26½	26½	26½
" " pref.	53½	55½	55½	56	54½	56½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. R.	81	----	----	----	----	----
Chicago & Rock Isl.	110	112½	116½	117	116½	119
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	115	----	----
Clev. and Pittsburg	79	80	80	81½	79½	80
" " 2 M.	----	----	90	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	109	109½	110	111½	109½	110½
" " S. F. 7 p.c.	----	94	----	----	----	----
Cumberland Coal, pref	----	43½	----	44	44	45
Del. & Hudson Canal	135	135	135	----	134	134
Del., Lack. & West.	130	----	----	----	----	----
" " 1M. 8 p.c. '71-5 100	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	72½	75	78½	79½	74½	74½
" pref.	----	80	80	80½	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	100	----
" 3 M. 7 p.c. '83	----	----	----	----	98	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	109	109½	110	106½ x	106½	106
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	101	----	101½	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	116	116	116	----	114½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	40	----	----	----	----
" " 2d "	----	21	----	20	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	12½	12	11½	11½	12½
Michigan Central	102	----	102½	104	103	103
" SF. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	100	82	81½	81	80	80½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F. 95	----	94½	95	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	93	----	----	----	----	93
" 1st pref.	----	85	----	----	----	95
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	10	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	48	49	49	----
Missouri 6s	72½	72½	72½	72½	72½	72
" iss. to H. & St. J. R.	----	75½	----	----	----	75½
" " Pacific	74	----	----	72	----	----
New York Central	91½	92	93	93	91½	92½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	84½	84½	84½	84½	84½	84½
Ohio & Miss. cer.	25½	25	25½	25½	24½	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	215	220	----	218
Panama	----	251	----	----	----	----
Penn'a Coal Co.	135	----	----	----	----	----
Phila. and Reading	100½	100½	101½	102½	101½	102½
Pitts. Ft. W. & Chicago	89x	90½	91	91½	90½	90½
" 1M.	----	97½	97	98	97½	----
" 2M.	----	----	----	----	92	92½
" " 3M.	----	----	80½	----	----	----
Quicksilver Mining Co.	40½	40½	41½	42½	41½	47½
St. L., Alton & T. H.	----	30½	----	----	----	30
" " pref.	----	61	----	62	62½	63
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	73	----	----	----
" " Inc. b'ds.	----	----	74	----	----	----
Tennessee 6s, 1890	91	91	91	90½	90½	90½
Tol. Wab. & Western	----	----	----	32	----	32
" Pref.	----	----	----	----	----	----
" 1M. ex.	87	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	68	68	67	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 11.

	Th 5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	91¼	91¼	----	91½	91½	
U. S 5s, 10-40s, reg	91¼	----	----	----	----	
U. S. 6s, 1881, reg.	105	----	----	104½	104½	
U. S. 6s, 1881, cou.	104¼	104½	105	105	104½	104½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	119½	----	----	----	----
U. S. 6s, 1868, reg.	114	114	----	----	----	----
U. S. 6s, 1868, coup.	115	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	99½	----	----
U. S. 6s, 5-20s, o. 1862	104	104¼	104¼	103½	103½	
U. S. 6s, 5-20s, o. 1864	104	----	----	103½	103½	
U. S. 6s, 5-20s, o. 1865	104	----	104½	104½	104½	
U. S. 6s, " reg.	----	----	----	----	100x	100½
7.30 Notes, 1st series	100½	100½	----	----	----	100½
" " 2d series	100½	100	100	100½	100½	100½
" " 3d series	100½	100	99½	100½	100½	100½
American Gold	125	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 10.

	W.4.	Th.5	F.6.	Sat.7.	M.9.	Tu.10
Cattawissa	30	----	----	----	----	----
" preferred	28½	28½	27½	27½	27½	
Camden & Amboy	118	117½	117½	116½	117	117½
" " 6s, '87	----	----	----	95½	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '80	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	46	46	46½	46½	46½	46
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	93
Lehigh Navigation	53	53	----	54½	----	54½
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	----	----	86½	----	----	----
Lehigh Valley R. R.	----	----	61	----	60½	60½
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	85½	----	----
Minehill	55	----	----	----	56	----
Morris Canal	68½	----	69	69	67	67
" " pref.	----	----	----	115	115	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	38½	----	39	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	45½
Pennsylvania R. R.	56	56¼	56½	56½	56½	57
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	84½	86	84	86½	86½	86½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	100	100	----	100	100	----
Philadelphia City, 6s	----	----	87½	----	87½	----
" " new	92	92	92½	92	92½	92½
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	49½	50½	50½	50½	51½	50½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	32	31½	32½	33	33½	32½
" " 6s	88½	89	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	22	23½	24	----	----	----
" " pref.	30	30	31½	31½	31½	31
" " 6s '82	----	----	76	----	----	75
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	13½	13½	14½	14½	----	14
" " 6s '78	55	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	58½
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	44	44½	45	45½	45½	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	34	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M 9.	Tu.10
Baltimore City 6s, 1875	100	99½	99½	----	99½	----
" " 1886	99½	----	----	----	----	99½
" " 1870	----	----	----	----	----	----
" " 1890	99½	----	99½	----	99½	99½
Balt. and Ohio	----	----	114	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	94½	----
" " " '80	----	----	----	----	----	----
" " " '85	94	94	----	----	----	----
Northern Central	45	45	----	----	----	45
" " b'ds, '85	83½	83½	----	84	84	
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 11.

	Th. 5.	F.6.	Sat.7.	M.9.	Tu.10.	W 11
Boston and Lowell	----	----	----	----	----	96
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	135	134	----	----	----	----
Cheshire, pref.	----	----	----	44½	----	----
Concord	----	----	----	66	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	100¾	----	----	101	101	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	106	----	106¾	106¾	
Manchester & Lawr'ce	----	----	----	----	108¾	
Michigan Central	----	----	----	----	----	----
Northern, N. H.	95¾x	----	----	93	----	----
Old Colony and Fall R.	105½	105½	----	----	105	
Ph., Wil. & Baltimore	57½	----	57½	57½	57½	
Portl'd, Saco & Porta.	----	100½	99½	100	100	
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	43	----	----	43½	43½	
Western	----	135½	----	----	137	
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	92	93	----	91	91	
Metropolitan "	----	----	----	46½	47½	
Middlesex "	----	----	----	----	40½	----
Central Mining Co.	----	----	----	----	40	----
Copper Falls "	46	42	44	44½	44½	
Franklin "	42	41	----	42	42	
Huron "	45	----	----	----	----	
Isle Royale "	----	----	----	12½	----	
National "	----	----	----	----	----	----
Minnesota "	11	----	----	----	13	
Pewabic "	35	35	35½	----	35½	
Pittsburg "	----	----	----	48	48	
Quincy "	----	46	----	----	----	
Rockland	----	----	----	----	2½	

London Stock Exchange.

The following were the closing prices for American Securities on the 31st of March.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	70	"	70½
Virginia State 6s	55	"	58
Do. 6 per cent.	51	"	52
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	55	"	55½
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	84	"	86
Illinois Central 7s, 1875	68	"	72
Do. do. $100 shares, all paid	79¾	"	80½
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	58	"	60
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	76	"	77

American Railroad Journal.

Saturday, April 14, 1866.

Stock Exchange and Money Market.

The material interests of a country are always a study with real statesmanship. Political managers may seek power and party ascendancy, and make these the object of their exertions; but the real statesman never loses sight of the final objects for which society is associated, and the real good of the masses. For what use is Government; of what advantage are institutions that give no security, no tranquility, no repose. We are always justified, therefore, in regarding those men as statesmen whose large and liberal views are in the direction of general beneficial results; and whose aims are for the benefit of the whole. We may go further, and very properly look at the object of measures proposed by public men as a guide to their real views.

Thus if we see these aimed at the extension of mere political rights in the abstract, often to their extreme limit, we may hesitate before we give them our assent. We are, perhaps, in the very position at this moment to have occasion to pause before we yield to any impulsive theories of the present hour, which are inclined in the cause of optimism to maintain that everything which is to go on and forward, cannot go wrong. The real danger in this country at all times is the inconsiderateness of leading public men, to use no harsher term. Political questions, often such purely in the abstract, are agitated with a most surprising zeal, while the real ones involving the material and permanent interests of the country are lost sight of. This is a constant danger to which we are exposed in this country, and which has on more than one occasion convulsed it to its centre. This kind of discussion kept up by heated and clever men for forty years, was at the bottom of the rebellion itself, and is fairly chargeable with the blood and treasure lost in the unnecessary and useless struggle. May we not therefore look with alarm at the introduction of any new theories, however plausible, whenever they are now suddenly sprung upon us. What we commend is therefore caution, gravity, prudence in regard to any great public measures before us; and above all, forbearance and toleration of opinions in all questions, where they are rightfully entertained.

During the present session of Congress, we have had unusual excitement on many unexpected topics; so much so, as to cause great alarm and apprehension; and if there is any cause for it, there is also necessity for the exercise of the natural good sense of the people to furnish the proper corrections. Their sober second thought must be appealed to, and relied upon. It is this to which we must look as our last great protection in all cases of danger. Providence seems to have endowed the American people with the gift of eminent common sense, and they have often exercised it with great success and in good time. We still rely upon it.

We notice that notwithstanding the evident determination of the National Legislature, that there shall not be any contraction of the currency at the present time, yet it continues to appreciate and approach the gold standard in value. This is a remarkable fact, and worthy of being noticed. It is at the same time a puzzle to reflecting men. The paper money of the country is about as large as ever—is perhaps increasing, owing to the system of the National Banks; imports are still excessive, and the exports are small, and yet the price of gold declines. Many old opinions are unsettled by this appearance of things; and the theorists are at fault, as well they may be. Still further, to make all explanations difficult, we perceive that exchange continues largely below par, without the probability of much advance; and in fact, it is openly said, we may expect the importation of specie from abroad, as a very probable event. This would cap the climax of inconsistent and strange events, if it should ever occur.

The Money Market has been somewhat disturbed by the failure o a number of our country banks the last fortnight, with attending embar-

rassments in their business connections, here and elsewhere. Yet they have had no effect on the general market, or produce any change in the amount of money offered for business purposes. Interest is low, and money plentiful. It seems to be at the easy command of all business men—almost too much so, if we may judge of some of the consequences of plethora, as seen in the stoppage of houses that had no difficulty in putting forth an unlimited amount of obligations when they chose. The general ease of the market is also indicated by the returns of the associated banks. We perceive by the report of their operations up to the 7th inst., that as compared with the previous week they had increased their loans $5,287,654, while their specie had diminished $494,097, and their deposits increased only $540,-369. The circulation has kept within bounds, not being increased beyond the sum of $390,527.

So abundant has been the supply that large sums have been placed at 5 per cent., although the banks as a rule are able to obtain larger rates from their ordinary customers who are not so particular if they can only get accommodation as promptly as they require it. It is said that the large amount of increased loans shown by the association the present week, is owing to the circumstance that heavy stocks of goods are being carried by their holders, and for which there is not just now a ready or even a probable market; if this is so, it is a dangerous admission, and will result in losses on all sides. That goods are certain to fall in prices appears to be the opinion in the best informed circles of business men; and that this result cannot be staved off for any great length of time, is also the general impression. would seem the part of wisdom therefore, to grant early concessions of price during the present spring business when dealers from the country may be expected to renew their stocks. Under all circumstances, prudence with buyers and sellers may be safely laid down as a rule to be adopted in the present state of things. The country is able, strong and prosperous; it should not waste its strength, but husband it.

The general commercial report of the week ending Monday 9th inst., shows a moderate business with a declining tendency in breadstuffs. Still the prices of fancy and extra flour are quoted at from $9.90 to $15.50 per bbl., altogether too much to warrant shipments, or a very liberal home consumption. Cotton was also limited in its transactions, with a tendency to droop; sales being made at 39 to 40 cents. Provisions also feel the market unfavorably, with a tendency downwards, though there is considerable steadiness in the entire transactions. As a whole, the market for staples is in a dull condition and without much animation at present, our foreign trade being far from being in a flourishing condition and without much prospect of improvement at present. We have often spoken of the necessity of a more careful revision of our commercial arrangements and treaties, which are all of the old pattern, and much neglected. Whether our legislators will take time to look after the interests of commerce remains to be seen. They certainly could not better employ themselves than in devising some plans to extend our navigation and shipping interests into regions where they have long been strangers. The navigation interests of the United States are by no means on the footing they should be. We wait with impatience to see them waking up to a proper development, and assuming their real importance. If our public men looked at commerce as closely as they do politics, they could bring about a prosperity in this direction of which as yet we have only dreamed. It is to be hoped that the wonderful career we have already experienced is not to be cut short of its glory or usefulness by mistakes and errors which almost every American is competent to point out with precision.

The effect of a paper currency on prices and the wages of a country has been the subject of much comment. As compared with those of 1860, the advance has been enormous. We find a statement in a Cincinnati paper, which probably is nearly an average one for the country. Thus in that city, machinists who in 1860 earned from $9 to $12 per week, obtained until recently, if not now $16 to $20. Locksmiths have gained an advance of from $9 to $18, tailors who made coats at $6.50, receive $14, and for pants and vests at $1.75, now $3. Cigar makers rose from $4.50 per 1,000, to $14 for the same work. Carpenters advanced from $1.75, to $3 and $4, and hodcarriers from $1.25, to $3 per day. Gunsmiths, the most experienced, that were used to receive but $9 to $12 per week, gained double those sums. So indeed in almost all other instances an immense advance has taken place. Hand in hand with these has gone up the price of groceries, provisions and the common necessaries of life.

Coffee has advanced from 12 cents to 38 and 45 cents, sugar from 8 to 25 cents, butter from 14 to 65 cents, cheese from 8 to 22 cents, whiskey from 20 cents to $2, alcohol from 42 cents to $4 per gallon, and beer from $5 to $14 per barrel. If such a system is not working against the substantial interests of labor and consumption we do not know what is. Paper money in excess of the business of the country, and passing by law for more than it is really worth, is no friend of capital, or labor, of commerce, or industry, but their enemy. This truth we are slow to admit, but it is sure to be appreciated in the end.

Those persons whose incomes were settled at the former rate of money, who lived on 7 per cent. interest, or had saved up a capital productive at that rate, have found out by the reduction of their annual support by full two-thirds of its efficiency, what is the consequence of inflation, high prices and abundance of paper money.

The New York exports, exclusive of specie, for the week ending April 10, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,960,719	$6,069,510
Prev. reported	53,427,835	60,872,431
Since January 1	$56,388,554	$66,941,941

The New York imports compare as follows:

	1865.	1866.
Dry goods	$948,192	$2,918,981
Gen. merchandise	2,063,683	4,665,269
Total for the week	$3,011,875	$7,584,250
Prev. reported	32,245,465	79,770,062
Since January 1	$35,257,340	$87,354,312

The balance in the Sub-Treasury on Wednesday was $85,977,560 39.

The passage of the Loan Bill in the Senate is announced, and the comments on its effects vary. Some of the Press regard it as certain to produce a favorable change in our financial affairs, by contraction and exchange of short currency debts to long ones, while others proclaim that the changes will be small, and the policy of contraction impossible. We understand that Mr. McCulloch accepts it as the best measure available at present; and will use his power, limited as it is, to the best advantage.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. 7s, Bounty Loan, 100½; do., 6s, 1872, 93½; do., 1873, 93; Connecticut 6s, 95; Peninsula 1st mort., 73; Ohio and Miss. 1st mort., 80½; Cin., Ham. and Dayton, 100; Morris and Essex, 80; Milwaukee and St. Paul, 42; do., pref., 55; do., 1st mort., 82; Central R. R. of New Jersey 106½ ex. div.; Ashburton Coal, 12¾; Spruce Hill, 5¾; Mariposa pref., 20⅛; Pacific Mail Scrip, 196; Western Union Tel., 55¼; Russian Extension, 108; Brunswick Land, 11; Union Navigation, 105½; Citizens Gas, 105; Merchants Exchange Bank, 109; Ocean Bank, 97½; Am. Ex. Bank, 116; Metropolitan Bank, 122; Central Bank, 112; 4th National Bank, 101; Continental Bank, 98; Shoe and Leather Bank, 110; Importers' and Traders' Bank, 110; Bank of Commerce, 106½; Bank of Republic, 109.

Philadelphia.—Allegheny County coupon 5s, 70; Allegheny City 4s, 55; Phila. and Trenton R. R., 114; Lehigh Valley Scrip, 22½; West Phila. R. R., 70; New Creek Coal, ⅞; N. Y. and Middle Coal Fields, 8; Big Mt., 5¼; Swatara Falls, 2⅛; Fulton Coal, 6⅜; Clinton Coal, ¾; 7th National Bank, 94; Mechanics Bank, 28¼; Western Bank, 80; Farmers and Mech. Bank, 125; Penna. Bank, 53; Dalzell Oil, 1¼; Jersey Well, ⅛; Maple Shade, 3; Ocean, 8¾; Sugar Creek, 2¼. The latest quotations are: City 6s, 87½@88; do., new, 92⅛@92⅜; State 5s, 86@86½; do., coupon, 86@87; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 57¾; Reading, 51@51⅛; do., 6s, 1870, 93½@96; do., bonds, 87@90; do., con., 101@107; Camden and Amboy, 117¾@118¼; Penn. R. R., 56⅞@57; do., 1st mort., 96¾@97½; do., 2d mort., 91@91½; Little Schuylkill R. R., 28¾@29¼; Morris Canal, 66½@67; do., pref., 115@116; do., bonds, 88@95; Wyoming Valley Canal, 58½@59½; do., 6s, 75@82; Susquehanna Canal, 13⅛@14½; do., 6s, 50@60; Sch. Nav., 23¼@24; do., pref., 30¾@31; do., 6s, 1882, 75½@77; Union Canal bonds, 23½@24½; Delaware Div. Canal, 46@46⅛; do., bonds, 78@78; Elmira and Williamsport, 28@28; do., pref., 41@43; do., 7s, 1873, 93@95; Lehigh Coal and Navigation, 54⅛@54¾; do., bonds, 1884, 88@90; North Pennsylvania, 37½@38½; do., 6s, 85½@87½; Philadelphia and Erie, 32@33; do., 6s, 89½@92; Minehill, 55½@55⅝; Catawissa, 35@40; do., pref., 31⅛@31¼; Lehigh Valley, 61¼@61½; do., bonds, 91¼@93; Fifth and Sixth streets, (horse,) 35@42; Second and Third, 70¼@70¾; West Philadelphia, 69@71; Spruce and Pine, 33@35; Green and Coates, 30@32; Chestnut and Walnut, 50¼@51; Thirteenth and Fifteenth, 19¼@20; Girard College, 30@32; Tenth and Eleventh, 51½@52; Norristown, 52¾@53; Union, 31@33; Hestonville, 43@43¼.

Boston.—Michigan Central 8s, 1882, 107; Rutland and Burlington 1st mort., 81; do., 2d mort., 37; New York and Boston Air Line 6s, 36; Vermont and Massachusetts 6s, 92; South Shore R. R. 6s, 90⅛; Vermont Central 2d mort., 25¼; Ogdensburg and Lake Champlain R. R., 38¼; Conn. and Pass. Riv. pref., 70; Troy and Greenbush R. R. 50; Granite Railway, 57; Sandusky, Dayton and Cin. pref., 27¾; Chelsea horse, 29; Rhode Island 6s, 1882, 95; Connecticut 6s, 1882, 93; Massachusetts 5s, 1894, 94¼; do., 6s, 1877, 106¾; do., 1868, 116; New Hampshire 6s, 1877, 91¼; Chicago 7s, 1830, 93¼; do., 1889, 92½; Lawrence 6s, 1874, 94; Boston 5s, 1877@1886, 95⅛; do., 1867, 114; Cambridge 6s, 1875, 96¼; St. Louis 6s, 1880, 85; Union S. S. Co., 93⅞; Boston Water Power Co., 30½; East Boston Co., 10; Waverly Land, ¾; Essex Co., 93¼; Boston and Roxbury Mill, 42⅝; Short Mt. Coal, 21; Boston and Lackawanna Coal, 9; Mt. Pleasant Coal, 28; New England Coal, 42; Belmont Coal, 4¾; Mammoth Vein Coal, 3; Boston Gas, 740; Cambridge Gas, 99; South Boston Gas, 101¾; Atlantic Bank, 111¾; State Bank, 106½; Blackstone Bank, 120¼; Union Bank, 110; Merchants Bank, 110¾; Suffolk Bank, 113; Market Bank, 102; Tremont Bank, 112¼; Boylston Bank, 128; Bank of North America, 100; Eagle Bank, 110; Bank of Commerce, 112¼; Webster Bank, 105½; Washington Bank, 115¾; Eliot Bank, 115½; Shawmut Bank, 108⅜; Shoe and Leather Dealers' Bank, 133¼; New England Bank, 117; Atlas Bank, 107; Columbian Bank, 110; Exchange Bank, 130¼; Bank of Redemption, 103½; 3d National Bank, 101¼; Massachusetts Bank, 110; City Bank, 105¼; 2d National Bank, 137¾; Albany and Boston Mining Co., 14; Bay State 12; Boston, 1; Calumet, 8½; Concord, 3¾; Dana, 1; Eagle River, 1⅞; Great Western, 75c.; Hancock, 21; Humboldt, 7¼; Madison, 1½; Native, 2; Phœnix, 14; Petherick, 3; Pontiac, 1¼; South Side, 2; St. Clair, 2; Superior, 3; Tremont, 1⅛; Winthrop, 2.

Baltimore.—Maryland 6s, 1870, 100; Virginia 6s, registered, 41½; do., coupon, 68; Georgia 6s, 100; North Carolina 6s, 83½; Bare Hill Mining Co., 1.00; Balt. and North Carolina, 0,25; Gardiner Hill, 0.80; Springfield, 0.15; Am. Gas Coal, 0.45; Penn. Oil, 0.45; Baltimore Chrome, 1.00; Bankers' and Brokers' Tel., 9; Bank of Baltimore, 106; Union Bank, 71; Bank of Commerce, 27; Peoples' Bank, 18; Citizens Bank, 14. The latest quotations are: Balt. and Ohio, 113½@114; do., 6s, 1867, 97@98½; do., 1875, 94@95; do., 1880, 93¾@94; do., 1885, 94@94; Northern Central, 45@45½; do., bonds, 1885, 83¾@84; N. W. Va. 1st mort., 1873, 95@97; do., 2d mort., 93@95; do., 3d mort., 93½@95; Marietta and Cincinnati 7s, 1891, 80@81; Central Ohio, 22@30; do., 1st mort., 78@83; Western Md. bonds, 76@79; do., guar., 92½@94¼; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 95@97; do., 1873, 95@99; do., 1875, 96¼@97; do., 1886, 99@99½; do., 1890, 99½@99¾; do., coupon, 100@100⅜; do., Park, 99@100; do., 1892, 92½@96½; do., 5s, 1838-'70, 82@83; City Passenger R. R., 18⅝@19; Canton Co. 47@47¾; Gardner, 0.80@0.90; Am. Gas Coal, 0.40@0.55; Maryland, 0.15@0.25; North State, 0.31@0.40; Springfield, 0 15@0.15; George's Creek, 107@111; Santa Clara, 6@8½; Balt. Chrome, 0.95@1.00; Bare Hill, 0.90@1.00; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.70@0.80; Baltimore Coal, 140@200.

The Valley (Va.) Railroad.

The Valley Railroad Convention assembled in Staunton on the 4th inst. Delegates were present from Roanoke, Botetourt, Rockbridge, Augusta, Rockingham, Shenandoah, Allegheny, Berkeley and Richmond city. Books were opened under the supervision of the commissioners named in the charter, and over $100,000 subscribed, being more than was necessary to secure the charter. Col. M. G. Harman, of Augusta county, was elected President of the company, and John Wayt, of Staunton, Secretary and Treasurer, with a full board of Directors.

Vineyard Sound Railroad.

The Vineyard Sound Railroad Company, incorporated for the purpose of building a railroad from Monument, on the Cape Cod Railroad, to Woods' Hole, has been organized by the election of the following officers: President, Oliver C. Swift; Directors, Oliver C. Swift, Stephen Dillingham, Asa S. Tobey, Erasmus Gould, William Nye, Jr., B. F. Jones, Thomas H. Lawrence; Clerk and Treasurer, S. P. Bourne.

☞ The payments of the direct tax under the act of August 5, 1861, for the first quarter of 1866, ending March 31, were as follows:

Virginia	$22,270 17
North Carolina	37,310 00
South Carolina	10,297 45
Tennessee	40,000 00
Arkansas	15,230 00
Total	$125,107 62

☞ The Comptroller of the Currency last week issued $1,133,390 in National bank notes. The total amount issued since the National banking act went into operation is $265,382,500.

The Treasurer of the United States holds the following securities, given by National banks:

As security for circulation	$318,652,800
As security for government deposits in banks designated as depositories	35,579,500
Total	$354,222,300

☞ The last rail between Kansas City, Mo., and Wyandotte, Kansas, joining the Missouri and Pacific and Union Pacific Railroad, was laid on the 2d inst., by the principal officers of each road. The present terminus of the line is at Cross Creek, 90 miles west of Wyandotte. The road will be ready for traffic to Fort Riley early in June, giving 375 miles of direct rail west of St. Louis.

☞ The citizens of Otoe County and Nebraska City, have voted to issue $200,000 in bonds to aid in the construction of a branch railroad, to connect that city with the Burlington and Missouri River Railroad at Red Oak Junction. It is hoped that similar action will be taken by the counties in Iowa through which the projected branch road is to pass.

☞ The receipts from Internal Revenue during the week ending April 7th were $7,176,088 44. The total receipts since the 30th of June, 1865, the beginning of the present fiscal year, foot up $251,066,636 79. Of this amount, $75,509,832 15 has been received since January 1, 1866.

Interest and Dividends.

The Central Railroad Company of New Jersey have declared a quarterly dividend of two and a half per cent., free of government tax, payable on the 19th inst.

The Lehigh Valley Railroad Company will pay on the 16th instant, a quarterly dividend of 2½ per cent., free of tax.

The Philadelphia, Wilmington and Baltimore Railroad Company have changed the time of paying their dividend, from April and October to July and January, and will pay a dividend for nine months next July.

☞ A delegation of citizens lately visited Cincinnati to confer with the capitalists of the latter city respecting the construction of a railroad from Cincinnati to Chattanooga, which is now the common centre of five important roads. Donations of one-half the land along the route and ten thousand dollars per mile State aid were promised. A subscription was opened.

☞ At a recent meeting of the people of St. Vincent, Canada, it was resolved that "forty thousand dollars be given to any Company who would build a railroad from Collingwood, through Meaford, to Owen Sound, within two years."

☞ The railroad bridge at Welden has been finished, thus completing the connection between Petersburg and Raleigh.

Delaware Division Canal.

The Lehigh Canal Company have leased the Delaware Division canal and will consolidate it with their own works, thus giving to our city the benefit of an entire water communication from the Lehigh coal region under a single management. This arrangement secures, as we learn, to the stockholders of the Delaware Division canal an income of eight per cent. per annum, and will donbtless be advantageous to both companies as well as to the public.—*Phila. News.*

The Cases of the New York Brokers and Bankers.

We give below the recent decisions of the Supreme Court of the United States in the cases of the New York Brokers and Bankers on the question of taxing sales on their own account. In the Court below, Justice Nelson decided both cases against the Government. In the Supreme Court his decision was *reversed* in the case of the Brokers, and *affirmed* in the case of the Bankers. The latter is most important, as settling the principle that all persons or firms who have taken out a license as a Banker or Bankers, may prosecute the business of buying and selling *for their own account* without being subject to the tax on sales, (or required to render a return of such sales,) which they would have to pay and render if acting as Brokers.

SUPREME COURT OF THE UNITED STATES.—THE CASE OF THE NEW YORK BROKERS.

The United States, plaintiffs in error, *vs.* Robert L. Cutting, *et al.*—In error to the Circuit Court of the United States for the Southern District of New York.

Mr. Justice Grier delivered the opinion of the Court.

The question proposed for our decision in this case involves the construction of the 99th section of the act of 30th June, 1864.

The act of 1864 is entitled "An act to provide ways and means for the support of Government and for other purposes." It imposes specific taxes upon a large list of articles manufactured or sold, and prescribes the mode of assessing and

collecting them. In addition to these, it imposes certain taxes on all persons carrying on certain "trades or professions" enumerated. The persons on whom this tax is assessed receive what is called a "license," which is the evidence of permission to exercise such trade or calling in consequence of payment of this tax or duty. Among these is the trade or employment of broker, mentioned in the 9th paragraph of the 79th section of the act. Brokers are required to pay fifty dollars for a license. The act also defines the term broker to "be one whose business it is to negotiate purchases or sales of stocks, exchange, coin, money, bank notes, promissory notes, or other securities." Other species of the genus broker are indicated by the affix to the general term, as well as by special definition, such as "pawnbrokers," "cattle-brokers," &c., &c. Besides, the tax paid by auctioneers and the different species of brokers, under form of a license or permission "to prosecute their trade, business or profession," they were required to pay certain duties on the sales made by them respectively.

Being by means of these licenses brought within the cognizance of the revenue officers, and into a quasi-official relation with them, they were required to make "returns, assessment, and collection of these duties" under certain penalties. By the 99th section "all brokers and bankers doing business as brokers, shall be subject to pay the following duties and rates of duty upon the sales of merchandise, produce, gold and silver, bullion, and foreign exchange, &c., and shall also be subject to all the provisions of the act for making returns, assessments and collections of the duties."

Now, the ninth paragraph of the 78th section, after defining a broker to be one "whose business it is, as a broker, to negotiate purchases or sales," &c., required him also to make oath "that all his transactions are made for a commission. This clause might have been construed to forbid a licensed broker to purchase or sell stocks, &c., on his own account, so that his sales being made through the interposition of another broker, might be made liable to tax. But it has been construed to release him from the necessity of making any return of sales made for himself, or from paying any tax on such sales."

But there was no good reason why these transactions in stocks, bullion, &c., by a broker, for his own profit, should not be liable to the same tax or duty imposed on those made by him for other parties. Beside, such construction gave great opportunities of evading the tax altogether. To obviate this difficulty, an act was passed on the 3d of March, 1865, to amend the act of 30th June, 1864. Among other things, it amends the ninth paragraph of section seventy-nine, by inserting after the words "other securities," the words "*for themselves or others*," and by striking out from said paragraph the words, "and shall make oath or affirmation that all his transactions are made for a commission."

The intention of this amendment might have been better provided for by an amendment of the 99th section, but it cannot be doubted that the meaning of the act was to subject sales made by a broker for himself to the same tax as those made for others.

The definition of a broker will now read, in the section as amended, "whose business it is, as broker, to negotiate purchases or sales of stocks, exchange, bullion, coined money, bank notes, promissory notes, or other securities *for themselves or others*."

That it was the intention of Congress to subject the sales made by brokers for themselves to the same duties as those made by them for others, cannot admit of a doubt, though it must be admitted their intention is rather obscurely expressed.

The judgment of the Circuit Court *is therefore reversed* and a *venire de novo* awarded.

THE CASE OF THE NEW YORK BANKERS.

The United States, plaintiff in Error, *vs.* Harvey Fisk, *et al.*—In error to the Circuit Court of the United States for the Southern District of New York. Mr. Justice Grier delivered the opinion of the Court.

This case presents a question not considered or decided in the case of United States *vs.* Cutting. The defendants in that case were brokers, and were held liable to pay the duties and rates of duty prescribed by the 99th section of the act of March 3, 1864, whether the sales were made for themselves or for others.

In this case defendants are bankers, "doing a general business as such, making returns, and paying duties and taxes imposed by law upon their capital and deposits. As such they negotiated and sold for the United States large amounts of Government securities. At the same time they bought and sold Government securities for themselves, and not for others or for a commission."

Are they liable to pay the duties imposed by the 99th section upon "brokers and bankers doing business as brokers," in addition to those imposed upon them as bankers?

The first paragraph of the 79th section, which concerns bankers as distinguished from brokers, is as follows:

"Bankers using or employing a capital not exceeding the sum of fifty thousand dollars, shall pay one hundred dollars for each license; when using or employing a capital exceeding fifty thousand dollars, for every additional thousand dollars in excess of fifty thousand dollars, two dollars. Every person, firm or company, and every incorporated or other bank having a place of business where credits are opened by the deposit or collection of money or currency, subject to be paid or remitted upon draft, check or order, or where money is advanced or loaned on stocks, bonds, bullion, bills of exchange or promissory notes, or where stocks, bonds, bullion, bills of exchange or promissory notes are received for discount or sale, shall be regarded a banker under this act."

The 110th section prescribes the additional duties (beside the license tax) to be paid by "any person, association, company, or corporation engaged in the business of banking." We need not enumerate them.

In the construction of statutes, it is the duty of the Court to ascertain the clear intention of the legislature. In order to do this, Courts are often compelled to construe "*or*" as meaning "*and*," again "*and*" as meaning "*or*."

The purpose and intent of the Legislature in the amendment made to the ninth paragraph was evidently not to change the correct definition given of the term "broker," and to make it mean that every man who sold his own stock was a broker, and liable to pay $50 for a license. The obvious purpose of the amendment was to compel brokers to render an account of all sales made, whether for themselves or others, and to pay the duty on them. As is often the case in statutes, though the intention is clear, the words used to express it may be ill chosen.

The evil intended to be remedied by the amendment was transparent. If the amendment had been properly expressed, it should have been added as a proviso to the ninety-ninth section, which relates to the rates of duty to be paid on sales made in the stock market of brokers or others licensed and doing business as such, and in the preceding case the Court has so construed it.

Now, a banker pays a much higher license tax than a broker, and is permitted to "prosecute or carry on" the business or profession of a broker *without paying any further license*, but if he prefers he may not combine that business with his own. The 110th section prescribes the duties to be paid by a banker. *It is not amended so as to require him to render an account of his purchases or sales of Government stocks for himself.* The case before us, therefore, presents no other question than the construction of the 99th section. It enacts that "all brokers and bankers doing business as brokers shall be subject to the following duties," &c.

Now in order to subject a banker to the duties prescribed by this section, we are asked to interpolate the important word "NOT," *and to construe it as including bankers who* DO NOT *as well as those who* DO *transact "business as brokers."* This would not be a construction of the statute, but an amendment thereof in direct contradiction of its language. *This we do not feel at liberty to do.*

The judgment of the Circuit Court is therefore AFFIRMED.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending April 6th, 1866, were $81,459 09
Corresponding week of 1865 ..... 70,054 78

Increase..... $11,404 30

The earnings of the Grand Trunk Railway of Canada for the week ending March 31st, 1866, were $115,354 00
Corresponding week of previous year.. 139,681 00

Decrease $24,327 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in April, 1866, were $44,623 00
Corresponding week of previous year.. 51,798 00

Decrease $7,175 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Apr., 1866, were $93,714 00
Corresponding week of 1865 ..... 91,054 00

Increase..... $2,660 00

The earnings of the Chicago and Northwestern Railway for the first week in April, 1866, were $119,332 23
Corresponding week of previous year. 111,061 04

Increase..... $8,271 19

The earnings of the Western Union Railroad, for the week ending March 31, 1866.. $13,550 33
Corresponding week previous year.... 11,622 84

Increase..... $1,927 49

Receipts from Jan. 1, to March 31:
1866 ..... $120,407 74
1865 ..... 113,359 19

Increase $7,048 60

New Orleans and Jackson Railroad.

The Report of the President of the company, C. C. Shackelford, Esq., for 1865, shows a gratifying increase of business since the return of peace. The receipts were in July, $28,548; in August, $37,174, in September, $54,442, October, $80,459, November, $114,799. The total indebtedness of the road (exclusive of the bonded debt) is $1,579,015. The President says:

Of the above amount $669,823 98 is for debts made prior to May, 1862, and the sum of $909,171 85 is for overdue coupons on the first mortgage bonds. None of the second mortgage bonds have been definitely disposed of, though some have been pledged as security for the obligations of the company. Of the $669,843 98, $220,000 is due the State of Mississippi for loans which, without doubt, can be extended to such time as will meet the ability of the company to pay. The $909,171 85, interest on the first mortgage bonds of the company, it is expected to fund, and a sinking fund created to ensure their liquidation. Such an arrangement, we are assured, will receive the assent of the foreign bondholders, as well as that of the coupon creditors of our own country. After deducting the debts due on account of coupons and to the State of Mississippi, the company will have to provide for the balance of the floating debt, say $449,000, which can, no doubt, be arranged on terms equally satisfactory as those for the overdue coupons.

The operations of the road have far exceeded the expectations of the most sanguine, and, should

a proper and judicious policy hereafter mark its administration, there can be no doubt the great interest which the two States and the city have in this corporation can be preserved to them intact, and the views and hopes of the originators and founders of this great enterprise be fully realized.

Journal of Railroad Law.

The case of Drake *vs.* The Philadelphia and Erie Railroad Company, decided that an action in tort will not lie against a railroad company for cattle killed, where there was a contract on the part of the railroad to fence the plaintiff's farm. The opinion of the court was written by

THOMPSON, J.—The plaintiff's action is in tort against the company for neglecting to fence their road through his farm, which in his narrative he charges they were bound to do "by the laws of the state, or by their agreement, or by both," by reason whereof, it is further charged, "the cattle and horses of the plaintiff on his farm" were killed; to wit, two head of cow cattle and a mare. The principal question discussed on the agreement was whether an action on the case in tort would lie to redress the wrong complained of, there being a contract to fence. The court below held, that the plaintiff could not recover as in tort, and was of opinion that he must sue on his contract.

It is undoubtedly true that many cases occur in the reports in other states, in which the action in tort has been maintained against railroad companies for neglecting to fence, and the value of cattle killed has been recovered; but in almost all such cases the duty to fence arose by law, and not merely by contract. The duty in such a case is to the public, in consideration of the privilege granted.

Since Skinner's case (7 Harris, 298), it is settled that a railroad company, unless required by their charter, are not bound to fence; and yet, whether the road pass through a man's fields or woodland they are entitled to a free clear track, against the owner's or any other person's cattle. For the reasons for this ruling I refer to the case itself, with the remark that the public seem to have fully acquiesced in them, demanding no other rule since. It is directly ruled by this case, that if cattle, while straying or roaming on a railroad, are accidentally not wantonly killed by passing trains, the owner cannot recover for them.

The reason is that they are unlawfully there—are trespassers; if injury befall them, it is the fault of the owner in not restraining them. If he permits them to roam he must take the risk of all losses by accident (Knight *vs.* Abert., 6 Barr, 472). It is true in this state, cattle are not treated as trespassers on uninclosed fields or woodlands, rather because of the inappreciable damage that would be sustained, than in any change in the common law. "But if such an intrusion," says the learned Judge in Skinner's case, "would occasion substantial damage, the English rule would be applicable to it, on the principle that the owner of a bull which has gored another's ox must pay for it;" hence the learned judge holds that cattle on a railroad are trespassers, and for any substantial injury they might do the owner is liable, although there be no fences; and as a result of his negligence he cannot recover if they be injured by accident, being where they ought not to be, Knight *vs.* Albert, supra, fully supports this view.

The loss of the cattle in this case is charged not to wilfullness or negligent conduct in running trains, but to the neglect of the company in not fencing according to their contract. This is laid as the *causa causans*, the remote cause; the proximate cause was undoubtedly the running of the trains. But could not the company run their trains without having fenced in accordance with their contract. They purchased the right to pass through the plaintiff's land for a fixed sum of money and an agreement to fence. After the plaintiff thus sold his right of way, he had no right to obstruct it by allowing his cattle to roam and brouse upon it. This would be entirely incompatible with the right the law gives to the company to a clear track, as held in Skinner's case, and would subject the public to the dangers and risks arising out of a relation between the company, and an individual which might be disastrous to life and property. To avoid such results is the merit of Skinner's case. It was the duty of the plaintiff, therefore, to keep his cattle off the defendant's road at the risk of losing them; but the opposite of this is what he contracts for, by claiming as the gravemen of his action that the cattle were killed on the road by reason of the neglect of the defendant to fence. This necessarily assumes the ground that having a contract to fence, care on his part to prevent his cattle trespassing on the road no longer existed. This the learned judge below properly denied, and in substance told the jury that the wrong of the defendant in not fencing would neither authorize nor justify a wrong on part of the plaintiff, not only towards the defendant, but to the traveling public, by permitting obstructions in the road by his cattle and horses. "A railway company is a purchaser," said GIBSON, C. J., in Skinner's case "in consideration of public accommodation and convenience, of the exclusive possessions of the ground paid for to the proprietor of it, and of a license to use the greatest attainable rate of speed, with which neither the person or property of another may interfere." This principle fully vindicates the ruling of the learned judge below.

The doctrines of this case would go for nothing if courts were to hold that a contract to fence, in payment of a right of way or otherwise was a contract that relieved the owner of cattle from keeping them off the road, and permit them to impede it in its rate of speed. Indeed, if this might be done, I see not why such an owner might not enjoin the company from running altogether, to prevent injury to his cattle. Assuming that there was a contract to fence in this case, the plaintiff should have moved the company in anticipation of damages to build it, and not relied upon making them answerable for remote consequences. And he may sue on it yet, if it be in force and will be entitled to such damages as the law declares to be incident to the breach of such a contract.

We think the learned judge was right in holding that the action of tort, which assumed that the plaintiff was not bound to keep his cattle off the defendant's road, and the latter was answerable for accidental injury to them while roaming there because they neglected to fence was not maintainable.

This action was predicated of the duty to fence. Now supposing this to be a case in which the action might be upon the duty, a thing I by no means admit, to render the defendants answerable it must appear that the result or disaster was exclusively owing to their neglect. But if the law be as the case cited and several others since show, the plaintiff was in default in permitting his cattle to be where they had no right to be, and could not recover for them if killed or injured, (N. P. R. R. Co. *vs.* Rehman, 13 Wr., 103,) if any injury is the result of contributory negligence by both parties neither can recover.

Whether the plaintiff has a remedy on his contract for the damage done to his cattle, we cannot say, for the contract is not before us, we cannot therefore determine that the learned judge erred when he said his remedy was on the contract. It is possible it is expressly so agreed. To say that there was error would therefore be conjecture. But it is questionable whether the learned judge meant more than to say that under the circumstances, the only suit the plaintiff could maintain against the defendant for failing to fence was on the contract, without reference to whether the injury to the cattle could be recovered or not, but about this we need not trouble ourselves.

The instruction as to the duty for the defendants to fence, we think was entirely justified on the first ground herein mentioned, and if there was any contract to change the law of the case it should have been shown.

Judgment affirmed.

The Peninsular Railroads.

The citizens of Cecil county are making an effort to induce the Kent County Railroad Company to extend its road from Chestertown northward to Elkton, instead of connecting it with the Delaware Railroad. In order to form a correct judgment in the matter, it is necessary to have a proper understanding of what is called the "Peninsular line" of railroads, running from Wilmington to the extreme point of Somerset county, on Chesapeake bay, and also of its lateral connections, projected and in partial operation, which are as follows:

Commencing at Wilmington, on the Philadelphia, Wilmington and Baltimore railroad, the Wilmington and Newcastle railroad runs southerly to Newcastle, about seven miles; from thence running west with the old Newcastle and Frenchtown railroad to the "Junction" with the Delaware railroad, about seven miles. These two roads are the property of the Philadelphia Railroad Company, which also operates both the Delaware and Eastern Shore railroads.

From the Delaware junction the Delaware road, eighty-three miles long, runs south to Delmar, (name formed by an abbreviation of Delaware and Maryland,) on the Delaware and Maryland line, passing through the following towns and stations: Bear, St. Georges, Mt. Pleasant, Middletown, Townsend, Blackbird, Sassafras, Smyrna, Brenford, Moopreton, Dover, Camden, Willow Grove, Canterbury, Felton, Harrington, Milford, Farmington, Greenwood, Bridgeville, Cannon's, Seaford, Broad Creek and Laurel.

Connecting at Delmar with the Eastern Shore railroad, (thirty-two miles long,) running south through Somerset county to Somers' Cove on Chesapeake bay, from which point it is eighty-three miles by water connection with Norfolk Va., the Eastern Shore railroad is only completed and operated as far as Princess Anne, running through Salisbury. Princess Anne is the county town of Somerset county, and is about eighteen miles from Delmar. This company is now at work on the remainder of the road, which is a portion of the original Eastern Shore railroad, upon which a part of the grading was executed several years since, from a portion of the one million dollars allotted to the Eastern Shore by the old "eight million loan act." The Legislature at its last ses-

sion waived the State liens on account of the proportion ($112,738) of the one million loan (subsequently appropriated) allotted to Somerset county, in favor of the bonds of the company to be issued for purposes of construction only, and also authorized Somerset county to issue its bonds in aid of the road to the amount of $50,000. An effort to divert to this road the proportion of Worcester county (99,101) in the last Legislature was opposed by Worcester county, and the bill failed to pass.

The Maryland railroads in process of construction to connect laterally with the Delaware railroad, are, the Maryland and Delaware railroad, fifty-four miles long, connecting with the Delaware railroad at Smyrna, running southwest, through Kenton, Del., and the following towns in Maryland:—Templeville, Greensboro', Hillsboro', Easton, to Oxford, Talbot county, on Chesapeake bay, where it will connect by steamboat with Cambridge, Dorchester county, only ten miles distant. Ten miles of this road to Smyrna will be opened and running within a week, and operated by the company. The grading of the road is completed for thirty-two miles to Hillsboro', Caroline county, on the line of Talbot county, which is ten miles from Centreville, the county seat of Queen Anne's county. Fourteen miles of this road is in the State of Delaware, and it runs eighteen miles through Caroline county, within a few miles of Denton. The track-laying on the graded portion of the road is progressing at the rate of one or two miles per week. The portion of the million loan allotted to Talbot county for this road was $109,512, and $36,846 86 of the $43,846 86 allotted to Caroline county was also appropriated to this road.

The Dorchester County Railroad Company is about organizing to build a railroad from Cambridge northeast to Bridgeville on the Delaware railroad, passing through New Market, Dorchester county, and Federalsburg, in Caroline county. The proportion of the one million loan allotted to Dorchester county for this road was $101,175.

The Kent County Railroad has been chartered by the Legislatures of Maryland and Delaware, and as projected, the road will run from Chestertown to either Townsend, Middletown or Smyrna, on the Delaware railroad, running northeasterly, each point being distant about twenty-three miles. The portion of the one million loan allotted to Kent county for a railroad was $101,531. The proposition urged by the citizens of Cecil county to connect this road with Elkton, on the Philadelphia road, instead of connecting at all with the Delaware road, would increase its length considerably. It is urged that the road from Elkton is graded as far as Bohemia river, under the old "eight million" loan act. Of the $168,000 of the one million loan allotted to Cecil county, $58,000 was appropriated to the Elkton and Sassafras railroad, which would form a part of the line, and perhaps could be used in aid of the Kent County railroad to Elkton. It is thought, however, that unless new interests—such as those of Baltimore city and Cecil county—combine to furnish additional means to extend the road to Elkton, the company must continue in their determination to connect their road directly with the Delaware road. The rails on the old Newcastle and Frenchtown railroad were taken up by the Philadelphia, Wilmington and Baltimore Railroad Company several years since, on the nine miles from Frenchtown to the present junction with the Delaware railroad. It is stated that a road from the latter point to connect with Elkton would only be about nine miles in length.

There was allotted by act of the Legislature to other Eastern Shore counties for other railroads, from the one million loan, $99,101 to Worcester county for the Worcester Railroad Company; $110,455 to Queen Anne's county for the Queen Anne's and Kent County railroad, to be used within the limits of Queen Anne's county, and $13,000 to Caroline county for the Choptank and Mispillion Railroad Company.

The old Eastern Shore railroad, as originally laid out, ran through the eastern part of the Eastern Shore counties, in order to avoid the numerous creeks, rivers, &c., further to the west. That road, as projected, would not have run through or near any of the county towns below Elkton, and lateral roads would have been required for the convenience of the people, even if it had been completed.

The various county railroads that we have named show that the same thing is now necessary to connect with the Delaware road, and these lateral roads are of greater length for that purpose than would have been necessary for the one Maryland road extending down through the whole Eastern Shore. It is evident that it is a misfortune to the State—the Eastern Shore and city of Baltimore especially—that the original Eastern Shore railroad project has not been carried out, connecting all the lateral county roads with it, and bringing its terminus, as an entirely Maryland road, at least as near to Baltimore as is Elkton. We have heard it suggested, however, that a line might be run to Elkton from the junction of the Delaware and New Castle railroads, and thus accommodate the travel and trade to and from Baltimore. The distance, we understand, would be less than nine miles. With this difference the passage to Wilmington from the junction, which is about fourteen miles, and back again twenty miles over the Philadelphia road to Elkton, would be saved to those coming to Baltimore. Any future stipulations with the Philadelphia, Wilmington and Baltimore company might have reference to this ultimate equitable accommodation.—*Baltimore Sun, March* 26.

☞ The Loan Bill, which we give elsewhere, has passed both Houses of Congress.

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WM. W. CRAPO, WARREN LADD, DAVID B. KEMPTON, } Water Commissioners.

GEORGE A. BRIGGS, Chief Engineer.
W. J. McALPINE, Consulting Engineer.
New Bedford, March 19th, 1866. 4t12

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 21, 1866.

An Important Question.

At the present moment a large commercial question remains in an unsettled condition; we refer to that of our trade with the British North American Provinces, which by the abrogation of the Reciprocity Treaty of 1854 is again at loose ends. As incidental to it is the renewing of the right to the fisheries, so long and so often a disturbing question between England and the United States, and one which has on several occasions nearly occasioned war between the two countries. In this subject we feel a deep interest, and out of it is to grow real difficulties if they are not met at once by a proper disposition of them. Whether there is statesmanship enough at Washington to meet, grasp and overcome them, remains to be seen. There has been, and is yet, a simple and straightforward method to settle this question; and it has been brought to the notice of certain members of Congress in a proper manner for their consideration. It is to pass a short act of a reciprocal character which will be readily acceptable to the maritime provinces. No one can look at the map without perceiving that the natural position of these provinces, is more favorable to trade and intercourse with the United States than with Canada. Nova Scotia, New Foundland, New Brunswick and Prince Edwards' Island are in fact nearer us in all material relations, are easier reached, and always more accessible. On the other hand a Canadian connection presents to these provinces many real difficulties, in distance, navigation, and climate, without a compensating advantage to any considerable extent. It is very evident the people of these provinces are far from being prepared to enter into any close political alliance with the western provinces, since it secures no particular benefits that are at present unenjoyed. On the contrary, it is well known that leaving out of question the loyal feeling towards the Mother Country, which undoubtedly exists, the provincials of the maritime provinces look on New York and Boston as next in their regard to Liverpool and London, and would almost accept them as their commercial capitals. It is therefore as yet a matter of doubt whether the plan of the Confederation as proposed in Quebec is likely to be adopted, and it is very doubtful whether it is to be regarded with favor by the United States. Confederation in one sense at least, will be the consolidation of a great power on our borders under the influence and government of a distant and jealous power, with which it seems to be our misfortune to have constantly recurring misunderstandings, and with whom we have always difficulty in preserving amicable relations. We have had several serious escapes from war arising out of the claims to boundary lines merely, which on land as on water have been drawn with a tight hand, and very unwillingly relaxed. If our commercial relations with these provinces can be retained by simple and straight forward legislation, it would seem very proper at once to make the attempt. Our trade with these maritime provinces is a lucrative and flourishing one both in its character and results. It furnishes money, employment and many articles of real necessity. The gas in the principle cities of the United States is manufacted out of Nova Scotia Coal, worked by American capital and American companies. The gypsum used in such large quantities to fertilize our Eastern soil comes from the same quarter. Lumber in large and important quantities is an export through the New Brunswick rivers, and is become a staple no longer to be overlooked. On the other hand, we furnish those provinces with many manufactures, flour, coarse grains, furniture, books, hardware, and, to a corresponding extent, and with a profit well understood by the merchants of Boston and Portland, and which they know counts up to many millions of dollars per annum. Now by an act of Congress of very simple phraseology we could reciprocate with these provinces at once so that they would give the fisheries to our occupation as at present and at once settle that question, the really dangerous one of the hour.

We already perceive that vessels of war have been ordered to the fishing stations by the British Government, and a similar movement is announced on the part of our own. This means nothing more nor less than possible collision and war. It is useless to shut our eyes to the true danger before us.

It is there, and may be seen. And yet it may be averted by a very simple process. We understand that a prominent member of Congress, has for some time past had his attention directed to the subject, and indeed has been nearly ready to take the initiative in settling the question in the way suggested. We trust that he will not let the opportunity pass, for accomplishing so worthy a purpose. It would be an act of statesmanship which would redound to his credit, and the interest of the country, relieving the public mind of a large part of the apprehension which now rests upon it.

No matter what estimate either nation may place on the value of the fisheries themselves, or how well disposed the government might be on the main subject, it is in the personal outbreaks and violence of individuals we must look for the disturbances. Small at first, they soon grow large, and involve actual conflicts.

Now, it is the easiest thing in the world to arrange about these fisheries, by adjusting a list of articles at very moderate duties, of reciprocal character, and the maritime provinces would at once pass the necessary acts on their part, in consideration thereof. This would make the plan of confederation more unpopular than it even is, and probably render its consummation impracticable, although so distinctly seen to be an Imperial policy.

This trade with the maritime provinces naturally belongs to our convenient coasts, and it is more

advantageous to both parties than it possibly can be to those more distant, with less affinities for business. We may therefore get rid of this dangerous question, the fisheries, by an early movement in the direction and with the object indicated.

Pewabic Mining Company.

The annual report shows the product of Ingot Copper for the year 1865, was 1,731,418 pounds, exceeding that of the previous year by 301,561 pounds, and the average percentage was 72.5, being 4.18 per cent. less, owing to the larger amount of mass and barrel work. The profits on the past year's operations amount to $43,336 85, and the surplus assets to $78,992 98, being nearly equal to the actual assets of last year after deducting the loss on sales of copper below the estimated value, and expending $32,573 50 in real estate and permanent improvements, and $16,364 91 on conglomerate vein. The condition of the mine proper can be best judged from the product of the last six months. The average has been 120 tons mineral copper per month. Thus the reduction in profits arises from the high cost of labor and supplies from the summer of 1864 to 1865, when if it had been possible it would have been more profitable to have stopped the work in all the mines of Lake Superior. The Directors close the report with expressing confidence that the mine will produce more copper than last year at a very material reduction in cost. The surface expenses will be light in comparison with the past, and the barren work on the conglomerate vein which has heretofore added so much to mining expense, will soon cease and become productive. The increase in size and richness of the Pewabic lode is another encouraging feature, as depth is attained—the quantity of copper obtained this year from a fathom of rock being 614½ pounds, against 522 pounds the year previous, and 430 pounds for the year 1863.

South Carolina Railroad.

The annual meeting of the stockholders of this company was held in Charleston, on the 13th of February last, at which the Annual Report of the President and Directors, together with the Report of the General Superintendent, and the statements of the Auditor were presented. From this we learn that the income of the company from Jan. 1, to June 19, 1865, in Confederate Currency, was:

From passage		$343,185 88
" freight		839,829 62
" mails, etc		4,209 61
		$1,187,225 11
Current expenses	$549,107 63	
Sterling interest	50,000 00	
Exp'ses paying coupons	1,694 17	
Domestic interest	27,631 11	
Damages	14,007 21	
Tax on currency	18,200 00	
		660,640 12
Net income transferred to surplus income		$526,584 99

From the 19th of June to the 31st of December, 1865, the income in Federal Currency, was:

From passage		$122,373 58
" freight		288,766 46
" incidental		2,617 15
		$413,757 19
Current expenses	$134,595 50	
Sterling interest	50,000 00	
Domestic interest	27,619 28	
Damages	4,557 41	
		216,772 19
Net income		$196,985 00

The results of the operations of the road for the whole year is as follows:

Current expenses		$688,703 13
Sterling interest		101,694 17
Domestic interest		55,250 39
Damages, etc		36,764 62
Restoration of property		335,781 18
Lands: Right of way		175 00
Cars built at company's shops		6,800 00
Materials, etc., to arrive	$92,396 15	
Less materials recover'd	28,916 19	
		63,480 96
Loss of assets	$3,612,945 57	
Less sundry items carried to surplus income	339,962 05	
		3,272,983 52
		$4,556,682 97
Total income as above		1,600,982 30
Increase in balance of indebtedness from $315,580 57 to $3,271,031 24.		$2,955,650 67

Loss of Property in 1865.

Depots, machine shops, tools, etc	$126,749 65
Estimated cost of restoring 79 miles of road, bridges, etc., and of collecting and recovering materials	541,361 00
111 negroes emancipated	190,972 85
Cars and locomotives	410,031 14
Materials and machinery	360,000 00
Total loss of property	$1,629,114 64
Reduced by balance to credit of surplus income account, after providing for loss of assets	313,095 80
Balance of loss of property as given in property and debt account	$1,316,018 84

Surplus Income Account.

Balance, December 31, 1864		$3,059,494 33
Net income from Jan. 1, to June 19, 1865, transferred		526,584 99
Results of the transfers of the following accounts representing transactions in Confederate Currency:		
Arrears of dividend	$369,827 75	
Transient creditors	36,398 38	
Pay rolls	7,978 07	
	$414,204 20	
Less transient debtors	74,242 15	
		339,962 05
		$3,926,041 37
Loss of securities of C. S. A		$735,260 74
P. O. Department "		61,570 87
Transportation account "		2,668,755 26
Open accounts "		33,493 32
Agents' balances		52,052 47
Transient credits	$327,988 41	
Less transient debts	266,175 50	
		61,812 91
Loss of property in part		313,095 80
		$3,926,041 37

The business operations of the year are necessary divided into two periods; the first commencing on the 1st of January, and closing in regular order at all points about the middle of February, during which time the Federal forces under Gen. Sherman passed through the State; the second commencing on the 19th of June, at which date military control was withdrawn, and the company authorized to resume possession of its property. During the interim from the middle of February to the 19th of June, no revenue was derived from the working of any portion of the road, except upon the upper end of the Augusta Branch; that portion lying between the 116th Mile and Augusta, Ga., having escaped injury. From the 116th to the 67th mile, a distance of 49 miles, the entire track, the bridge across the Edisto River, culverts, depots, etc., were completely destroyed in February. On the Columbia Division in the same month from the 78th to the 92d mile, nearly everything shared the same fate. Thence to the Congaree River, 10 miles, about 2 miles of woodwork, 600 feet of trestling and a small portion of the rail, the depots and tanks were destroyed. From the southern bank of the river to Kingville, the bridge (470 feet in length,) and about 100 feet of trestling were burnt. At Kingville the hotel depots, agent's house, and about 3,000 feet of track were destroyed. Thence to 115th mile, the depot at Gadsden, tank, 8 or 10 cars, and about 300 feet of track were destroyed. From that point to Columbia everything was swept, including all the buildings in and near the city, excepting depot and agents' house at Hopkins', and the carpenters' house 2 miles below. On the Camden Division from Kingville to the west bank of the Wateree, no injury was inflicted except the burning of Clarkson's depot, the bridge over the Wateree, and about 300 feet of trestling. Upon the occupation of Camden, all the buildings, a few freight cars and about 150 feet of track. On the Charleston Division but slight injury was sustained. This portion of the road, together with that above Branchville towards Orangeburg was taken possession of shortly after the surrender of the city, and worked by the military authorities until the 19th of June, when the entire road was surrendered to the company.

On the 19th of April, about 18 locomotives and 147 cars which were at the time on the Camden Division north of the Wateree, were destroyed by the military expedition under Gen. Potter. His forces also destroyed 720 feet of the Wateree trestling, all the buildings at Middleton, Claremont and Boykins', and all the short trestling between the first point and Raftons Creek, also the materials prepared for the construction of a temporary bridge over the Wateree. Ten or twelve freight cars were also burnt near the Charlotte depot; and a number of freight cars and locomotives which were left in Columbia upon the evacuation of that place and at the Charlotte Junction, were either destroyed or materially injured.

Immediately upon being reinstated, the officers proceeded to contract for materials, and collect all the available labor within their reach for the reconstruction of the Columbia Division. Similar efforts were also made on the Augusta Division. Work was commenced on the former at the 79th mile on the 3d of July. On the 11th of October, Lewisville was reached. On the 14th the road was operated to Hopkins', and on the 16th of January, 1866, the City of Columbia was regained. On the Augusta Division work was commenced at the Edisto on the 15th October. Trains were run to Midway on the 5th, and Hamburg on the 13th of December, to Blackwell about the 1st of February, and to Augusta April 5, 1866.

Of the 14 miles on the south side of the Congaree, 5 miles were laid with new rail, 5 miles from sidelings below Branchville, and 4 miles with straightened rail. The 15 miles next Columbia were re-ironed with rails removed from the Camden Branch. None but new rails have been laid on the Augusta Division, and if possible the same course is to be observed to completion. 4,825 tons of rails had been contracted for, sufficient to

cover 48 miles, of which 2,258 tons had been received, and 2,008 tons laid, viz: 400 tons on the Columbia, and 1,608 on the Augusta Divisions, requiring 4,086 tons for the following purposes: 950 tons to complete Augusta Division and replace defective rails on the same, 1,936 tons to replace defective rails on the Columbia and Charleston Divisions, and 1,200 tons to restore the connection with Camden.

The equipment of the road on the 19th of June, consisted of 4 locomotives, 5 passenger and baggage, and 36 freight cars. 7 locomotives and 38 cars were hired from time to time of the Charleston and Savannah Railroad Co. On the opening of the line to Adam's Cut on the 12th of October, 3 locomotives, 3 passenger, and 29 freight cars were added to the stock. Upon the opening of other portions of the road additional equipment was regained. Of the 44 locomotives now in possession of the company, 5 are in service above Charleston, 1 shifting in yard, 1 in road service, 2 running between Johnston and Augusta, 11 on Charlotte road, 19 awaiting and 5 undergoing repairs.

The company have also 15 1st class, 13 2d class, 226 box, 1 stock, and 25 platform cars. These are apportioned to the several divisions of the road.

The above details of the destruction and restoration of property is from the Report of the Superintendent. The statements concerning the financial condition of the company are from the Report of the Auditor. At the date of the Report of the President, February 7, 1866, the entire length of the Columbia road and the Hamburg Division, as far as Graham's 81 miles from Charleston were in operation. From so much of the roadway, and with limited transportation means, the gross earnings were $413,737 19, and the operating expenses, $216,772 19—leaving for general expenditures, $196,985. With the funds obtained in this mode, and from sources more recently developed, the board have supplied the means of meeting expenditures; have provided rails for the entire portion destroyed; and hope to find no difficulty in obtaining from the same sources all that may be necessary in restoring the whole property to its original condition.

By reference to the annexed "Property and Debt Account," it will be seen that a very large portion of the debt has reached maturity, and must be provided for, viz: $2,000,000 Foreign and $234,000 Domestic Debt; and to these principal sums must be added large arrears of interest, say on the former $362,166 97, and on the latter $133,632 50.

In anticipation of the maturity of the Foreign Debt, application was made to the Legislature of the State for a renewal of the State's guarantee upon the new bonds they designed to recommend to the stockholders to offer to the bondholders in substitution of those past due and the accrued interest. An act was accordingly passed authorizing the endorsement of the State's guarantee. The agents in England of the Foreign bondholders have been notified of the passage of the act, and of the company's view of the best mode of arranging the debt. The plan at present contemplated is as follows:

1. To substitute new bonds for the old, due at the same time and same rate of interest, that is to say at twenty years, and at the rate of five per cent. per annum.

2. To fund the accrued interest to Jan. 1, 1866, at same time and rate of interest as the principal of the debt.

3. To provide, by regular semi-annual payments, out of earnings, for the retirement of the entire sum at maturity.

The Domestic Debt, in the matter both of principal and accrued interest, the board propose to meet precisely as they expect to do with the Foreign. The arrangements, however, of the Domestic, will necessarily wait upon the conclusions of negotiations abroad.

PROPERTY AND DEBT ACCOUNTS, Dec. 31, 1865.

Capital stock, Dec. 31, 1869, 38,803 shares		$3,879,475 00
38,796 new shares at $50		1,939,800 00
		$5,819,275 00
Bonds payable ($3,071,000) viz:		
Sterling: payable January, 1866		2,000,000 00
Domestic: past due	$234,000	
" payable Jan., '68	101,000	
" " Oct., '68	86,000	
" " Ap'l, '69	100,000	
" " " '70	100,000	
" " " '71	100,000	
" " " '72	100,000	
" " Jan., '73	125,000	
" " " '74	125,000	
		1,071,000 00
Bills payable		44,822 30
Change notes		1,971 00
Coupons—sterling	$362,166 97	
" domestic	133,632 50	
		495,799 47
Pay rolls		1,399 70
Transient creditors		167,484 95
Net income June 19, to Dec. 31, 1865		196,985 00
		$9,798.557 42
Cost of road, depots, etc., Dec. 31,'64.		$7,118,499 56
Deduct estimated cost of property destroyed in 1865		668,110 65
		$6,450,388 91
Real estate		428,879 43
Locomotives and cars		466,408 63
Machinery and tools		197,418 10
Supply of materials, etc.		71,307 90
Materials, etc., to arrive		21,088 25
Restoration of property		335,781 18
Bills receivable	$2,598 43	
Bonds receivable	25,642 50	
Cash	104,393 72	
Agents	12,530 26	
		145,164 91
Stocks—steamship companies		17,527 50
" railroad companies		261,535 00
Open accounts		20,344 35
Transient debtors		66,691 42
Loss of property	$1,629,114 64	
" assets	3,612,945 57	
	$5,242,060 21	
Less bal. of surplus income and net income from Jan. 1, to June 19, 1865	3,926,041 37	
		1,316,018 84
		$9,798,557 42

President.—W. J. MAGRATH.

Directors.—James Rose, Alfred Huger, C. M. Furman, W. C. Dukes, John Caldwell, T. B. Clarkson, Henry Gourdin, G. A. Trenholm, W. J. Magrath, J. S. Preston, L. J. Patterson, B. H. Rice, C. T. Mitchell, A. Simonds, F. J. Moses.

General Superintendent.—H. T. PEAKE.

Auditor.—J. R. EMERY.

Quincy Mining Company.

The annual report shows that the product of the mine for 1865 was 2,721,880 lbs., or 1,361 tons of mineral of this product and the balance left over at the close of each year, 2,612,035 lbs., have been melted leaving 81.36 per cent. on 2,125,150 lbs. of ingot copper. The balance was wrecked on Lake Huron, and not being insured for its full value resulted in a loss to the company of about $20,000. The value of the product, estimating the copper on hand and at the mine at 36 and 30 cents, gives gross earnings, $703,077 87; expenses, $634,571 94; profits of the year, $68,505 93. The expenses were increased by the erection of sundry buildings amounting to $22,931 83, and for exploring account $35,434 65. The Directors state that the accounts do not make up as well as the previous report for 1864 would have led the stockholders to expect, as they then overestimated the value of copper on hand; a portion did not come forward until the opening of navigation, when from the cessation of the war the price of copper had reached its lowest point. The amount actually realized was $44,030 20 less than their estimates, and reduced the assets from $351,629 89 to $307,597 69. Of this sum a dividend of $6 per share, or $160,000 was paid in February, 1865.

The assets now on hand, including stock in the Portage River Improvement Company, show a surplus in excess of all liabilities of over $187,000. There is also on hand a special reserve fund of $50,000—for the purpose of providing against loss by fire of stamp mill and other buildings.

From an analysis of the items in the statement of liabilities and assets, the Directors say it will readily appear that the surplus is all actively employed in the business of the company, and is not available for the payment of dividends, but that the mine, with all its appointments, is in excellent condition and gives promise of a large and continued production of copper. Every effort is now being made to reduce expenditures to the lowest point consistent with thorough efficiency, and needs only a fair market price in proportion to its cost to be again a highly remunerative property.

Tapping the Lehigh.

We learn that the Philadelphia and Reading Railroad Company have despatched a corps of engineers to survey a route for a branch Railroad from a point near Barnesville, this County, *via* Wetherley, to connect with Pardee's Railroad in the Lehigh region, near Hazleton, for the purpose of delivering a portion of the trade *via* the Valley of the Schuylkill. We understand the route is favorable. This of course, is in opposition to the extension of the Lehigh and Mahanoy road through Schuylkill County to Mt. Carmel.

The Reading Railroad Company is also making a road into the Shamokin region in the vicinity of the Shamokin Valley and Pottsville Railroad, now controlled by the Pennsylvania Railroad.—*Pottsville Miners' Journal.*

☞ A meeting of the stockholders of the Indianapolis and Madison Railroad Company will be held at the office of the company, at Madison, Indiana, on the 25th day of April, to consider and determine upon a proposition to intersect, join and unite their railroad with the Jeffersonville Railroad, and to merge and consolidate the stock of said companies, making one Joint Stock Company of the said railroad companies.

☞ The Manassas Gap railroad company are taking steps to put the road under way as soon as possible.

☞ The friends of the Kent County Railroad held a meeting at Chestertown, Md., on the 18th inst. for the purpose of effecting an organization.

Allegheny Valley Railroad.

The extraordinary development of the oil region has done more for the completion of this work than any other influence in Western Pennsylvania. The terminus, so long at Kittanning, is now at Pine Creek, six miles further North, and when the bridge across that stream shall have been finished the road will be open to the mouth of Mahoning creek, a distance of fifty-five miles from Pittsburgh. From Mahoning to Oil City, seventy-five miles, the road is being pushed forward rapidly, thirty-miles being now under contract, with some work done, and contracts will soon be made for the remainder. This line traverses a region rich in mineral resources. The valley of the Allegheny has long been famous for its iron and coal, as it is now for its petroleum, and the road when finished cannot fail to do at once a large and remunerative business. As an adjunct to the trade of Pittsburgh it will be invaluable. It is likely to become one of the leading routes of the oil trade, as Pittsburgh is the emporium for the distribution of oil throughout the west. It will give an immediate impetus to the development of the oil regions, as well as the coal fields in the region adjacent to its route. It will also connect with the new route of the Atlantic and Great Western Railway eastward, and thus form an avenue of communication between Pittsburgh and the places lying along that line.—*Phila. North American.*

☞ The Commissioners of the Wicomico and Pocomoke Railroad Company give notice that the sum required in order to organize the company has been subscribed, and that a meeting of the stockholders will be held at Berlin, Worcester county, Md., on the 25th instant, for the purpose of electing twelve directors of said company.

☞ The Welland Canal was opened for Navigation on the 17th inst.

Railroads of the State of New York.

Abstract of the Reports of the Railroad Corporations for the year ending September 30, 1865.—Prepared by ROBERT H. SHEARMAN, Esq., Deputy State Engineer and Surveyor.

STOCK AND DEBTS.

Roads operated by Steam:

Capital stock by Charter and acts of the Legislature	$84,816,200 00
Capital stock subscribed for	96,436,661 61
Capital stock paid in	96,040,187 24
Funded debt	68,304,975 81
Floating debt	5,860,334 41
Total funded and floating debt	74,165,610 22

Roads operated by Horse Power:

Capital stock by Charter and acts of the Legislature	$18,731,000 00
Capital stock subscribed for	13,658,850 00
Funded debt	5,974,604 93
Floating debt	576,845 49
Total funded and floating debt	6,551,450 42

COST OF CONSTRUCTION AND EQUIPMENT.

Graduation and masonry	$41,828 097 86
Bridges	2,326,997 36
Superstructure, including iron	22,940,735 65
Passenger and freight stations, buildings and fixtures	4,375,602 27
Engine and car houses, machine shops, machinery and fixtures	1,972,013 38
Land, land damages and fences	12,667,173 37
Locomotives and fixtures and snow plows	6,305,509 72
Passenger and baggage cars	2,852,815 83
Freight and other cars	5,358,684 94
Engineering and agencies, &c.	8,462,812 44
Total cost of construction and equipment of roads using steam power	$156,363,203 32
Total cost of construction and equipment of roads using horse power	$19,591,184 98

CHARACTERISTICS.

Roads operated with Steam:

Length of roads in miles	3,089 84
Length of roads laid	2,615 15
Length of double track, including sidings	1,163 84
Length of branches laid	497 83
Length of double track on same	21 43
Length of equivalent single track	4,298 25
Number of engine houses & shops	166
Number of engines	962
Number of first class passenger cars	820
Number of second class cars	181
Number of baggage, mail and express cars	292
Number of freight cars	15,284

Roads operated with Horse Power:

Length of roads in miles	256 05
Length of roads laid	166 24
Length of double track, including sidings	123 64
Length of branches laid	3.16
Length of double track on same	.25
Number of houses and shops	22
Number of cars	959

BUSINESS OF THE YEAR.

ROADS OPERATED WITH STEAM.

Passenger Business:

Miles run by passenger trains	7,978,889
Passengers, all classes, carried in cars	16,215,427
Miles traveled by passengers, or number of passengers carried one mile	731,922,250
Average rate of speed of ordinary passenger trains, including stops.	20.57
Average rate of same when in motion	25.43
Average rate of speed of express passenger trains, including stops.	26.25
Average rate of same when in motion	30.44
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	84.77

Freight Transportation:

Miles run by freight trains	11,482,788
Number of tons carried in freight trains	7,388,852
Total movement of freight, or number of tons carried one mile	866,647,450
Average rate of speed of freight trains, including stops.	11.52
Average rate of same when in motion	14.86
Average weight, in tons, of freight trains, exclusive of freight	151.10

Classification of Freight:

	Tons.
Products of the forest	527,299
Products of animals	1,345,361
Vegetable food	1,220,500
Other agricultural products	392,037
Manufactures	732,661
Merchandise	1,146,286
Other articles	2,024,708
	7,388,852

ROADS OPERATED WITH HORSE POWER.

Number of miles run by passenger cars	18,419,989
Number of passengers, all classes, carried in cars	107,349,507

COST OF MAINTENANCE OF ROAD.

Allotted to Passenger Transportation:

Repairs of road bed and way, exclusive of iron	$2,156,777 82
Cost of iron for repairs	1,576,514 74
Repairs of buildings	441,181 26
Repairs of fences and gates	56,644 21
Taxes on real estate	627,112 74
	$4,858,230 77

Allotted to Freight Transportation:

Repairs of road bed and way, exclusive of iron	$3,097,875 21
Cost of iron for repairs	2,345,008 22
Repairs of buildings	821,534 19
Repairs of fences and gates	87,733 09
Taxes on real estate	856,097 14
	$7,209,052 85
Allotted to passenger transportation	$4,858,230 77
Allotted to freight transportation	7,209,052 85
Other costs not allotted	807,560 55
Total cost of maintenance of roadway	$12,874,844 17
Roads operated with horse power.	$282,351 41

COST OF REPAIRS OF MACHINERY.

Allotted to Passenger Transportation:

Repairs of engines	$1,318,080 86
Repairs of cars	1,309,390 81
Repairs of tools, &c	165,108 97
Incidental expenses, oil, fuel, &c.	117,359 64
	$2,909,935 28

Allotted to Freight Transportation:

Repairs of engines	$1,914,157 74
Repairs of cars	2,134,870 85
Repairs of tools, &c	259,522 93
Incidental expenses, oil, fuel, &c.	178,947 68
	$4,487,499 20
Allotted to passenger transportation	$2,909,935 28
Allotted to freight transportation	4,487,499 20
Other costs not allotted	549,116 46
Total cost repairs of machinery	$7,946,550 94
Roads operated with horse power.	$116,943 25

COST OF OPERATING THE ROADS.

Allotted to Passenger Transportation:

Office expenses, stationery, &c	$159,749 64
Agents and clerks	512,740 70
Labor, loading and unloading fr'ght	54,228 61
Attendance of porters, watchmen and switchmen	355,160 24
Wood and water station attendance	93,421 68
Conductors, baggagemen & brakemen	608,879 15
Enginemen and firemen	524,476 24
Fuel, cost and labor in preparing for use	2,060,624 14
Oil and waste for engines & tenders	267,161 95
Oil and waste for cars	70,345 45
Loss and damage of goods and baggage	18,933 34
Damages for injuries to persons	141,934 16
Damages for property and for cattle killed	18,183 01
General superintendence	131,627 43
Contingencies	675,347 87
	$5,692,813 11

Allotted to Freight Transportation:

Office expenses, stationery, &c	$206,047 94
Agents and clerks	833,851 77
Labor, loading & unloading freight	1,376,713 07
Attendance of porters, watchmen and switchmen	462,628 14
Wood and water station attendance	102,869 40
Conductors, baggagemen & brakemen	843,209 66
Enginemen and firemen	956,179 85
Fuel, cost and labor in preparing for use	2,927,240 86
Oil and waste for engines & tenders	354,738 73
Oil and waste for cars	113,861 21
Loss and damage of goods and baggage	283,340 68
Damages for injuries to persons	23,874 57
Damage for property and for cattle killed	30,081 95
General superintendence	182,968 14
Contingencies	758,111 21
	$9,450,667 18

Allotted to passenger transportation	$5,692,813 11
Allotted to freight transportation..	9,450,667 18
Other costs not allotted	229,484 89
Total cost of operating roads	$15,372,965 18
Roads operated by horse power	$3,152,915 17

EARNINGS AND PAYMENTS.

EARNINGS.

Roads operated with Steam:

From passenger business	$18,586,929 71
From freight business	28,186,932 87
From other sources	1,869,103 62
Total earnings	$48,642,966 20

Roads operated with Horse Power:

From passenger business	$5,694,943 38
From other sources	253,714 11
Total earnings	$5,948,657 49

PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads operated with Steam:

For transportation expenses	$38,960,017 82
For interest	4,719,913 80
For dividends on stock	4,907,497 19
Amount carried to surplus fund	155,000 24
Total payments	$48,742,428 46

Roads operated with Horse Power:

For transportation expenses	$4,956,066 04
For interest	408,918 93
For dividends on stock	262,171 85
For payments to surplus fund	226,283 46
	$5,853,440 28

ACCIDENTS.

Roads operated with Steam:

Number of passengers killed	24
Number of passengers injured	167
Number of employees killed	92
Number of employees injured	65
Number of others killed	111
Number of others injured	40
Total number killed	227
Total number injured	272

Roads operated with Horse Power:

Number of passengers killed	8
Number of passengers injured	26
Number of employees killed	1
Number of employees injured	1
Number of others killed	21
Number of others injured	35
Total number killed	30
Total number injured	62

DEDUCTION FROM THE FOREGOING RESULTS.

If we exclude the city roads, we have as follows.

Average number of miles traveled by each passenger	45.13
Average number of passengers in each train	91.78
Average number of miles each ton of freight was transported	117.29
Average number of tons in each freight train	75.47
Aggregate movement of passenger trains is equivalent to passing over the road	3,051 times.
Aggregate movement of freight trains is equivalent to passing over the road	4,391 times.
Average number of trains passing daily over the road, about	20⅓
Average cost, per mile of road, for maintaining roadway	$4,923 18
Average cost, per mile of road, for repairs of machinery	3,038 66
Average cost, per mile of road, for operating road	5,878 42
Average cost, per mile of single track, for maintaining roadway	2,995 37
Average cost, per mile of single track, for repairs of machinery	1,848 79
Average cost, per mile of single track, for operating road	3,576 56
Average sum received for carrying one passenger one mile	2.54 cents.
Average sum received for transporting one ton of freight one mile	3.25 cents.
Average number of miles of travel for each passenger killed	30,496,760
Average number of miles of travel for each passenger either killed or injured	3,832,054
Average number of passengers carried for each one killed	675,643

Average expense is 78.59 pr. ct. of all the earnings.

Commerce of New York.

The comparative value of foreign goods entered at the port of New York, and of foreign goods actually marketed for the eight months of the current fiscal year are as follows:

	1864–'65.	1865–'66.
Total entries	$100,863,426	$202,216,403
Total marketed	92,385,285	188,406,653
Customs paid	33,496,887	89,523,076
Average duty	36⅜ per ct.	47⅝ per ct.

In addition to the above there was entered during the eight months, foreign gold and silver of the value of $1,316,351, as against $997,580 in 1865.

The following shows the imports at New York for the eight months ending with February of the fiscal year:

Six months ending	1865.	1866.
January 1	$79,767,221	$142,830,367
In January	10,620,117	30,109,830
In February	11,473,668	30,692,557
Total eight months	$101,861,006	$203,532,754

The amount paid for customs duties compares thus:

Six months ending	1865.	1866.
January 1	$24,473,902 73	$65,077,328 87
In January	4,231,737 47	12,437,474 16
In February	4,791,247 10	12,008,273 74
Total eight months	$33,496,887 30	$89,523,076 77

The exports, exclusive of specie, for the eight months ending with February, have been as follows:

Six months ending	1865.	1866.
January 1	$131,946,100	$107,699,914
In January	16,561,598	20,103,207
In February	15,750,807	17,195,507
Total eight months	$164,258,505	$145,003,628
Specie	25,881,554	16,601,290
Total	$189,439,059	$161,604,918

The exports of all descriptions for the eight months of the fiscal year are:

	1864–'65.	1865–'66.
Domestic produce	$147,535,193	$142,651,804
Foreign re-exports	16,012,312	2,351,824
Specie	15,881,554	16,601,290
Total	$189,439,059	$161,604,918
Average price of gold	282 per ct.	143 per ct.

The Anthracite Consumers' Railroad.

We find the following letter published in the Philadelphia *Press* of 12th inst.:

Harrisburg, April 11.—It is understood that a corps of engineers will commence surveys for the route of the Anthracite railroad within a few days, the southern terminal point being on the Delaware river below the city. The stock-books will be opened within a month in the cities of New York, Boston and Philadelphia; and the managers of the enterprise claim to have secured the aid of such financial parties as will insure the building of the main line of road from the Schuylkill coal-fields to the Delaware, as well as a branch road for the direct trade between Schuylkill County and New York. This branch road will also form part of a new through route connecting the Philadelphia and Erie railroad with New York city.

Interest and Dividends.

The Cleveland and Toledo Railroad Company have declared a semi-annual dividend of eight per cent., payable less U. S. tax on the 15th inst., at the office of Wells, Fargo & Co., 84 Broadway.

The Cincinnati, Hamilton and Dayton Railroad Company have declared a semi-annual dividend of four per cent., payable at the Bank of America, April 20th.

The Baltimore and Ohio Railroad Company has declared a dividend of 4 per cent. on the stock of the Main stem, payable on and after the 30th inst. Also, a dividend of 5 per cent. on the stock of the Washington Branch for the half year ending 31st March last, payable on and after the 16th inst. United States tax paid by the company.

The Dubuque and Sioux City Railroad Company have declared a scrip dividend on the preferred stock of 7 per cent. out of the earnings of the year 1865.

Sand Patch Tunnel.

We learn that the miners working in the middle section of the Sand Patch Tunnel, on the Pittsburgh and Connellsville Railroad have met, thus piercing once more the great mountain barrier between the Ohio valley and the seaboard. The Sand Patch Tunnel is four thousand seven hundred and fifty feet long, or one thousand feet longer than the Allegheny Mountain Tunnel of the Pennsylvania Railroad. It was commenced some ten years ago, is to accommodate a double track of rails all through, being twenty-two feet wide, and nineteen feet high. The greater portion of it goes through solid red sandstone, not requiring any brick-arching for that distance. The grade of the tunnel is twenty-two hundred feet above the level of the sea, or fifteen hundred feet higher than low water mark of the Ohio river at Pittsburgh. Mr. Sigismund Loew, the engineer of the Connellsville Railroad Co., informs us that it will take six months more with the force now employed, to finish the tunnel in ample time for the completion of the whole road from Cumberland to Connellsville, should that distance be put under construction this Spring.—*Pittsburg Chronicle.*

☞ The City Passenger Railway Company, Baltimore, has paid to the city Register on account of the Park Fund $15,197 65, being one-fifth of the gross receipts of that company less the Government tax, for the quarter ending March 30th—making the total received from that company since April 1, 1865, $87,934 77.

The York Passenger Railway Company has also paid on account of the same fund for the quarter ending March 31, $342 42.

☞ The Commissioners of the Covington and Ohio Railroad will meet at Baltimore on the 1st day of May next, to pass upon such proposals for the construction of that road as may be presented by responsible parties. Pamphlets, furnishing all necessary information in reference to this work, may be procured on application to the Commissioners.

☞ The Railway Department of the Russian Ministry of Public Ways require tenders for 18,362 tons of rails and fastenings for the Orel-Koursk Railway. The contract is of especial interest to the English ironmasters, as giving evidence of the increasing business springing up between England and Russia.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	14
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3
Balt. and N. C ..... N. C.	20,000	5	----	25c
Bare Hill ..... "	----	----	----	100c
Bay State ..... L. S.	20,000	----	3½	11
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	1
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	15c
Canada ..... Vt.	100,000	4	90c	75c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	40
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp ..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca.	100,000	5	----	----
Cliff ..... L.	20,000	----	----	----
Clifton ..... "	20,000	----	1	----
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	44
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	15½
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	½	75c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	1½
El Dorado (Silver) ..... "	20,000	----	----	----
Ascot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	14½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint-Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	11c
Franklin ..... L. S.	20,000	----	6½	42
French Creek ..... Pa.	100,000	5	----	50c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	90c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	75c
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	40c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	21
Hanover ..... "	20,000	----	½	1½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	3½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Holbert ..... "	20,000	----	----	3½
Humboldt ..... "	20,000	----	2	6½
Hungarian ..... "	20,000	----	1	62½
Huron	20,000	----	16	45
Indiana	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	12

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	2½
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	----	5	40c
Mass ..... L. S.	20,000	----	----	11
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	1½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	70c
Minnesota ..... L. S.	20,000	----	3½	15
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	20
Native ..... "	20,000	----	3	1c
Naumkeag ..... "	20,000	----	1	2
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	50c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ..... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	1½
North Silver Lake ..... "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	32
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	22c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	4½
Pewabic ..... "	20,000	----	3½	34
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	14
Pittsburg & Boston ..... "	20,000	----	5½	47
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	45
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	3½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell ..... "	----	----	----	50c
St. Clair ..... L. S.	20,000	----	3	3½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	50c
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2½
Springfield ..... Md.	----	5	----	15c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	1½
Stark ..... Vt.	100,000	2	----	----
Strafford	80,000	10	----	50c
Superior ..... L. S.	20,000	----	4	3½
Sussex ..... Ca.	200,000	----	----	85
Sutton ..... Ca.	100,000	5	----	----
Toltec ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ..... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ..... "	20,000	----	2½	----
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	3
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ..... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	20
Sussex ..... N. J.	----	----	----	1c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	60
Ashburton ..... "	50,000	50	----	14
Atlantic & G. C. ..... Md.	----	----	----	100c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	4½
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	1
Boston & Pictou ..... "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ..... "	30,000	10	----	----
Butler	----	----	----	15
Cape Briton ..... N. S.	200,000	2½	----	15
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	45½
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	9
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	42
George's Creek ..... Pa.	10,000	----	----	100
Grand Tunnel	4,000	100	----	50
Green Mountain ..... Pa.	----	----	----	4
Hampton & Balt. ..... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	55½
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ..... "	----	----	----	46
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	6½
Metropolitan ..... "	----	100	----	----
Middle Coal Fields	----	----	----	7½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne ..... "	----	----	----	----
Penn ..... "	100,000	50	----	188
Penn. Cannel	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	49½
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston	----	----	----	20
Princess Alex. ..... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	6
Schuylkill Valley ..... "	20,000	10	----	12
Shawmut	6,000	50	----	----
Short Mountain ..... Pa.	16,000	50	----	19½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. ..... "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ..... Pa.	22,760	50	----	44

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) ..... N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) ..... "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	----
At. & Pac. (G. & S.) Nev.	50,000	10	----	----
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ..... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	----
Chaudiere (G.) ..... Ca.	100,000	5	----	----
Chebucto ..... N. S.	100,000	5	----	----
Colonial (G.) ..... Ca.	100,000	2½	----	----
Colorado (G.) ..... Col.	50,000	10	----	----
Consol. Greg'y (G.) Col.	50,000	100	----	----
Copalinahe (G.) ..... "	200,000	20	----	----
Corisannie (G.) ..... "	100,000	10	----	----
Corydon (G.) ..... "	100,000	25	----	----
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	----
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ..... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	60
Excelsior (G.) ..... Col.	30,000	10	----	----
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ..... Ca.	100,000	5	----	----
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	----
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	----
Halifax (G.) ..... N. S.	200,000	2	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	----
Isaac's Harbor (G.) N. S.	100,000	5	----	----
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	12½
Massachusetts (G.) ..... Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	80,000	10	----	----
Montana (G.) ..... Col.	100,000	5	----	----
Monterzuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ..... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	80,000	5	----	----
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	----
Nova Scotia (S.) ..... "	100,000	2	----	----
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ..... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) ..... Ca.	100,000	2	----	----
Quartz Hill (G.) ..... Col	40,000	25	----	5
Quicksilver ..... Cal.	100,000	100	----	52
Renfrew (G.) ..... Ca.	120,000	2½	----	----
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	----
Sacramento (S.) ..... Nev.	----	----	----	----
San Antonio (S.) ..... A. T.	60,000	50	----	----
Santa Clara (Q.) ..... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) ..... N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ..... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	----
Smith & Parm. (G.) Col	125,000	20	20	----
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	80,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l't in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	179	28	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	.....	27
30 Nov. '64	4.52	—				Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	.....	48½
30 Nov. '64	27.43	—				Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	.....	91½
30 Nov. '64	—	7.5				Dedham and West Roxbury	.....	41,000	—	—	.....	.....	.....	.....	.....
30 Nov. '64	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	.....	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	.....	.....
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	.....	60
30 Nov. '64	3.41	—				Malden and Melrose	60,246	200,000	73,100	66 222	20,807		—	.....	25½
30 Nov. '64	2.97	—				Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50		26
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6		46
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236		3	.....	40½
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	56,533	31,533	28,510	1,360	—	.....	.....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	178,980	150,000	—	25,800	37,017		—	.....	.....
30 Nov. '64	2.68	—				Somerville	50,000	50,000	—	—	(Middlesex)		5	.....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454		—	.....	.....
30 Nov. '64	—	6.74				Suburban	95,500	5,000	—	—	(Middlesex)		—	.....	.....
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	.....	.....
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	.....	86½
30 Nov. '64	1.58	—				West Cambridge	13,600	13,600	—	—	(Leased)		6	.....	47
30 Nov. '64	2.25	—				Winnisimmet	62,164	60,000	—	939	21,389		—	.....	.....
30 Nov. '64	11.60	—	59	8	—	Worcester	96,657	75,800	—	53,668	25,453	—	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	.....	.....	8	.....	.....
31 Dec. '62	5.5	—	11	3	—	Hartford and Wethersfield	300.000	200,000	—	—	.....	.....	—	.....	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,288,245	2,100,000	1,000,000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	.....	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	394,333	77,142	8½	.....	.....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	.....	.....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	.....	.....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	.....	.....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	.....	.....
30 Sep. '64	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	.....	.....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	19.00	3.00	—	99	12	Central P'k, N. & E. Riv. (N. Y.)	1,230,302	721,350	550,000	.....	327,713	30,493	—	100	.....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	600,000	113,000	—	100,438	9,148	—	.....	.....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	.....
— Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,208	12	.....	.....
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	.....	.....
30 Sep. '64	.....	.....	.....	.....	.....	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	—	.....	.....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	.....	.....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	.....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	.....
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,389	134,000	91,000	10,000	47,739	—	—	.....	.....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,206	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	25,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	.....	.....	leased.	.....	—	.....	.....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	.....	.....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	.....	.....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.82	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	.....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,300	—	71,060	19,183	—	50	.....
31 Dec. '62	6.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	80½
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	.....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	.....
31 Oct. '65	6.00	—	86	18	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,782	8,227	—	.....	.....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	32
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	25
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	.....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	40
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	.....	.....	.....	.....	.....	Oakland (Pitts'urg & E. L.)	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Alleghany & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	.....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	.....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	.....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	.....
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,000	—	41,737	6,903	—	50	12½
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,200	—	437,562	158,830	10	50	70
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	18
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & G'n's F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	35
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	51½
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	19½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	32
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	300,261	31,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	522	3,637	1,351	—	25	.....
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	3.62	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	.....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	.....
Malden & Melrose bonds	51,762	—	.....	.....	.....
Real Estate	4,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	180,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1869	.....
Utica City:					
1st Mortgage	65,500	?	.....	.....	.....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, April 1, 1866.	Interest—Rate.	Interest—Periods.	When Due.	Market Price.
United States Loans.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	119
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	115
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 ..... coupon	662,900	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	94
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97½
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	104½
" " " ..... coupon		6	" "	1881	105½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,284,650	6	" "	1881	104½
" " " ..... coupon		6	" "	1881	105½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,000	6	May & Nov.	1882	100½
" " " (5-20s) ..... coupon		6	" "	1882	104½
Loan of March 3, 1865 (5-20s)	65,175,500	6	May & Nov.	1885	105½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	2,272,000	6	Jan & July.	1896	----
Loan of March 3, 1864, (10-40s) ..... registered	171,219,100	5	Mar. & Sept.	1904	92½
" " " ..... coupon		5	" "	1904	92½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	101½
" " " ..... coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861 ..... coupon	167,350	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 1st series	317,014,000	7.3	Feb. & Aug.	1867	101
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	101½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	101½
Debt Certificates	62,253,000	6	At maturity.	.....	99½
One & Two Year Treas'y Notes (legal tender)	8,536,900	6	" "	.....	----
Three Year's Compound Interest notes of '64	172,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	422,749,252				
Fractional currency	28,005,452				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	101
" — " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	95
" — " " " ..... "	1,000,000	6	" "	1882	92½
Florida—State bonds ..... coupon	143,000	7	----------	----------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	100
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1,969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
— " "	2,058,173	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	84
" — " " special stock "	1,216,737	5	" "	.....	----
— " Deferred stock ..... "	1,243,000	5	" "	.....	----
— " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
— " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ... "	54,000	7	May & Nov.	1878	----
" — " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		6	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	94
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----------	d'm'd.	85
— " (R. R. etc.) ... "	3,902,000	6	----------	'67-'99	----
" — " (banks) ..... "	5,398,533	6	----------	----------	----
" — " (war loan) ... "	670,000	6	----------	----------	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	95
" — " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	94½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1865	----
— " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1883	----
" — " " (") ..... "	767,580	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100
— " " (") ..... "	35,000	6		1886	----
— " " (") ..... "	603,333	6		'89-'90	100
Massachusetts—State b'ds (Western R.R.) .. stg.	2,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1893	----
" — " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	----
" — " (" ") "	845,000	5	April & Oct.	'65-'74	----
" — " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " (" ") "	94,000	5	Jan. & July.	1874	----
" scrip	200 000	6	" "	'64-'66	----
—	247 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When Due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	2,000,000	6	Jan. & July.	'71-'76	107
" — " " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	94
" —Back Bay Loan ..... "	168,000	5	" "	1890	95½
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	547,000	7	" "	1896	93
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	97
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	74
" —Capitol Loan of 1857	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. ... coupon	200,000	6	" "	1883	----
" — " " S. W. Branch ... "	7,000,000	6	" "	'72-'88	78
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri ... "	3,000,000	6	" "	'73-'87	76
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	780,000	----	----------	----------	----
" —Notes	535,100	6	Feb. & Aug.	1876	93½
New Jersey—State stock ..... registered	200,000	6	----------	----------	----
" " — " bonds (war loan) .. coupon	95,000	6	Jan. & July.	Var.	----
" " — " " (" ") .. "	531,820	6	" "	'65-'71	----
New York—General F'd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans ..	561,500	5	Jan. & July.	pleas.	----
" " — " " " " " ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	----
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,800,000	6	" "	'68-'78	----
" " — " " " " " ..	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " " ..	68,000	5	Feb. & Aug.	1876	----
" " — " " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " " ..	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " — " " " " " ..	15,889,025	6	" "	'64-'76	----
" " — " " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,506	6	Various.	Var.	83½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	5	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	98
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,309	6	" "	1881	96
" — " " (" ") ..... "	2,400,000	6	" "	1886	97
" — " " (domestic debt)	125,680	6	" "	1863	95
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	86
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1884	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	----
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	84
" — " " ..... "	428,000	5	" "	1878	85½
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	6	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation	97,360	----	----------	----------	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	99½
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----------	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	----
" — " (intern. impr.) "	2,063,606	5	----------	Var.	81
" — " (railroads) ... "	12,799,000	6	----------	Var.	84
" — " (capitol) ..... "	608,000	5	----------	1890	90
" — " (Hermitage) .. "	48,000	6	----------	1890	87
Texas—Had no debt in 1861	.....	----	----------	----------	90
Vermont—Inscribed certificates	175,000	6	----------	'68-'84	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'68	----
" " " (" ") ..... "	751,000	6	Jan. & July.	1870	----
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	98
" — " " (railroad) ...	13,264,642	6	Jan. & July.	'82-'93	----
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	42
" — " " (sterling) ..... "	1,865,000	6	" "	1893	69
West Virginia—No information	.....	----	----------	----------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'88	100
— " " (war) ..... "	200,000	6	Jan. & July.	1867	----
— " " (domestic) ... "	100,000	6	" "	1877	----
— " " (" ") ... "	1,100,000	6	" "	'78-'98	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1861	51,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	166,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,490	322,278	356,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	168,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,564	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	174,164	226,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214.182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024.649	1,035,321	10.469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	906,341	886,089	1,240,626	1,472,120	1,339,279	1,225,628	1,152,803	1,364,126	1,345,456	1,406,287	1,451,217	1,503,993	15,295,915
1866	...including Buffalo Division...1,187,188	983,555	1,070,424	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,386	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,686	515,608	460,573	617,682	578,403	747,489	739,736	641,589	643,887	518,088	7,151,208
1866	582,828	512,628	516,822	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,293	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,088,165
1865	98,112	86,626	98,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,587	1,222,017
1866	90,125	84,264	82,910	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,269	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,185	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	353,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	368,180	361,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,722
1866	312,846	277,234	412,393	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,560	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	169.658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,196	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504,549
1866	282,436	266,796	337,158	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	131,707	122,621	124,175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952.960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,115,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	.....	.....	.....	.....
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278.270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	746,955	526,009	6,324,085
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	418,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,956	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	266,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,783	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	555,488	474,738	664,390	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,787	207,098	162,694	2,240,503
1866	178,119	155,893	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	159,596	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,822
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,333
1866	45,102	36,005	39,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80
2d Mortgage	893,500	7	" "	" "	1882	75
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81
2d Mortgage	956,000	7	" "	" "	1882	77
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	89
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	94
" " " 1850	676,000	6	Jan. & July.	"	1880	94½
" " " 1855	1,085,000	6	Jan. & July.	"	1875	94½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Real Estate bonds	47,550				1866	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300.000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	97
" " $300,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85½
" " $1,700,000	1,700,000	6	"	"	1883	83½
" " $2,500,000	867,000	6	"	"	1889	85
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1886	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	95
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	98
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	83
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,106,123	6	Jan. & July.	" "	1892	73
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	8,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12 235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	94½
Columbus and Xenia:						
Dividend	36,960		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,600,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72–'78	76
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	----
Construction	6,837,000	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,563,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	117
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
*Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	----------	Lexington.	'69–'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	----
2d Mortgage	500,000	6	" "	" "	1870	85½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	176,000	6	" "	" "	'66–'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	----
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	21,000	7	----------	----------	1886	----
Memphis Branch 1st Mortgage	286,000	7	----------	----------	'70–'75	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,233	7	Feb. & Aug.	New York.	1891	80
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R. mort.	300,000	---	----------	----------	------	----
Memphis and Charleston:						
State [Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	----
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	107
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	107
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	----
Goshen Air Line	661,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,253,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,000 000	7	Feb. & Aug.	New York.	1893	83
2d Mortgage	1,500.000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000	---	----------	----------	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	----------	------	----
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3.612,000	7	----------	" "	------	50
2d Land Grant	691,000	---	----------	" "	------	----
Income Bonds	513,300	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,099	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	359,410	6	----------	----------	------	----
Income	1,508 070	8	Jan. & July.	New York.	'61–'67	----
Sterling	878,055	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Mongomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65	350,000	6	----------	----------	var.	----
Mortgage	450.000	8	----------	----------	1866	----
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Stonington:						
Mortgage	450.000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	93½
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----------	"	------	----
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60.000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641.000	6	----------	----------	------	----
New Orleans City Subscription	1,500.000	5	----------	----------	------	----
1st Mort [S. F.]	566,000	8	----------	----------	1889	----
New York Central:						
Premium [S. F.] Bonds	6,690,120	8	May & Nov.	New York.	1883	92
Dbts of former Co's outst'ding	100,000	---	----------	----------	------	----
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192 773	7	var.	" "	var.	----
" " " "	45.550	6	" "	" "	1883	----
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	101½
Bonds of Oct. 1863, [S. F.]	2.925,000	6	June & Dec.	" "	1887	90
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	3.634,000	7	April & Oct.	" "	1880	91
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	------	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	93½
New York and New Haven:						
Plain Bonds, Coupons	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1875	----
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'78	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93½
2d Mortgage	3,077,000	7	" "	" "	1861	36½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	360,000	10	" "		1887	111½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	80½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		55
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	73
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6 700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1860	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97½
" 1881, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	87½
" 1844, "	304,000	6	" "	"	1880	87½
" 1848, "	101,000	6	" "	"	1880	87½
1849, "	67,000	6	" "	"	1880	87½
1857, (convertible)	413,500	6	" "	"	1886	101
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	98½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	92
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	81
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	84
2d Mortgage	937,500	7	" "	"	1863	36½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	93
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	87
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	78
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	87
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	73½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				64
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	98
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'75	98
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,336	*	—	877,953	502,500	105,955	1,515,704	54.0	—	101,102	37,866	—	—
28 Feb '59	30 3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	80,991	—	335,010	109,500	21,682	618,965	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	605,156	260,269	6	—
								ARKANSAS.													
8 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	—	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	—	122.4	317,844	577,808	164,569	—	—
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	45 ,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 846	2,787,594	124.0	—	192,989	478,095	65,468	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.000	29,149	—	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	—	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.3	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	—	—	—	49,663	197,187	85,946	3[illegible]	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861.135	*	10,607	700,000	132,814	18.746	871 742	86.0	—	202,567	396,766	53,204	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	76	405	New York and New Haven	4,729,607	932,365	528,767	3,619.600	2,000 000	223.197	6,816,340	117.4	—	652,755	1,847,291	622,5[illegible]	9	114½
20 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,251	2,952,861	66.4	—	329,984	714,058	268,396	9	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153 5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,335	86.7	—	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	5,690,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	50.0	—	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	—	—	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	—	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	—	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,460,280	3,540,092	1,833,517	84	88½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	1,306,347	8,376,510	5,924,969	525,259	16,464,268	400 0	1,963,105	5,728,910	2,762,273	20	116
31 May, '65	242.0	688 0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2 356,660	26,155,641	12,020,483	825,398	39,680,482	930.0	—	6,820,750	1,802,272	—	27½
31 Mar. '65	181.8	—	—	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	1,679,659	6,000.000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	116½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	—	742,097	377,476	—	65½
31 Dec. '65	454.8	252.5	—	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231.500	—	40,668.069	708.3	3,507,486	7,181,208	2,174,924	10	115
1 Jun. '65	111.0	—	—	—	15	14	282	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,953,955	1,391,000	—	4,344,955	111.0	—	489,874	210,950	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	—	—	4,000,000	6,700,000	—	10,700,000	209.0	—	2,084,074	503,767	—	34½
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106.679	1,006,125	—	—	108.0	—	—	—	—	—
31 Aug. '65	132 0	—	—	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	—	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	105.0	—	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497.952	540,043	25,689	1,689,900	1,382,284	140.689	3,458,108	110.0	—	448,858	230,834	9	55
31 Dec. '64	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,766	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	203,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,533,743	132 0	—	315,172	117,941	6	100
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645.827	371,40[illegible]	—	36½
30 Nov. '65	73.0	—	—	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	154½
								IOWA.													
30 Apr. '65	75.5	—	—	176.5	—	—	—	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497.947	1,343,870	87.964	2,929.782	75.5	112.134	431.606	155.347	—	—
31 Dec. '64	100.0	—	—	220.0	11	7	187	Dubuque and Sioux City	4 473.123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200.813	412,156	162,268	—	—
1 Jun. '58	38.5	—	—	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,087,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	458,821	21,256	—	—
30 Jun. '65	135.0	95.0	—	312.0	—	—	—	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	250.0	—	—	—	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	—	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,488	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,300	1,109,594	276,000	—	1,713,321	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,994	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	933,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,355,320	80.0	180,204	481,922	223,645	—	—
31 Mar. '61	206.0	—	—	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,232,024	585 434	—	—
31 Aug '60	53.7	—	—	136.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.253,015	248,969	108.434	1,710,819	53.7	—	—	—	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	—	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.6	—	—	340,898	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,666,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	162½
31 Mar. '66	246.0	277.8	—	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,173	1,644,259	1,314,784	10,071,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	80
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	—	576,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	208.0	—	—	—	*Minnesota Transit*	—	—	—	—	800,000	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	—	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	—	584,342	328,992	—	—
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	—	176,462	116,483	—	—
31 Dec. '58	83.2	—	—	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	—	250,047	121,659	—	—
								MISSOURI.													
4 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,968,740	*	—	7,158,836	7,177,600	—	—	206.8	579.324	1,047,567	420,026	—	—
8 Feb. '66	268.8	—	17.7	68.0	28	21	272	*North Missouri*	6,743,492	697,708	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	—
1 Dec. '62	152.0	—	8.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	—	52.0	—	—	—	—	—
8 Feb. '65	283.0	—	14.4	—	43	26	686	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	233.0	598,415	1,097,793	211,310	—	—
8 Feb. '65	77.0	—	3.9	208.0	—	—	—	*South Western Branch*	3,098,940	116,927	—	79,513	3,467,234	—	3,883,402	114.0	100,662	197,744	1,896	—	—
30 Sep. '64	86.5	3.0	8 0	—	16	13	215	*St. Louis and Iron Mountain*	9,497,998	199,000	—	1,975,9[illegible]	2,501,000	49 [illegible]	6,[illegible],149	90.1	230,259	309,291	91,[illegible]	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,844	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	1,287,779	—	—	—	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,954	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,666,283	16,151,962	10,112,584	897,839	36,811,376	286 8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,798	8	45½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	423,213	650,999	182,610	6	95½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	123
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	31,500	—	4,218,927	61.8	450,096	1,221,104	366,338	10	134
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,418,789	4,500,000	—	766,740	5,913,787	83.6	669,234	1,697,164	537,057	10	134½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	155,932	6	105
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	101
30 Nov. '64	51.0	42.5	75.8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	107
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	—
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	116½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,600	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	104½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper by B. & L.Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,995,667	77.3	151,327	300,086	122,397	2	44
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,827,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	138½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	67
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	108½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,519	3,250,418	82.0	.....	210,265	210,265	7	92
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,255	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	118
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,444	*	—	1,082,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	5½
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	582,047	6,500,000	2,000,000	477,233	9,764,509	90.0	948,218	2,537,184	1,305,630	20	106½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	670,764	171,755	7	79
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	788,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	135
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452.116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	—	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,651,285	388,059	—	919,153	1,777,500	155,417	3,039,343	48.9	166,207	458,441	80,873	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	*	—	850,000	2,395,000	1,070	3,389,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	169,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,023	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	6,104	24,935,800	17,823,400	1,067,083	48,045,284	807.0	6,916,324	13,429,643	4,594,725	8	73½
30 Sep. '64	144.0	—	125.3	—	71	164	671	Hudson River	12,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	108½
30 Sep. '64	94.0	9.5	08.3	—	15	32	110	Long Island	2,567,162	361,812	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	79
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	554.9	5,804,048	13,975,524	2,694,714	6	92½
30 Sep. '64	134.0	2.1	45.0	—	35	57	665	New York and Harlem	9,510,739	1,106,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,869,553	784,203	—	—	4,671,900	—	4,671,900	121.7	458,811	726,343	176,640	—	—
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901.853	35.9	88,498	218,994	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	—
30 Sep. '64	139.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g.	3,096,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	380,754	10	—
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	960,324	51.3	114,725	257,035	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,982,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	106,953	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,360	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,933	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5 601,796	202.0	.....	1,241,857	503,228	19	100
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	.....	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	114
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,840	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,219,661	35	—
30 Nov. '65	101.	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,284,491	458,786	5	80
31 May '65	109.3	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,578	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	101½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	oper. w. Lit.		Miami.	307,321	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,305	.....	2,366.705	3,782,430	.....	6,214,825	142.0	.....	1,069,187	431,980	—	—
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,825	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.0	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,806,315	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	.....	829,932	119,032	—	—
31 Aug. '59	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '61	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	598 400	251,867	3,343,966	1,841,093	14,202	5,172,133	205.9	358,409	719,924	148,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,429,910	*	—	886,909	1,292,000	144,994	2,810,786	125.0	209,011	3 207	189,488	—	—
31 Dec 64	242.4	—	—	—	48	19	989	Toledo & Wabash	10,080 916	*	—	3,427,050	6 653,868	—	10,248,015	250.0	1,244,388	2,060,322	946,492	81	86

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	186.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	.....
31 Oct. '65	93.0	32.2	21.5	—	24	4	408	Atlantic and Great Western	10,500,000	*	.....	5,971,901	3,936,400	596,753	10,505,054	146.7	3,066,375	1,461,278	579,399	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	418	Catawissa	3,634,000	*	.....	3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	40
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	732,685	14,451,135	204.5	1,437,355	1,783,320	38,671	15	130
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,588	1,247,688	37.7	161,484	389,745	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	27
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	686,150	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	19½
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,813	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,080	3,049,860	1,851,630	10	61½
31 Oct. '65	28.8	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	29
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	.....	.....	3,708,200	(	"	"	)	8	56
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,195,785	218,466	6,529,199	69.5	318,861	875,064	412,365	—	39½
31 Dec. '65	354.8	33.2	160.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	521.0	5,846,778	17,459,169	5,189,111	10	56½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	—	1,476,300	148,000	.....	1,659,300	24.0	3 1 (91	656,739	336,376	8	54½
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,632,766	—	—	5,469,450	13,000,000	2,000	18,071,450	(ope	r. by Penn. R.R	Co.)	—	—	32½
30 Nov '65	98.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,289,948	3,765,774	4,561,353	20,240,673	6,900,665	.....	30,608,075	471.3	3,888,309	11,142,519	4,812,271	10	61½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	.....	1,199,200	28.2	177,433	1,030,435	345,891	10	114
31 Oct., '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,364,122	744,425	1,562,695	8,978,300	516,000	452,836	10,669,742	197.0	981,468	3,884,699	1,046,804	10	57½
31 Oct., '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*	—	8,181,126	12,657,060	.....	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	92
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn	Cen	144,006	316,498	116,006	4	40
31 Oct. '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	321,200	212,788	—	487,800	326,000	26,292	780,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	108	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	.....	.....	62.0	321,000	557,587	254,508	12	110½
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	142.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187.466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	$19,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,982	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.....								Nashville and Northwestern													
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,958	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,245	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	276-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	230.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,830,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	856.269	941.045	262,587	—	1
31 May, '63	47.0	6.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	96
10 Jun. '63	28.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	28.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,084	136,302	48,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9-months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	348,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	203,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	328,554	213,852	—	74
30 Sep. '60	140.5	2.7	12 0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,555	143.2	224,014	560,904	282,328	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,064	163,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	641,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	.....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	490,193	740,489	347,967	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,118,118	508 555	—	43
31 Dec. '65	191.9	44.0	28.8	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	913.288	1,955 511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	40,345	*	—	15,128,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,856	—	.....
31 July, '63	229.0	115.6	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	367.0	.....	3,011,860	1,649,610	—	14
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,132	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,709,232	60 0	.....	138 556	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	153,416	139,107	37,181	—	.....
								NEW GRANADA.													
31 Dec 63	5.	—	—	—	11	32	130	Panama	5,000,000	*	653	1,000,000	76,800	—	10 761,728	48.7	.....	737,433	1,138,964	—	.....

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	30
Catawissa (preferred)	1,150,000	7	—	2 9½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	45
Chicago & Alton (preferred)	2,425,400	7	7	96
Chicago & Northwestern (pref.)	12,994,720	7	7	56⅞
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	77
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	97
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	---	55
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	80½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo & Wabash (preferred)	984,700	7	7	55
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	----
" " " (2d pref.)	904,473	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1836	90½
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson: Mortgage	000,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.: Bonds	752,000	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,608	6	M. & S.	1870	93½
Six per cent. Loan	2,672,948	6	A. & O.	1884	87
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	----
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	84
2d Mortgage	3,980,670	6	J. & J.	1882	75
Improvement	1,601,670	6	M. & N.	1876	69
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,378	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	25
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,223,595	—	----
Delaware Division	100	1,633,350	—	50
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	5,104,050	6	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	70
" (preferred)	100	1,175,000	10	115
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	23⅜
" (preferred)	50	2,888,988	—	32½
Susquehanna and Tide Water	50	2,048,200	—	15½
Union	---	----------	—	4½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	58½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	42 — @ 45 —
Pig, American, No. 1	40 — @ 43 —
Bar, Refined, English	97 — @105 —
Bar, Swedes, assorted sizes (in gold)	97 — @105 —
Bar, Swedes, assorted sizes	155 — @ — —
Bar, English & American, Refined	115 — @ — —
Bar, English & American, common	105 — @ — —
Scroll, English	145 — @195 —
Ovals and Half round	137 50 @147 50
Band, English	— — @145 —
Horse Shoe	140 — @147 50
Rods, English	117 50 @175 —
Hoop, English,	150 — @215 —
Nail Rod per lb.	— @ — 10
Sheet, Russia per lb.	30 @ — 31
Sheet, English, Single, Double and Treble	6½ @ — 8
Sheet, Am., Single Double and Treble	— @ — —
Rails, English (gold) per ton	— — @ 56 —
Rails, American	85 — @ — 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 17 @ — 22
English Spring (1st & 2d qlty.)	— 11 @ — 12
English Blister (1st & 2d qlty.)	— 12 @ — 19
English Machinery	— 13½ @ — 15
German	— 14½ @ — 16½
American, Blister	— 11 @ — 13
American, Cast, Hammered	— 17 @ — 21
American, Cast, Rolled	— 12 @ — 14
American Spring	— 10 @ — 12
American Machinery	— 13 @ — 14
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 45
Sheathing, Yellow	— — @ — 34
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 28 @ — 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	5 20 @ 5 50
German Refined	5 20 @ 5 50
English	5 20 @ 5 50
Bar per lb.	— — @ — 9
Pipe and Sheet	— — @ — 11½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— — @ — 24
Straits	— 23 @ — 23½
English	— 22½ @ — —
Plates, Charcoal I. C per box	13 50 @ 14 —
Plates, I. C. Coke	11 25 @ 12 50
Terne, Coke	9 50 @ 9 75
Terne, Charcoal	12 50 @ 13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d. (cash) per 100 lb.	6 50 @ 7 —
Clinch (cash)	8 50 @ 9 —
Copper	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 35
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 24 @ — 24½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73 @ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.

	Th 12	F. 13	Sat 14.	M. 16	Tu. 17.	W. 18
Atlantic M. S. S. Co.	128	129	132	131	133	131
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	94	----	----	----
California 7s	----	107	----	----	----	----
Canton Co.	51½	53⅜	52½	52½	52	52
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	----	88	88	----	88	88½
" " pref.	94½	----	96	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	108	----
Chic. & Northwest'n	26⅜	26⅜	26½	26½	27	27
" " pref.	55½	55½	55½	55½	56½	56½
" " 1st M.	----	----	----	----	83	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	119	119	119½	119½	120½	119
" 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	114½	----	----	----
Clev. and Pittsburg	80½	80½	80½	----	82	81½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	110½	111½	111½	104x	103½	101½
" " S. F. 7 p.c.	----	----	94	----	94½	----
Cumberland Coal, pref	45	45	----	44½	45½	45½
Del. & Hudson Canal	134	134	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	130
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	74½	74½	72⅝	73½	74½	74½
" pref.	----	----	----	78	78	78
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	100	100
" 3 M. 7 p.c. '83	----	95	----	----	----	----
" 4 M. 7 p.c. '80	----	----	92	----	----	91
" 5 M. 7 p.c. '88	----	----	93	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	97	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	107¾x	110½	109½	108⅝	109	108½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	102	----	----
" 2M. S. F.	101½	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	99	----
Illinois Central	115	115	114	115	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13	12½	13½	13½	12½	
Michigan Central	103½	----	----	----	----	----
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	80⅜	80⅜	80½	79½	79⅜	80½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	96	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	50	----	----	----
Missouri 6s	72½	73½	72½	73½	73⅜	74
" iss. to H. & St. J. R.	----	----	76½	----	76	----
" " Pacific	----	73	----	----	----	----
New York Central	92½	93½	92½	93	93½	93⅝
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	101½	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	90	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	100
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	84	84	84	84	----	84
Ohio & Miss. cer.	25	26½	26⅜	26½	26	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	225	----	----	----	----	230
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	102½	103½	104½	104½	104½	105
Pitts. Ft. W. & Chicago	90¼x	91½	91½	----	91½	9 ⅛
" 1M. 97	----	----	----	97½	----	----
" 2M. 92	----	----	----	----	92½	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	45½	48	51½	54½	55½	52
St. L., Alton & T. H.	31	33	33	33	34½	----
" " pref.	----	62½	----	63	65	66½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	75	----	----
" " Inc. b'ds.	----	----	90½	----	----	----
Tennessee 6s, 1890	90	90	90½	90	90	91
Tol. Wab. & Western	----	32½	35	37	36	36
" Pref.	65	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	72	----	73½
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	69	----	----	69	68½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.

	Th 12	F.13	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	94¾	----	94	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	91¾	92	92	93¼	92¼	92½
U. S 5s, 10-40s, reg.	----	----	----	----	----	92¼
U. S. 6s, 1881, reg.	104¾	----	----	----	----	----
U. S. 6s, 1881, cou.	104¾	104¾	----	105½	----	105½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	119
U. S. 6s, 1868, reg.	115	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	115	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	103⅝	103½	103⅞	103⅝	104½	104½
U. S. 6s, 5-20s, c. 1864.	----	----	104½	103⅝	104½	104½
U. S. 6s, 5-20s, c 1865.	----	----	104½	104⅛	----	104⅜
U. S. 6s, " reg.	100½x	100½	----	100⅜	----	----
7.30 Notes, 1st series.	100½	----	100½	100⅞	101	101
" " 2d series.	100⅝	100½	100⅝	100⅞	100⅝	101
" " 3d series.	100⅝	----	100⅝	100⅝	100⅝	100⅝
American Gold	127⅛	----	----	125⅛	----	126

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Cattawissa	----	----	----	----	----	----
" preferred	20½	31½	31½	30½	31	30½
Camden & Amboy	118	----	----	117½	----	----
" " 6s,'67.	----	----	----	97	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	83½	----	----	----	----	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	95	94	94	----	95	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	46½	46	46	46½	50	50
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	41	----	----	----
" " 7s.	----	93½	93½	----	----	----
Lehigh Navigation	54½	54½	----	54½	55	54½
" " 6s, '70.	93½	----	----	----	----	----
" " 6s,'84.	87	----	----	87	----	87
Lehigh Valley R. R.	61½	61½	61½	----	----	61½
" " 6s.	----	----	----	----	98	----
Little Schuylkill R. R.	----	----	----	29½	----	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	55½	----	----	----	55	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	38½	39½
" 6s.	----	85½	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	45½	----	45½	----	----	45½
Pennsylvania R. R.	56½	57	56½	55½	----	56½
" 1st m.	----	----	----	----	----	100
" 2d m.	----	----	92	----	92	96
Penn. State, 5s	86½	86½	----	86	86½	87
" 5s, coupon.	----	----	----	----	----	----
" " 6s, W. L.	99¾	----	----	----	100	99¾
Philadelphia City, 6s	----	87½	----	----	----	88
" " new.	92½	92½	92½	92½	92½	92½
Philad., Germ. & Nor.	----	----	----	54	----	----
Phila. & Reading	51½	51½	52	51½	52½	52½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	87½	----	----
Philadelphia & Erie	33½	32½	32	32½	32½	32½
" " 6s.	95	90½	90½	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	23½
" pref.	30½	30½	30½	31½	31½	31½
" " 6s '82.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
" 6s '72.	----	----	84½	84	----	----
Susq. Canal	14	14½	15	----	15	15
" " 6s '78.	----	----	55	----	----	60
Union Canal, pref.	----	----	5	5	----	----
" " 6s '88.	----	----	----	----	25	----
West Br. Canal 6s '78.	----	----	----	----	----	82½
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	43	----	43½	44	43½	40
Chestnut & Wal. "	----	----	----	----	50½	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	70½	----	70	----	----
Spruce & Pine, "	----	----	----	----	----	35

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

	W.11.	Th.12	F.13.	Sat.14.	M 16.	Tu.17
Baltimore City 6s, 1875.	----	----	96½	----	96½	----
" " 1886.	99½	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	100	----	----	99½	99	99
Balt. and Ohio	----	----	----	----	----	----
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	94½	----	----	----	94½	----
" " " '80.	----	----	----	----	94½	----
" " " '85.	94	94	----	----	----	----
Northern Central	46	45	----	----	----	45
" " b'ds,'85.	----	84	----	84	----	83½
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.

	Th. 12	F.13.	Sat.14.	M.16.	Tu.17.	W 18
Boston and Lowell	96½	----	----	97½	----	95½
Boston and Maine	122	----	123	123	123	----
Boston and Providence	----	----	----	----	----	134
Boston and Worcest.	----	----	----	----	134½	134½
Cheshire, pref.	45	45	----	45	----	----
Concord	67	----	67	----	----	67
Connecticut River	----	----	----	----	----	105
Eastern, Mass.	101	----	101	101	101	----
Eastern, N. H.	101	100½	----	----	----	----
Fitchburg	107	----	107	----	----	107
Manchester & Lawr'ce.	108½	----	----	----	----	----
Michigan Central	103	----	----	----	----	101½
Northern, N. H.	----	92½x	92½	92½	----	92
Old Colony and Fall R.	105	----	----	----	----	104½
Ph., Wil. & Baltimore	57½	58	58½	58	58½	58½
Portl'd, Saco & Ports.	100	----	----	----	----	----
Vermont & Canada	----	----	96	----	----	----
Vermont & Mass.	43	43½	44	----	44½	44
Western	136	136	135½	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	91½
Metropolitan "	46½	46½	46	46	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	45	45	44	44½	44	----
Franklin "	43½	44	44	----	43	42
Huron "	----	45	----	----	----	----
Isle Royale "	12	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	15⅝	14	15	16	15	15
Pewabic "	36⅞	36	----	----	----	34
Pittsburg "	----	47	----	----	47	----
Quincy "	----	46	----	46	----	45
Rockland	----	----	----	2½	3	3¼

London Stock Exchange.

The following were the closing prices for American Securities on the 3rd of April.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	71¾	"	71⅞
Virginia State 5s	55	"	58
Do. 6 per cent.	51	"	52
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	71	"	73
Pennsylvania, 1st mort., 1877	73	"	75
Do., 2d mort., 1882	73	"	75
Erie shares, $100 (all paid)	55½	"	56
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	63	"	65
Do. do. $100 shares, all paid	80½	"	81
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '62	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	65	"	70
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	35	"	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	69	"	71

American Railroad Journal.

Saturday, April 21, 1866.

Stock Exchange and Money Market.

Our advices from Europe up to the beginning of the week were confirmatory of our previous intimations that American securities were still popular on the Continental Bourses, remaining firm with an inclination to advance, while other forms of indebtedness of a National character were more or less depressed by the political condition of affairs. The prediction that we were to have considerable amounts of our bonds returned upon this market to be sold at whatever price, has proved to be incorrect, on more occasions than one. For some reason or other, not immediately apparent, there is a class of financial writers who are continually asserting that we are to be overwhelmed with the sudden return of our stocks from abroad; that the holders are in fact lying in wait to flood us with more than we can carry; and that the deluge of Deculion will be nothing to it. We have waited for some time to see this influx of American bonds, and in vain; and imagine we shall have to wait some time longer. We suppose that the well known facts with regard to the financial condition of the country have had their natural influence on capitalists abroad, as well as at home; for these persons are much alike in their inquiries and convictions, and come to similar conclusions as to the safety of their money, whether it is invested at London, Paris, Hamburg or New York. They have found out that we are at peace, that our war expenditures have ceased, that our revenue is full two hundred millions of dollars in excess of the charges upon it, that no more loans are called for or are anticipated, and that we have turned into the commerce of the world a crop of cotton to the extent of two and a half millions of bales. In addition to this, is the knowledge of a return of the industrial population of the country to their usual labors, the results of which to its accumulations are about six thousand millions a year. We undertake to say, then, that these facts are well understood abroad by those who have been dealing in our securities, that large profits have been made in them by this knowledge, and we doubt not more will still be realised before many months are over. Thus we are not surprised to learn that the 5-20s of 1862 and 1865 have advanced from previous quotations, or that the demand for them continues to be active. As gold declines, and our paper currency improves, these stocks will advance; and we, for our part, do not regret it, as this was the original idea when they were issued; and the belief in them, enabled the Government to obtain the money necessary to sustain itself. We see no objections to the Bondholders reaping the rewards of their patriotic confidence by the rise of their property to its par value; on the contrary we hail it as the just consummation of the national faith.

Exchange has grown a little dearer, under the rumor that the cotton supply was running short, and the stock at the principal ports diminished to a large extent. It is wonderful that these rumor-spreaders will admit there has been any cotton at all raised or exported. Unfortunately for them, the Custom House returns stand in the way of such assertions or they would doubtless be made.

It will be noticed that as our paper currency has improved, the actual value of our exports has increased, the exports for eight months of the fiscal year, from July to February having amounted to $145,008,628 with gold at such an average as to make the valuation more than during the preceding year at the same period. At the same time the imports have kept up quite as largely as the wants of the country have required, if not more so, the customs received being on the largest scale. Thus we find that during the same period of eight months the amount received was $188,406,653 against $92,385,285 the same time during the previous year. The sum actually paid into the New York Custom House alone, up to April 14, is returned at $107,069,633, while the gold interest paid was $32,139,670, leaving a large and perceptible margin which tells its own story.

The Money Market retains extraordinary ease

and the report of the Associated Banks for the week ending 14th inst., shows it by the fact that the amount of their loans had increased beyond that of the previous week by the sum of $1,866,096; and the circulation $406,920. The plentifulness of money was further indicated by the increase of their deposits by the large sum of $4,058,508, and the addition of $2,465,305 in the amount of legal tenders, or money in that form. Their whole loans and deposits are returned at $224,009,849, their circulation at $24,553,931, their deposits at $193,153,469, and their specie on hand at $11,035,-129. From this statement it is apparent that the New York Associated Banks, would under the old rule of having one dollar in specie in hand for three of paper out, be able to resume payment in coin as they stand at the present time. But they would find themselves powerless as long as the whole circulation of the country is as large as it is. It is believed to be nearly as follows:

National bank notes as reported in Jan.	$213,239,000
State banks	45,000,000
Fractional currency	28,000,000
3 yrs notes used as currency by banks	172,000,000
National bank notes issued since Jan. 1	25,000,000
Total	$914,239,000

No amount of specie at present in the Bank vaults or in the Treasury would be adequate to the redemption of more than a tenth of this sum, and we cannot therefore expect any such result. Indeed it will not even be attempted at present. It is, however, equally evident that this volume of paper money is entirely beyond the real business wants of the country, and if maintained will lead to the return of high prices; a consequence to be regretted, and which will again open the door to excessive speculation in the necessaries of life already held far beyond their real value. The tendency of prices has been downwards for a number of months past, but the expectation of contraction, and an early resumption of specie payments have accompanied it; if this is positively checked, if it is certain our paper is to be still further swelled, we may positively expect a return to still higher prices, a still further delay in arriving at monetary stability. We have omitted to state the exact amount of our exports for the same periods of 8 months, already used in our estimates. It appears that these exclusive of specie were of the value of $145,003,628, against $105,-396,413 in 1864, and $164,258,565 in 1863.

With regard to the local credit of National securities, it is proper to observe that just now the compound interest notes have advanced to par, and are much in request, while the 5-20s are becoming scarce and rule as high as 104 and upwards.

With regard to miscellaneous securities we may remark that the stock market shows a disposition towards greater animation, but speculation nevertheless looks sharper over the movements of well-known operators, than to the intrinsic value of the property in the market. One would think that the values of railways would be easily determinable by the simplest methods. We give cost, liabilities, earnings, these are known from week to week. What is to prevent the careful calculator from forming a correct and reliable opinion as to the value of a stock. And yet who does it. Who really buys or sells in the street on any such principle. On the contrary, is it not true that the rumor of a combination, a corner, or a deferred dividend is much more eagerly regarded as the cause for an operation, and a reason for a fall or rise.

The stability of National securities, their being beyond the reach of private manipulation or control, their publicity and their open sale do a great deal to give them a preference as an article in the market, and a superiority over all other kinds of monied securities.

We have had occasion frequently of late to notice the great energy and skill with which the managers of the Southern Railroads have employed themselves to restore their companies to vitality, and their roads to their former flourishing condition. The exertions of some of the gentlemen who have taken this work in hand have been really marvellous, and the reports made by them are valuable documents in railroad history. We shall endeavor to give them due publicity in our columns, which is the least they deserve.

While on this subject, we may as well state a most interesting fact which has recently come to our knowledge. There are now resident in this city many Southern gentlemen engaged in various honorable pursuits, some of whom took an active and very distinguished part in the late rebellion. Be this as it may, they have changed their views entirely. In a group of them recently assembled in this city a few evenings since, the most sensible and changed views were freely expressed, regrets at the past, convictions of a great mistake having been committed, and great injustice to the real fairness of the Northern people. It was freely confessed, that the movement at the South was uncalled for, and that all that was got by it was the establishment of a most despotic system, and a tyranny instead of a Government. It was noticeable also, that very liberal views were expressed with regard to the condition of the freedmen and their future advancement, with a determination hereafter to regard the Union as a common and priceless heritage. These views we are happy to learn are beginning to be universal among the best and leading men of the South, and that all attempts to keep up irritation and discontent in that quarter will be treated with marked dislike and contempt. We put this statement on record in the full confidence that we are recording a most important fact.

We always notice with satisfaction the important part which cotton is performing in regulating and advancing our foreign trade. The control of this staple by the people of the United States under their free Government directed by American enterprise, is one of the great elementary powers of the age, and of this continent, especially to control the trade of the world, and worthy of all efforts on our part to retain. During the week ending on Tuesday last, 21,100 bales of the value of $3,697,518 were shipped from this port. The fortnight's shipments counted 44,242 bales. Since the commencement of the current cotton year we have received in this port, 711,857 bales, and have exported 394,538 bales, the value of this so exported since September 1, is equal to about seventy millions of dollars, a most telling item in our business. We hope to see in the renewed production of this article a most important addition to our commercial strength.

The New York exports, exclusive of specie, for the week ending April 17, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$1,613,293	$6,267,431
Prev. reported	56,388,554	66,941,941
Since January 1	$58,001,847	$73,209,372

The New York imports compare as follows:

	1865.	1866.
Dry goods	$894,184	$2,003,467
Gen. merchandise	1,498,441	3,757,374
Total for the week	$3,392,575	$5,760,841
Prev. reported	85,257,340	87,354,312
Since January 1	$37,649,915	$93,115,153

The balance in the Sub-Treasury on Wednesday was $92,257,161 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Great Eastern, 42½; Morris and Essex, 79; Milwaukee and St. Paul, 42; do., pref., 55; do., 1st mort., 82; New Jersey Central 1st mort., 100; Stonington, 100½; Connecticut 6s, 95; N. Y. 7s, Bounty Loan, 101; do., do., 5s 1874, 89½; do., 6s, 1872, 93½; Rhode Island 6s, 93½; Michigan 7s, War Loan, 93; Brooklyn 6s Water Loan, 98; N. Y. City 6s, 1883, 91; Spring Mt. Coal, 54; Spruce Hill Coal, 6; Ashburton Coal, 14; Wilkesbarre Coal, 48; Pacific Mail Scrip, 202; Cary Imp., 14; Brunswick Land, 10; Union Navigation, 105; Mariposa pref., 23; Boston Water Power, 35; Western Union Tel., 55; Mechanics Bank, 113; Continental Bank, 98; 4th National Bank, 101¼; 9th National Bank, 109; Ocean Bank, 98; Bank of Commonwealth, 103; Bank State of New York, 108; Am. Ex. Bank, 115; Bank of New York, 115; Shoe and Leather Bank, 110; St. Nicholas Bank, 101; Bank of Commerce, 107½; Bank of Republic, 109; Mech. Banking Ass., 108; Peoples' Bank, 108; Merchants Exchange Bank, 105; Central Bank, 112.

Philadelphia.—Pittsburg 5s, 68; Allegheny County 5s, 73; Reading mort., 6s, 1848–'80, 87½; Westchester 7s, 97; Sunbury and Erie 7s. 93; West Branch bonds, 82½; Delaware Division bonds, 78½; 13th and 15th streets R. R., 19½; Union R. R., 32; Phila. and Trenton R. R., 114; Hazleton Coal, 25½; N. Y. and Middle Coal Fields, 7⅜; Locust Mt., 46; Big Mt, 5; Mahanoy Coal, 3½; Shamokin, 7¾; Fulton Coal, 6½; Swatara Falls, 2⅛; New Creek ⅞; Ætna Mining, 4⅝; Mechanics Bank, 29¼; Manuf. and Mech. Bank, 30¾; Curtin Oil, ½; Dalzell, 1¼; Maple Shade, 3; McClintock, ¾; Ocean, 8½. The latest quotations are: City 6s, 88@88¾; do., new, 92⅜@92¾; State 5s, 87½@88; do., coupon, 87@88; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 58⅜; Reading, 51⅝@51¾; do., 6s, 1870, 93@96; do., bonds, 87@90; do., con., 101@107; Camden and Amboy, 117⅞@118¼; Penn. R. R., 56⅛@56¼; do., 1st mort., 100@100¼; do., 2d mort., 94¾@95; Little Schuylkill R. R., 29@30; Morris Canal, 68@70; do., pref., 115@116; do., bonds, 88@92; Wyoming Valley Canal, 57@59; do., 6s, 75@82; Susquehanna Canal, 15¼@15½; do., 6s, 60@61½; Sch. Nav., 23¾@24; do., pref., 33½@33¾; do., 6s, 1882, 75½@77; Union Canal bonds, 24@25½; Delaware Div. Canal, 49@50; do., bonds, 79@80; Elmira and Williamsport, 30@30½; do., pref., 41@43; do., 7s,

1873, 95@95; Lehigh Coal and Navigation, 54@55; do., bonds, 1884, 87@88; North Pennsylvania, 39½@40; do., 6s, 86¼@88; Philadelphia and Erie, 32½@32⅝; do., 6s, 90¼@90½; Minehill, 55@55¼; Catawissa, 35@40; do., pref., 29½@29⅝; Lehigh Valley, 61@61¼; do., bonds, 91@93; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 70½@72; West Philadelphia, 68@71; Spruce and Pine, 34@35¾; Green and Coates, 30@33; Chestnut and Walnut, 50@51; Thirteenth and Fifteenth, 18¾@19¼; Girard College, 25¼@32; Tenth and Eleventh, 51½@52; Norristown, 55@55¼; Union, 33@36; Hestonville, 41@42.

Boston.—Vermont Central 1st mort., 94; do., 2d mort., 25½; Eastern R. R. 6s, 1874, 95; Rutland and Burlington 1st mort., 84; do., 2d mort., 36½; Ogdensburg 2d mort., 36½; Western R. R. 6s, 1875, 95; Cheshire R. R. 6s, 90⅛; Ogdensburg and Lake Champlain, 38½; Conn. and Pass. Riv. pref., 70; Granite R. R., 57; Sandusky, Dayton and Cin., 5¾; do., pref., 28; New York and Boston Air Line 6s, 35; Maine 6s, 95; Massachusetts 6s, 1872,@1876, gold, 107; do., 1894, 94⅛; New Hampshire 6s, 1873, 93½; Chicago 6s, 1873, 88; do., 7s, 1890, 93½; Hartford 6s, 1875, 94½; St. Louis 6s, 1877@1880, 84¾; Albany 6s, 1883, 95; Boston 6s, 1875, 99¾; do., 5s, 1883, gold, 94¼; do., 1868, 113¾; Charleston 6s, 1876, 95½; Boston Water Power Co., 33; Cary Imp., 13; Union S. S. Co., 95; Waverly Land, 3⅞; Belmont Coal, 4⅛; Mammoth Vein Coal, 2⅝; Short Mt. Coal, 19½; Franklin Coal, 9; Cambridge Gas, 98½; South Boston Gas, 102½; Merchants Bank, 110¾; Bank of Commerce, 111; State Bank, 105¾; Maverick Bank, 100; Hide and Leather Bank, 130; Old Boston Bank, 105; Webster Bank, 105; Bank of North America, 100; Shawmut Bank, 106; Eliot Bank, 114½; Suffolk Bank, 112½; Fanuel Hall Bank, 125; Bank of Redemption, 103¾; Traders Bank, 93¾; New England Bank, 117½; Columbian Bank, 111; Continental Bank, 107½; 3d National Bank, 101¼; Atlas Bank, 109½; Blackstone Bank, 120; 2d National Bank, 138; Union Bank, 116½; Bank of Republic, 120¼; Atlantic Bank, 113½; North Bank, 103½; Eagle Bank, 109½; Albany and Boston Mining Co., 14; Bay State,11; Boston, 1; Calumet, 9; Dana, 1¼; Humboldt, 6¾; Hancock, 21; Hanover, 1⅛; Madison, 2; Petherick, 4¼; Phœnix, 14; Pontiac, 1¼; Superior, 3¼; St. Clair, 3½; South Side, 2⅛; Star, 1⅝; Tremont, 1⅛; Winthrop, 1.

Baltimore.—Virginia 6s, registered, 42; Marietta and Cincinnati bonds, 80; N. W. Va. 1st mort., 97¾; Bare Hill Mining Co., 1; Mineral Hill, 0.70; Gardner Hill, 0.90; Guilford, 0.40; Santa Clara, 6; Am. Gas Coal, 0.85; Atlantic Coal, 1.00; Balt. and Cuba S. & M. Co., 105; Baltimore Chrome, 0.70; Penn. Oil, 0.50; National Bankers Express, 101; Marine Bank, 32; Exchange Bank, 100: Union Bank, 75. The latest quotations are: Balt. and Ohio, 108@110; do., 6s, 1867, 97@98½; do., 1875, 94@95; do., 1880, 94½@95; do., 1885, 94@94¼; Northern Central, 43¾@45½; do., bonds, 1885, 84@84; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 93@97; do., 3d mort., 90@95; Marietta and Cincinnati 7s, 1891, 79½@80; Central Ohio, 22@30; do., 1st mort., 78@83; Western Md. bonds, 76@79; do., guar., 92½@97½; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 96@97; do., 1873, 96@99; do., 1875, 96¼@96½; do., 1886, 98@99; do., 1890, 98⅝@99; do., coupon, 96½@99; do., Park, 99@100; do., 1892, 92½@96½; do., 5s, 1838-'70, 82@88; City Passenger R. R., 18¾@19; Canton Co. 50½@52½; Gardner, 0.80@0.90; Am. Gas Coal, 0.80@0.90; Maryland, 0.25@0.30; North State, 0.15@0.15; Springfield, 0 15@0.20; George's Creek, 108@112; Santa Clara, 6@8½; Balt. Chrome, 0.55@0.60; Bare Hill, 0.90@1.00; Atlantic Coal, 0.95@1.00; Mineral Hill, 0.65@1.00; Baltimore Coal, 140@200.

Tennessee State Bonds.

The Comptroller of the State of Tennessee gives notice that new bonds. bearing 6 per cent. interest, will be issued (under an act passed the 23d of November, 1865,) "to an amount sufficient to pay off all the bonds and interest past due, as well as that to fall due January 1, 1866, or on any bonds that may fall due during the year 1867." The new bonds are to be dated January 1, 1866, and to be paid January 1, 1892, and will be exchanged for the unpaid interest coupouns on old bonds, including those of January 1, 1866, estimating each (bonds and coupons) at their par value. The interest coupons on the new bonds falling due July 1, 1866, and all the subsequent coupons thereon, will be paid in New York, in money. The interest coupons on all the old bonds will be paid (July 1, 1866, and thereafter), as heretofore, at the places mentioned on the coupons. The conversion of the past due coupons into new bonds must be made at the Comptroller's office, in Nashville, Tennessee. The past due coupons may be sent directly to the Comptroller, Hon. S. W. Hatcheft, or to any agent the holders of them may appoint at that place, to make the exchange. No new bond will be issued for less than $1,000. The holders of coupons will have to sell or buy to make an even amount.

Philadelphia and Erie Railroad.

The principal officers of this company are soon to be moved from Williamsport to Erie. The affairs of this road are fast approaching a condition of completeness, which enables it to take position as one of the best railways in the country. The great amount of money which has been expended in improvements along the line of the road and at its terminus in Erie, has given it facilities for supplying itself with motive power and rolling stock which are not equalled by any road of the same age in the country; and the management of its business is now so systematized that the patrons of the road find it prepared for all emergencies and equal to all demands. Another year of this progress will place it beyond the power of all contingencies and in a condition inferior to no road in the country.

☞ The Baltimore and Ohio Railroad Company has commenced the construction at Grafton, West Va., of an immense engine house. The new building is designed to hold at least sixteen engines, and will besides be provided with the necessary accommodations for workmen, machinery, &c.

☞ The President has approved the bill appropriating $800,000 to reimburse the State of Pennsylvania for money expended for the payment of militia in the service of the United States.

St. Clair Flats.

The Detroit Board of Trade is soliciting the aid of Chicago and other cities and States around the Lakes to obtain a grant of $200,000, and an appropriation of $10,000 a year to cut and maintain a deep channel through the St. Clair Flats, and to erect and support additional lighthouses so that the passage may be made by night as well as by day. Before 1857 there was between seven and eight feet of water on the bar; in that year Congress voted $50,000, which was employed in making a channel nearly a hundred feet wide, with thirteen feet of water; and in consequence of this improvement a much larger class of vessels was constructed for the trade between Chicago and Buffalo; the carrying capacity being doubled. Since that time through neglect the new channe, has been filling up, and is now but fifty feet widel with a depth not exceeding 10½ feet. The effect is that trade is greatly impeded by tugs and vessels getting aground, lighter cargoes have to be carried, and heavy expenses are incurred, to the great damage of the commerce of Chicago and Lakes Michigan and Superior. It is said that 22,274 vessels pass through the channel during the season of navigation, carrying cargoes worth $440,000,000.

Opening of the New Railroad at Wilkesbarre.

The "back track" of the Lehigh Coal and Navigation Company's new railroad was formally opened on the 31st ult. by an excursion over the route. The excursionists met at the head of plane No. 1, on the top of the mountain, at which point the company had in readiness an engine and cars for their conveyance over the new road. The elevation above the level of the canal at this point is about 1,200 feet, whence the road, coursing northward along the summit of the mountain for a space, commences its gradual descent down its rugged sides at an easy grade until, winding around a prominence some distance above the town, it pursues a southward course until it reaches the valley.

The road is constructed upon a bed of solid rock almost the entire distance from the summit to the foot of the mountain, and the work of its construction was unusually heavy. The track was pronounced by competent railroad men to be unusually smooth for a new road. The train will commence running regularly over the new line in a few days.

☞ The Alexandria *Journal* says that a large force are at work laying down the ties and iron on the Alexandria, Loudoun and Hampshire Railroad, from Herndon's to Guilford Station, which were destroyed by the rebels. This will bring the road within nine miles of Leesburg, from which point stages will connect.

☞ Engineers are now making a survey of the branch road through Hamburg that is to connect the Reading Railroad at Port Clinton with the East Pennsylvania Railroad at Topton. As soon as the exact route is determined upon, the work of building the road will be commenced.

☞ The thousand shares required to organize the Dorchester and Delaware Railroad Company have been subscribed, and a meeting will be held in Cambridge, Md., on the 9th of May to elect a president, treasurer, and directors.

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of March, 1866:

LAND DEPARTMENT.

Acres Construction Lands Sold	7,126.69 for	$76,902 82
Acres Int. Fund Lands sold	120.00 for	1,626 80
Acres Free Lands sold	680.00 for	8,079 80
Total sales during month of Mar., 1866	7,926.69 for	$86,609 42
To which add Town Lot Sales		1,595 00
Total of all		$88,204 42
Cash collected in March		$132,624 77

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$206,127 42
do.	Freight	290,336 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	10,000 00
Total Receipts in month of Mar., 1866		$516,821 75
Total Receipts in month of Mar., 1865		591,917 43
Net increase in first quarter		$60,000 00

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of Mar., compared with the same period last year, have been as follows:

	1865.	1866.
From freight	$494,305 36	$406,400 81
" passengers	331,253 65	224,019 40
" express matter	15,740 93	8,000 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	1,375 14	1,061 49
Total	$857,583 42	$654,390 04
Earnings Jan. 1st, to Mar. 28	$1,226,231 92	$1,684,616 82

The earnings of the Cleveland and Pittsburg Railroad for the month of March, 1866, were:

From freight	$101,752 18
" passengers	60,533 84
" miscellaneous	4,500 00
" military	221 02
	$167,007 04
March, 1865:	
Freight, passengers, etc.	$209,930 11
Military	12,481 15
	222,411 26
Decrease	$55,404 22
Decrease in regular traffic	43,144 09

The Earnings of the Louisville and Frankfort and Lexington and Frankfort Railroads for February, 1866, were $34,869 09; and the expenses, $24,512 42—leaving a balance of $10,356 67.

The earnings of the Ohio and Mississippi Railroad line, from Cincinnati to St. Louis, for March were:

	1866.	1865.
Eastern Division	$191,826 89	$184,581 49
Western Division	134,409 32	129,332 63
Total	$326,236 21	$313,914 12
Increase	$12,322 09	

Comparative earnings from January 1, to March 31, inclusive:

	1866.	1865.
Eastern Division	$493,853 62	$477,618 43
Western Division	346,033 54	334,657 88
Total	$839,887 16	$812,276 31
Increase	$27,610 85	

The earnings of the Erie Railway for the month of March, 1866, including Buffalo Division, were $1,070,434 49
Corresponding month last year 1,331,124 90

Decrease $260,690 41

For three months ending March 31:

	1865.	1866.
January	$1,070,890	$1,187,188
February	1,011,735	983.855
March	1,331,124	1,070,434
Total	$3,413,739	$3,241,477
Decrease	$172,282	

The earnings of the European and North American Railway for the month ending March 31, 1866, were $10,447 37
Corresponding month of previous year 8,575 53

Increase $1,871 84

The earnings of the Hudson River Railroad for the month of March, 1866, were $500,806
Corresponding month of previous year 424,617

Increase $76,189

The earnings of the Detroit and Milwaukee Railroad for the month ending March 29, 1866, were $32,202
Corresponding month of previous year 28,767

Increase $3,435

Railroad Earnings.--Weekly.

The earnings of the Western Union Railroad, for the week ending April 7, 1866 $6,082 93
Corresponding week previous year 8,195 57

Decrease $2,112 64

Receipts from Jan. 1, to April 7:

1866	$126,490 72
1865	121,554 76
Increase	$4,935 96

The earnings of the Chicago and Northwestern Railway for the second week in April, 1866, were $120,102 73
Corresponding week of previous year. 107,220 93

Increase $12,881 80

The earnings of the Chicago and Rock Island Railroad for the 2nd week in April, 1866, were $51,878 00
Corresponding week of previous year 42,567 00

Increase $9,311 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Apr., 1866, were $101,600 00
Corresponding week of 1865 84,500 00

Increase $17,100 00

The earnings of the Chicago and Great Eastern Railway for 1st week in April were $23,288 00
Same period last year 19,917 00

Increase in 1866 $3,371 00

The earnings of the Michigan Central Railroad for the 1st week in April, 1866, were $78,851 00
Corresponding week of previous year 86,554 00

Decrease $7,703 00

The earnings of the Marietta and Cincinnati Railroad the first week in April, 1866. $23,045 00
Corresponding week previous year 19,479 43

Increase $3,565,57

Commencing 1st Jan. 1866 $280,844 00
Commencing 1st Jan. 1865 297,722 28

Decrease $17,878 28

The traffic of the Great Western Railway of Canada, for the week ending April 13th, 1866, were $79,926 91
Corresponding week of 1865 68,450 28

Increase $11,476 62

The earnings of the Grand Trunk Railway of Canada for the week ending April 7th, 1866, were $135,723 00
Corresponding week of previous year 132.605 00

Increase $3,118 00

Union Pacific Railroad in Colorado.

We observe that a deep interest is beginning to be displayed as to the best route through Colorado, and a correspondence has made its appearance which explains the views entertained on the subject. In a letter from Mr. Evans, Senator elect from that state, to Gen. Dix, President of the Union Pacific Railroad, dated Washington Feb. 6, he says:

I desire to call the attention of your company to the importance of a more thorough, careful and extended survey of the route for the Union Pacific Railroad that would pass through the Middle Park, and the wonderfully advantageous succession of valleys, thence westward through the Rocky Mountains to Great Salt Lake.

If my information regarding this route is reliable; and I believe it is; it has the advantage of passing much of the way through low valleys along the Bear, White, and Uitnah rivers, which extends for hundreds of miles in the right direction. It passes through a country abounding in timber, coal, and an abundance of pure water. It would pass through the rich mining country in Colorado, and also a region of thousand sof square miles, near the western line of Colorado, that is well adapted to grazing and agriculture. In other words, it is a route along which are the most abundant supplies of the necessaries for the construction and maintenance of a railroad.

From Denver to Salt Lake it is said that this route will be over one hundred and fifty miles shorter than that by way of Laramie Plains, and from the mouth of Cache la Poudre it is estimated that it would save one hundred miles in distance.

It is worthy of remark that the advantages of this route are such as to induce the Overland Stage Company to move its line to a new road, it is constructing for the purpose along it, which it is proposed to consummate at an early day. I understand that the chief objection to the adoption of this route for the Union Pacific Railroad is the difficulty of crossing the main range of the Rocky Mountains in entering the Middle Park. This difficulty, I have reason to believe, may be found much less imposing than the partial explorations that have been made would indicate. I am credibly informed that at several points between the head of the Arkansas river and of the Boulder Creek, are to be found places where the approaching valleys, on either side of the range, make it feasible to pass by a tunnel of but moderate length at a great distance below the summit of the range. This arrangement would avoid the snow that will inevitably obstruct the road on any route that crosses the range, on the surface. In this view of the case it is plain that a tunnel of moderate length is a desirable mode of passing the range instead of being objectionable, and when the great saving of distance through a mountain country, the advantages in the character of the country, and in the route already referred to, are taken into consideration, it would seem to be clear that the interests of the company, as the interests of the Government doubtless do, would call for a more thorough and careful survey of this route by engineers who will bring the skill, energy and earnest desire to success, to bear in finding a practicable passage.

To this Gen. Dix replied under date Feb. 1, as follows:

Your communication of the 5th inst. has been submitted to the directors of this company, and I am instructed to say to you that the project of carrying their road through the Central Park of Colorado, has engaged their attention for the last two years. While aiming to follow, in obedience to the act of Congress, "the most direct, central and practicable route," they have not been unaware of the importance of reaching, if possible, the district you refer to as abounding in mineral treasure and all those supplies which are necessary to "the construction and maintenance of a railroad," and of making it tributary to the great work they are engaged in.

I infer from your letter that you are advised of the surveys which have been made through Berthoud's Pass. During the last summer, examinations were made by Mr. Reed from the Southern extremity of Salt Lake eastwardly. We have not yet received his report, but we understand that the route was not feasible.

I have been in communication with Mr. Laman, who represents some railroad interests in Colorado; and Col. Seymour, our consulting engineer, has compared our surveys of Berthoud's pass with those made by engineers in the service of parties there. Between these surveyors there is no essential difference. No point of crossing the mountains in the direct course between Denver and the Salt Lake Valley has yet been discovered by our engineers, or suggested by others, more favorable than the Berthoud pass. At this point a tunnel would be required through granite three and a quarter miles long, the grade line of which is 1,882 feet higher than the grade line at the summit of the mountain on the Crow creek route, and 2,235 feet higher than the grade line at the summit of the mountain on the Cache la Poudre line, neither which last named routes require any tunnel. Besides the immense cost, the length of time required to excavate this tunnel would seem to forbid its adoption. In this connection it should also be stated that the great height of the mountain above the grade of the tunnel, which the profile in this office, made by Mr. Case, shows to be 1,280 feet, renders any temporary crossings of the creek scarcely feasible.

If any other pass promising a favorable route directly west from Denver shall be discovered, the Board will gladly cause it to be examined. But of the two years examination by our engineers candor compels me to express the belief that a railroad connecting Denver and the Salt Lake Basin must commence the ascent of the monntain at least as far north as the point where Cache la Poudre leaves the mountain and meets the level plain in the vicinity of Laporte.

Our line has not yet been definitely fixed as far as west as the 100th meridian, and careful surveys are yet to be made between that meridian and Colorado. Our present information in regard to our route through the Rocky Mountain range, seems to indicate the Cache la Poudre line as the most favorable; and should it be adopted, it is not doubted that we shall connect with Denver, and open the great mineral district west of that city to communication with the east. While the main purpose of the company is to reach San Francisco by the best route, it is our most earnest desire, not only for the benefit of the company but for the general advantage, to make the work subservient to the great interest, which have grown up in the intermediate territories.

Should you come to New York, I earnestly request that you will call at this office and examine our maps, which comprehend the whole mountainous district east of Salt Lake, and our profiles of such of the lines as we have now. In the meantime we shall be greatly indebted to you for any information in relation to the subject of your letter.

☞ The South Carolina Railroad, which was badly broken up by Gen. Shermen's forces, has been entirely re-built, and the company are now running trains both to Columbia and Augusta. The connection to the last named place was made on Thursday, the 5th inst.

Internal Revenue Decision.

Railroad companies will be interested in the following notice from the Deputy Commissioner of Internal Revenue:

"Section one hundred and twenty-two imposes a tax of five per cent. on all dividends and profits of such companies carried to the account of any fund or used for construction. As it was found to be impracticable for railroad companies to state their net gains as often as a dividend was declared, this office has not insisted upon its being done, but requires such statement to be made once a year, this being as often as the accounts of the company are settled. One return during the year on form No. 65 should show the net gains and profits over dividends declared for the entire year, and the tax should be paid on such profits. It will be observed that the amount of profits used for construction is subject to the tax of five per cent., the same as it were added to surplus or contingent funds."

Extension of the Concord and Claremont (N. H.) Railroad.

Very active efforts are now being made, with every prospect of success, to extend and complete the Concord Railroad from its present terminus at Bradford, to Claremont, on the Connecticut river. A correspondent of the Boston *Journal*, writing from Concord, says:

The advantages of this extension to the towns on and adjacent to the proposed route are sufficiently obvious. Claremont, with its numerous manufactories and extensive trade, is now *three* miles from a railroad. When this road shall be built it will have a direct connection with central New Hampshire, and be several miles nearer Boston than by way of the Sullivan, Cheshire and Fitchburg roads. Newport, with its large woolen and other manufactories, and its trade constantly increasing, would be put in railroad connection with the principal market and business centre of New England. Other towns along the route will be equally benefitted by finding an outlet for their agricultural and other productions. The value of real estate on the line of the road would be greatly enhanced, and other property would be proportionately increased in value. There is inexhaustible water power on Sugar river, which could be made available for an indefinite increase of manufactures.

But the great advatages of the road, in a business point of view, will be in making it a connecting link, in a through line, from Boston to all points West. The business men of Boston and vicinity know how seriously their interests have been affected the past season by delays in transportation from the West amounting to almost a blockade. What Boston needs most to-day is an increase in the channels of communication between itself and the West. And so the completion of the Concord and Claremont road will meet one of its greatest wants. The work on the completion once commenced, the Rutland and Burlington road will extend it to Cavendish, or some neighboring point on their road. Having struck that road a through line will be obtained by way of Rutland to any point West. The road can be built. Claremont has voted $100,000 in aid of the project. Newport, at its recent annual meeting, by an informal vote of a full meeting, agreed to raise the same sum. Other towns will contribute according to their ability. The roads connecting and the commercial men and capitalists who will be most benefited by it must make up the rest.

It will cost less and can be built and ready for use at an earlier date than any other road proposed as a connection with the West. The grading will be easy, the only considerable cut being at the summit between Connecticut and Merrimack rivers in Newbury, and this by no means difficult. The distance from Bradford to the Connecticut river is about thirty miles, and from the Connecticut river to a point on the Rutland and Burlington road twenty miles at farthest, making a distance of only fifty miles of construction. The route proposed from White River Junction, by way of Woodstock, Vt., to Rutland, would be greater in distance, more expensive in construction, could not so soon be ready for use, and if used as a link in a "through line" would make the distance from Boston to points West greater than by the route proposed here. The route by way of Hoosac Tunnel cannot be completed for many years to come, if ever. Enough money has been expended upon the tunnel to build several such roads as the Concord and Claremont, and it will take millions more to complete it. As a road which can be cheaply constructed and ready for early and immediate use, no route can compete with the Concord and Claremont, and no other link can so soon as this afford an opening to the increase of trade and communication between Boston and the West.

Western Maryland Railroad.

A meeting of the stockholders of this company will be held at Westminster, Carroll Co., Md., on the 15th of May, to take action upon one or more of the acts passed at the late session of the General Assembly of Maryland; also, the adoption of a code of by-laws; also, the ordinance recently passed by the Mayor and City Council of Baltimore, providing for a subscription to the stock of the company; also, any orders of the County Commissioners of Washington County in relation to the construction of the road of the company and subscription to its stock; also, the election of two additional Directors, citizens of Washington County.

☞ The British revenue returns for the year ending 31st March have just been published. They show the following aggregates:

	1864–'5.	1865–'6.
Customs	£22,572,000	£21,276,000
Excise	19,558,000	19,788,000
Stamps	9,530,000	9,560,000
Taxes	3,292,000	3,350,000
Property tax	7,958,000	6,390,000
Post-office	4,100,000	4,250,000
Crown lands	310,000	320,000
Miscellaneous	2,999,436	2,878,292
Grand total	£70,313,436	£67,812,292

☞ It appears from a communication prepared at the War Department in reply to a resolution of the House that the Illinois Central Railroad Company, received from the United States for transportation of troops and supplies, from March, 1862, to April 1865, $2,592,156, and from other roads $332,113. The company paid to these other roads $876,432. The net revenue received by the Illinois Central Railroad Company within the above named period was $2,047,838.

☞ The following is stated to be the total amount of vacant public lands in the Southern States; Alabama, 6,732,058 08 acres; Mississippi, 4,760,736 03; Louisiana, 6,228,102 45; Arkansas, 9,298,012 70; Florida, 19,379,635 61.

☞ Mr. Wheelwright, of Newburyport, Mass., is still at work upon his great enterprise, the construction of a railway from the River Platte across the Andes to the Pacific, and is confident that it will be completed within the next ten years. Already two hundred and forty miles of the route are in the course of rapid construction from the port of Rosatio to the interior city of Cordova.

☞ A joint resolution has passed both Houses of the Wisconsin Legislature, instructing representatives to favor the construction of the Northern Pacific Railroad.

Journal of Railroad Law.

The case of Wm. H. Lovett *vs.* Salem and South Danver Railroad Company, recently decided in Massachusetts involves the question whether, if a child of tender years wrongfully gets upon the platform of a car, and is not immediately expelled therefrom, the driver may afterwards expel him while he is driving at such a rate of speed as to make it dangerous for the child to leave. The opinion was written by

CHAPMAN, J.—The defendants' objection that the plaintiff has set forth his cause of action in more than one count is not valid. It was provided by the statute 1851, C. 233, §2, that "one count and no more," should be inserted in the declaration for each cause of action. But in the revision of this act in 1852, this provision was changed. By statute 1852, C. 312, §1, "one count only need be inserted for each cause of action." This language does not restrain the plaintiff from inserting more than one, if he deems it expedient to do so, but leaves it at his option. It was clearly intended to alter the statute of the previous year in this respect.

Under the instructions of the Court the jury must have found that though the plaintiff was wrongfully upon the defendants' car, the driver ordered him to get off from it, intending thereby to make him leave it while in motion; that the plaintiff, by reason of being so ordered, left the car while it was in motion, and was thereby injured; and that in getting off he used ordinary care.

If the plaintiff had been a person of mature age, the mere words of the driver could not have been regarded as equivalent to a forcible ejection of the plaintiff from the car at a time when it was dangerous to leave it. For such a person might have exercised his own judgment as to the peril he might incur in attempting to obey the order. But the plaintiff was a child about ten years of age. His obedience would be naturally expected without regard to the risk he might incur; and in respect to a child so young, the command would be equivalent to compulsion. As he was in fact badly injured, though it is found by the jury that he used due care, it is plain that the car was moving at such a rate that the attempt to get off was dangerous. The case therefore presents the question, whether, if a child of such tender years wrongfully gets upon the platform, and is not immediately expelled, the driver may afterwards expel him while he is driving at such a rate as to make it dangerous for the child to leave; or whether he must not first stop the car, or slacken its speed to such a degree that the child may leave the car in safety, provided he uses due care. It is different from the question what he might do for the purpose of preventing the child from getting on, or forcing him back immediately after he came upon the platform; and that subject need not be discussed here.

It was the right as well as the duty of the driver to protect the property of the defendants which had been intrusted to his care and management. But it is said in Bird *vs.* Holbrook, 4 Bing., 628, that for the protection of property no man has a right to resort to violence greater than the occasion requires. In 1 Hilliard on Torts, 2d ed., 160, the law applicable to this subject is stated as follows: "The fact that a plaintiff is a trespasser or violator of the law does not of itself discharge another from the observance of due and proper care towards him; or the duty of so exercising his own rights as not to injure the plaintiff unnecessarily. Neither will it necessarily preclude the plaintiff from a recovery against a party guilty of negligence." The case of Norris *vs.* Litchfield, 35 N. H., 271, and Kerwhacker *vs.* Cleveland, &c., Railroad, 3 Ohio, (N. S.,) 172, contain a full discussion of the doctrine, and a reference to the authorities. In Barnes *vs.* Ward, 9 C. B., 420, it is said that a trespasser is liable to an action for the injury which he does, but he does not forfeit his right of action for an injury sustained by him. These doctrines must be regarded as unreasonable. If, for example, a person were to go on board of a ship just ready to set sail, it would be very unreasonable to hold that, because he was there without right and as a mere trespasser, the master might compel him to leave the ship by jumping into the sea several miles from the shore. It must be admitted that this is an extreme case, but on the same principle it would be unreasonable to hold that when the driver of the defendants' car found the plaintiff riding upon the platform as a trespasser he might compel him to leave while he was driving at such a rate as to make the act dangerous. The plaintiff was liable to an action for the trespass committed by him, and he was liable to be removed; but it was not necessary or reasonable that the right of removing him should be so exercised as to expose him to personal injury. For the negligence of the defendants' servant in this respect, they are liable. It was in his power, by reasonable efforts to make it safe for the plaintiff to obey him, and he ought to have used such efforts.

It does not appear that the plaintiff participated in this carelessness. If we assume that he was not only guilty of a trespass, but of carelessness in getting upon the car, yet that carelessness was past, and he was riding in safety; so that his injury as a proximate cause. In leaving the car he acted by constraint.

The doctrine that a party cannot recover in a case where he must trace his title to recover through his own illegal act, as stated in Way *vs.* Forster, 1 Allen, 408, and the other cases cited by the defendants' counsel, is not applicable to such a case as this. The cause of action is the wrongful act of the defendants' servant in compelling the plaintiff to leave the car while he was driving at such a rate that, though the plaintiff used due care, the act of leaving caused an injury to him. The plaintiff's trespass is a separate matter.

It is contended that the parents of the plaintiff were guilty of negligence in permitting the plaintiff to be abroad at that time. But the Court cannot know this judicially. The question whether a boy of that age has sufficient capacity to take care of himself should be left to the jury.

Exceptions overruled.

☞ The receipts of the Lynn and Boston Railroad from December 1, 1865 to March 31, 1866 were $44,501 76. In the corresponding period of the preceding year, they were $35,141 78. The paid in capital stock of this road, is $200,000; the total debt, $104,259 29; length of railway, 10¾ miles; dividends paid in 1865, $8,421 05, or four per cent. and Government tax.

☞ The Charleston and Savannah Railroad has been declared insolvent. Its total indebtedness is over $2,200,000, while its assets are only $1,865,000—and $500,000 will be required to repair the road.

☞ The city treasurer of St. Paul has submitted his annual report; from which it appears that the receipts the past year were $98,292 78. The disbursements were $97,950 33. The estimate of expenditures for the ensuing year is $118,700. The anticipated assets are $83,000.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 28, 1866.

Burlington and Missouri River Railroad.

We learn from the Burlington *Hawkeye* that the work upon the extension of this road is being prosecuted with vigor. The company have just received three new powerful locomotives from the Manchester Locomotive Works, at a cost of about $20,000 each; also a large number of freight and open cars. The increased business and prospective extension of the road farther west, render an increase of rolling stock necessary. Work on the Des Moines River Bridge and the grading each side of it is being prosecuted with vigor, and it is not doubted but the road will be completed to Albra before the 1st of October. It is thought that the first sixteen miles west of Ottumwa will be in running order as early as July.

Mississippi and Missouri Railroad.

In November last the stock and bondholders of the Mississippi and Missouri Railway, held a meeting, and appointed a committee to ratify the sale of their road, equipments and lands to the Rock Island Company for the sum of $5,500,000, payable chiefly in the bonds of the company. This has now been entirely consummated, and the bonds will be distributed among the holders of the Mississippi and Missouri securities. The stock is put in at 16 per cent., land grant bonds at 70, and the first mortgage bonds of the Eastern Division at par and accrued interest. The other securities get from 32 to 70. This gives the Rock Island nearly a half million acres of land, beside the road and equipments, at much less than the original cost.

An Important Decision.

Chief Justice Woodward recently delivered an important opinion in the case of Waterman & Beaver against the Reading Railroad Company. The constitutionality of the ninety-seventh section of the act of Congress of June 30, 1864, commonly called the "excise law," being conceded, or rather not questioned, I am of opinion that the contract of the parties, though made before the law was passed, is within the purview of the ninety-seventh section, and that the iron manufactured under that contract is subject to the excise duties imposed by the act.

By the act of July 1, 1862, railroad iron was subject to a duty of one dollar and a half a ton, and pig iron, when used by the manufacturer in making rails, was, I suppose, exempted from assessment by virtue of the 73d section of that act. But by the act of 1864 pig iron is subject to duty—two dollars per ton—and the tax on railroad iron is raised to three dollars the ton; and one of the provisos of the 94th section (which is the section that imposes these taxes) reads as follows: "Provided that castings of iron and iron of all descriptions advanced beyond pig iron, blooms, slabs, or loops, shall be assessed, and pay in addition to the foregoing rates of iron so advanced, a duty of three dollars per ton." The meaning of this legislation is that pig iron should pay a duty of two dollars the ton, and that railroad iron manufactured out of pig iron that has paid that duty shall itself be assessed with three dollars the ton, but that railroad iron made of pig iron that has not been assessed shall pay six dollars the ton.

As there was a large amount of pig iron on hand when the act of 1864 was passed, which was not likely to be returned for assessment, the Legislature probably meant by the proviso to tax it in the form of rails, and as an inducement to manufacturers of rails to return their pig iron for assessment, the proviso makes the tax on rails something higher than it would be if duty were paid on the pigs. It takes one ton and seven twenty-fourths of a ton of pig iron to make a ton of rails. At two dollars per ton the pig iron that

enters into a ton of rails would pay about..	$2 65
Add the duty on the rails....	3 00
And we have....	$5 65
But if the $2 65 be not paid on the pig iron, the rails shall pay per ton....	6 00
Add difference of tax per ton of....	35

The plaintiffs are manufacturers both of pig iron and railroad iron. They contracted with the defendants in February, 1864, to manufacture and deliver 4,000 tons of rails, of which 1,652 16-80 were by the terms of the contract to be delivered, and were actually delivered, after the 1st of July, 1864, the date of the act of Congress. These rails were manufactured out of pig iron, which the plaintiffs also manufacture, but whether before or after the date of the law is not ascertained in the case stated. It is admitted, however, that no duty had been paid on the pig iron that entered into these rails, and it is earnestly argued that no duty was assessable under the act of 1864, because this pig iron was neither sold nor insured or used by the manufacturer. Pig iron is undoubtedly an article of commerce, and it is equally certain that it was not sold as pig iron in this instance. But under the 94th section of the act it was taxable if "used by the manufacturer thereof." These are the very words of the enacting clause. And can it be doubted that a manufacturer uses the pig iron when he converts, or to use a statutory word, advances it into railroad iron, and then sells the rails? Pig iron is never used without conversion, or advancement into some other form of iron. Such conversion is, indeed, the only use of which it is susceptible, and I hold that the plaintiffs "used" their pig iron within the meaning of the statute when they made rails of it.

This conclusion, sufficiently supported by the words of the 94th section, is strongly corroborated by the 83d and 86th sections of the same act. Then it should have been returned for assessment, and should have paid the prescribed duty of two dollars the ton; but as no duty was assessed or

paid upon it, the rails manufactured out of it are within the terms of the proviso to the 94th section, and liable to "pay in addition to the foregoing rates of iron so advanced a duty of three dollars per ton." That is, the rails are subject to a duty of six dollars per ton.

It was suggested that if the plaintiff, through neglect of a public duty, had subjected the defendants to a higher rate of taxation than was necesary, the plaintiff should bear the loss. However equitable this might be, I have no power, under the case stated, to adjust the equity, I am only empowered to enter judgment for one of several fixed sums of money according to the view I may take of the meaning of the several provisions of the statute bearing on the subject.

Having endeavored to express very briefly my understanding of the statute in the particulars in question, it is apparent that judgment must be entered for the largest sum mentioned in the case stated.

Now, to wit, February 20, 1866, judgment is rendered for the plaintiffs for the sum of $8,909 91 and costs.

Michigan Southern and Northern Indiana Railroad.

The following is a comparative statement of the earnings and expenses of this road for the fiscal years ending February 28, 1865 and 1866:

Earnings:	1865.	1866.
From freight	$2,242,972 10	$2,455,402 68
" passengers	1,875,061 50	2,021,246 87
" mails	53,843 75	54,786 24
" express	74,385 56	101,556 19
" rents	17,383 66	19,024 63
" all other sources	25,819 16	34,428 41
	$4,289,465 73	$4,686,445 02
Expenses, viz:		
Repairs of road'y	$762,986 38	$758,979 85
" bridges		44,612 06
" buildings	129,809 78	114,151 02
" engines	189,351 77	291,408 56
" cars	183,783 34	232,426 06
" tools & machinery	48,534 63	28,113 31
" & supplies telegraph	6,625 79	9,255 04
Fuel	241,480 96	293,267 86
Oil and waste	68,302 41	65,897 95
General superintendence	36,470 26	42,626 13
Outside agencies	57,078 41	45,675 60
Agents and clerks, stationmen, switchmen and flagmen	330,034 73	397,272 02
Telegraph operators.	22,760 64	29,504 76
Conductors, etc	91,560 38	98,891 04
Engine and firemen	135,506 47	145,584 87
Supplies	27,407 46	26,527 26
Law expenses	13,255 25	31,979 54
Loss and damage	14,192 51	24,872 52
New York office	10,480 88	13,138 55
All other expenses	40,729 12	55,472 98
	$2,408,352 17	$2,749,656 93
Net earnings	$1,881,113 56	$1,936,788 09
Less—		
Interest on funded debt.	$595,480 09	
Dividends—		
No. 6 common stock	277,664 20	
" 5 guaranteed stock.	109,180 00	
" 6 " "	57,100 00	
Taxes, State, Co. & town	78,356 24	
" National	128,635 00	
Rent of Erie and Kalamazoo Railroad	30,000 00	
Interest on floating debt	15,764 26	
		1,292,179 79
Surplus		$644,608 30

Add the following items:	
Cash on hand March 1st, 1865	$118,151 92
Proceeds sale plank road stock	2,000 00
" " outside lands, etc	7,753 35
" Patchin mortgage	6,439 70
" sale two old engines	5,550 00
Increase of aggregate liabilities	678,428 55
Decrease of assets	193,649 18
Total to be accounted for	$1,656,581 00
Disposition of same—	
New engines	$76,475 00
New cars	71,684 03
New rails	88,169 59
Union stock yard, Chicago	116,666 67
Chicago depot grounds	33,519 55
New buildings	42,366 52
Land—Adrian and Waterloo	1,933 00
New driving wheel turning lathe	6,000 00
Stone culverts built	24,831 38
Premium on guaranteed stock	388,579 44
Settlement of old claims	759,025 00
Bought D., M. and T. stock	4,000 00
Worthless assets charged to profit and loss	7,700 24
Cash on hand	35,630 58
Total as above	$1,656,581 00

Compared with the previous year the gross earnings show an increase of $396,979 29, with an increase in expenses of $341,304 76—making the increase in net earnings $55,674 53.

Of the increase of gross earnings, $146,185 37 is from passengers, $212,430 58 from freight, and $38,363 34 from miscellaneous sources.

The proportion of operating expenses to earnings, in 1865–'66 was 59 per cent. In 1864–'65 it was 56.14; in 1863–'64, 51.80; in 1862–'63, 48.50.

Of the gain on freight earnings, about 94 per cent., and on passenger earnings about 62 per cent. was from local business, 65.95 per cent. of the total tonnage was carried eastward and 34.05 per cent. westward; the gain on eastward being 5.6, and on westward 12.7 per cent. The through freight business formed 37.1 per cent. of tonnage and 44.4 per cent. of earnings. Of the passenger earnings, 45 per cent. was derived from through business, and 55 per cent. from way.

The payments for improvements and extraordinary expenses have been $461,645 74; taxes of all kinds, $206,991 24—total $668,636 98. The report says:

It will be noticed by reference to the tables following,* that the earnings up to and including November, show a large increase over the corresponding months of last year; while on the other hand the income of the last three months of the fiscal year shows a marked decrease. In making the comparison it must be remembered that during January and February, 1865, the "passport" system was in force and nearly the entire travel following the chain of Lakes was thrown upon this line. This season there has been no interruption to the successful working of the north shore line; the usual proportion of travel having passed through Canada. The general business of the West has been much depressed, and military transportation, which has been a large item during the war, has of course ceased. The foregoing reasons, in addition to the fact that for the most of the winter the price for eastward bound freight has been only about one-half the rate per ton it was last season, will account for the deficiency in the income of December, January and February. The indications thus far, however, do not show that this falling off is likely to prevail hereafter, as the earnings, so far as we have advanced in the new fiscal year, since March 1st, show a gain over the corresponding period of last year.

* See Table of Monthly Earnings p. 401.

The supplies on hand were this year inventoried at greatly reduced values from the inventory of last year, which was made at the then prevailing war prices. The consequent reduction of $123,348 11 in the assets is more apparent than real, and had the supplies on hand been inventoried at rates as high as last year's, the table of "Available Assets," amounting to $747,284 94, would have been larger than it is by nearly the amount of the apparent reduction, and our available means would have appeared larger by a like amount.

At the beginning of the fiscal year just closed, the company was contesting several suits brought by holders of the guaranteed stock for back dividends, claimed from the date of issuing the stock to the time when we began the payment of dividends thereon.

The proposition made for a settlement with guaranteed stockholders, as set forth in our last annual report, was not acted upon in consequence of the company being restrained therefrom, as was therein stated, by an order of the court. When, after argument and several months delay, a decision of the court was had dissolving the injunction, the guaranteed stockholders who had previously assented to the terms of the proposition, refused to accept of the same. New terms were made and during the year the company settled with some of these parties, paying them as a compromise a portion of their claim (40 per cent. in lieu of the amount claimed) in common stock. The same terms were then offered to all the holders of the guaranteed stock and to March 1st have been accepted by them to the extent of 17,065 shares.* The guaranteed stock so settled was termed *assented* stock. The direction then offered to all holders of the assented guaranteed stock the opportunity of converting their stock into common stock, the company paying prior to Feb. 1, 1866, 35 per cent. in cash, and since 1st February 30 per cent.,† as premium to the guaranteed stockholder for making the conversion. This offer has to March 1st been accepted to the extent of 10,939 shares,‡ the parties whose suits for back dividends had been settled being among those who accepted the conversion. These settlements and conversions increased the issue of common stock by 17,682 shares, and diminished the guaranteed stock by 10,939 shares which were cancelled.

Another large claim against the company of many years standing was that of the holders of $200,000 of the bonds of the Cincinnati, Peru and Chicago Railroad Company on a guarantee of the same by this company. In settlement of this claim this company offered as a compromise to the holders of the C. P. & C. bonds, ten shares of our common stock for the extinguishment of each $1,000 bond of the guarantee. These terms have to date been accepted by the holders of 77 of the bonds and the guarantee cancelled accordingly by an issue of 770 shares of the common stock.

The settlements so far as made of the vexed questions of back dividends on the guaranteed stock and the guarantee of the Cincinnati, Peru and Chicago Railroad bonds, have to that extent released the company from the last of the heavy burdens imposed upon the road in its infancy and the prospects for the common stock as an income yielding property are no longer impaired thereby. Whatever claims may now remain unsettled are comparatively trifling in amount and therefore need be no subject for apprehension, as they cannot divert any considerable amount of earnings from the channel of dividends.

A liability involving a ten per cent. perpetual charge upon nearly three millions of dollars, which required annually to be satisfied before the common stockholders could enjoy a dividend, was deemed so onerous a burden as to justify the management in the measure taken to extinguish or reduce, as far as possible, that liability.

The money received from net earnings and ex-

* 475 Shares have been assented since March 1.

† Later, since March 1st the rate of premium paid has been reduced to 25 per cent.

‡ 200 Shares more have been converted since 1st March.

pended in additional equipment and depot accommodations required by the increased business of the road, that invested in the Union Stock Yards at Chicago, and that expended in purchasing and cancelling guaranteed stock and effecting conversions of the same into common stock, in the aggregate amount to a fund sufficiently large for a liberal dividend on the common stock, as may be seen by reference to the tabular statement entitled "Disposition of Resources."

The company holds unsold over $800,000 of its bonds properly applicable to the expenditures above recited. The negotiation and sale of these bonds will set free, the necessary amount of the earnings money for eight per cent. of dividends on our stock, viz: two semi-annual dividends of four per cent. each to be paid during the present year.

The expenditures above recited being clearly for the benefit of our property in the future and but a small per centage of them enuring to the advantage of the stockholders of the current year, it is manifestly unjust that the entire cost should be borne by them. This is especially the case in view of the fact that the heavy liabilities which formerly threatened the company have been removed, as above stated, and no necessity now exists for husbanding a fund of net earnings for meeting possible contingencies of heavy payments therefor in the future.

As will be seen by reference to our last Annual Report, the sale of these bonds for the purpose of covering the cost of this class of expenditure was then contemplated. It was not intended at the beginning of the year that the stockholders of the current year should bear the burden of the entire cost of the year's permanent improvements, while we had on hand bonds available for that purpose. The depressed condition of the railroad bond market alone prevented the sale of the bonds and the distribution of a like amount of earnings money in dividends.

After the sale of the bonds on hand and the completion of all the settlements in progress, the aggregate liabilities of the company will be less than they were in 1860, with amount of gross and net earnings more than double what they were then, and equipment and permanent improvements added and paid for doubling the productive capacity of the road.

The Commissioners of the sinking fund have added 133 bonds to the fund during the year and now hold 1,017 of the sinking fund bonds, cancelled and withdrawn from issue.

In September last, this company joined an association in connection with the roads from Toledo to New York and Boston, *via* Albany, to establish a line of freight cars to run without change between Chicago and the seaboard. This organization known as the "Red Line," operated under the direct control of a Board composed of the Presidents of the companies in interest, has proved a complete success, and is filling a need long felt by the business community. The cars have been run with great regularity and promptness and being owned by the several roads, the profits arising from the business go directly into their treasuries.

The Union Stock Yards of Chicago, in which an investment of $150,000 has been made by this company, were opened for business January 1st. The enterprise promises to fully meet the expectations of its most sanguine friends, and it is believed that the advantages afforded by it will tend to the concentration of the live stock business at Chicago, making it the great stock market of the West. As an investment for income it is believed that no disposition could have been made of this amount of its means that would have proved more profitable to the company than will this amount invested in the Union Stock Yards.

Preparations have been made to commence in the opening of Spring, the much needed improvements in Chicago. It is intended, in common with the Chicago and Rock Island Railroad Company, to remove the main track from Clark street as far south as Twelfth, the right of way having been obtained; and to build a convenient passenger station. $33,519 55 has been paid during this year for real estate for these purposes and about $30,000 remains to be paid under contracts for which titles have not been perfected. The Board is of the opinion that no stockholder who is familiar with the situation will complain of this outlay. It will probably be also necessary to provide in the coming summer some further freight accommodations in Chicago to meet the requirements of the business.

The attention of the stockholders is called to the Reports of the General Superintendent and Chief Engineer, herewith annexed. It will be observed that a liberal outlay has been made upon the buildings, road and rolling stock; 141½ miles of track have been relaid with new, rerolled, or repaired iron; the bridges, fencing and other works have been well maintained; the sum of $42,366 52 has been expended in the construction of new buildings, and the value of the locomotives and cars has been fully maintained.

Both safety and economy requires that a large outlay should be made for iron during the coming year, to replace that which is becoming unfit for use. We find in common with other roads, that the quality of much which has been laid down in the last few years proves very unsatisfactory.

The rolling stock has been increased by the addition of four locomotives, and the car equipment of the road has been greatly increased in value by the substitution of new for old and worn out cars.

In addition to the four engines added to the equipment during the past year, three engines have been contracted for to be delivered early in the present year.

Present indications induce the belief that the business of the road in the future will be large and profitable to its stockholders.

The assets and floating liabilities of the company March 1, 1866, were as follows:

Assets.

Cash in New York		$17,836 58
" Toledo		17,794 00
Uncollected earnings		140,055 58
Freight over charges due		18,219 29
Bills receivable at Toledo		2,591 24
Individual accounts Toledo		3,762 91
Supplies on hand		547,024 74
		$747,284 34

Floating Liabilities.

Bills payable in New York	$310,000 00
" Toledo	25,000 00
Unclaimed dividends	26,868 49
February expenses & other payments	302,197 33
	$663,970 82

The apportionment of freight and passenger earnings of main line and branches for the year 1865–'66, was as follows:

	Passenger.	Freight.
Main Line	$1,468,027 40	$1,841,279 15
Air Line	172,532 35	288,444 09
Detroit, Monroe and Toledo	212,934 10	181,687 18
Jackson Branch	53,054 75	47,913 69
Monroe and Adrian	43,144 10	51,608 56
Military transportat'n	71,554 17	.....
Storage account	.....	44,470 01
	$2,021,246 87	$2,455,402 68

The total number of passengers carried eastward, was 437,724; do., westward, 477,751—total, 915,475, of which 142,699 were through, and 772,776 way. Of the through passengers, 103,618 were 1st class; 23,677 2d class, and 15,404 3d class, yielding $879,907 49. Of the way passengers, 770,289 were 1st class; 1,414 2d class, and 1,073 3d class, yielding $1,089,785 21. The number of miles traveled by through passengers was 35,105,489; by way passengers, 34,372,898—total, 69,478,387; an increase as compared with the previous year of 84,110 passengers, and of mileage 8,005,843.

The number of tons of through freight movpe eastward, was 137,636; do., westward, 73,508—total, 211,144, yielding $1,069,954 22. Way freight moved eastward, 237,862; do., westward, 120,334, —total, 358,196, yielding $1,385,448 46. Total tons through and way eastward, 375,498, yielding $1,489,726 69; do., westward, 193,842, yielding $921,205 98—the total tonnage being 569,340, against 527,501 the previous year, and the revenue therefrom, as above, exclusive of storage, $2,410,932 67; a gain, as compared with the previous year, of $204,520 63, or 9.27 per cent. Total mileage of freight, 83,044,900, viz: eastward, 55,163,402; westward, 27,881,498.

The equipment of the road consists of 98 locomotives; 60 1st class, and 10 2d class passenger cars, 2 sleeping, 22 baggage, 2 paymaster, 4 military, 19 drovers, 4 emigrant, 25 caboose, 185 stock, 857 box, 290 platform, and 2 wrecking cars.

Number of miles run by passenger trains, 838,778; by freight trains, 1,131,562; by wood and gravel trains, 211,275—total, 2,181,615, a decrease from the previous year of 5,509. Cost of repairs per mile run 10.80 cent.

Condensed Balance Sheet.

Railroad		$13,619,184 89
Equipment		1,644,258 90
Detroit, Monroe & Toledo Railroad		1,291,968 18
Detroit, Monroe & Toledo Railroad stock (at par)		409,500 00
Real estate	$5,000 00	
Union Stock Yards—Chicago	150,000 00	
Supplies on hand	547,024 74	
Cash on hand	35,630 58	
Uncollected earnings	140,055 58	
Claim against A. L. & T. R. R.	3,000 00	
Other accounts	24,573 44	
	$905,284 34	
Less floating liabilities.	663,970 82	
		241,313 52
Profit and loss		1,802,449 56
		$19,008,675 00
Capital stock—common		$9,381,800 00
" guaranteed		1,089,700 00
		$10,471,500 00
Funded debt, $8,537,175, viz:		
Sinking fund, first general mortgage bonds	$5,872,000	
Less held by sink'g fund.	1,017,000	
		4,855,000 00
Second general mortgage bonds		2,253,500 00
Goshen Line bonds		651,000 00
Detroit, Monroe and Toledo bonds.		734,000 00
Overdue bonds not presented—		
Northern Indiana 1st	$4,000	
Northern Indiana Plain	1,000	
Erie and Kalamazoo	37,000	
		42,000 00
Scrip outstanding		1,675 00
		$19,008,675 00

President.—E. B. Phillips.

Directors.—James H. Banker, Henry Keep, Le Grand Lockwood, Albert Havemeyer, D.N. Barney, John P. Acker, Nelson Beardsley, William Williams, John S. Barry, Philo Morehous, E. B. Phillips and Albert Keep.

Vice President.—A. Havemeyer.

Treasurer.—Henry Keep.

Secretary.—D. P. Barhydt.

Gen'l Superintendent.—Chas. F. Hatch.

Journal of Railroad Law.

LIABILITY OF CARRIERS FOR LOST FREIGHT.—MEASURE OF DAMAGES.

The case of Rowe *vs.* Steamship City of Dublin, &c., decided in the United States District Court, Brooklyn, last week, although relating to common carriers by water, is of equal interest and importance to railroad companies and other carriers. The opinion was by

Bennedict, J.—The proofs introduced by the respective parties lead me to the conclusion that the delay in the delivery of the case of goods must be held to have arisen from the neglect of the carrier. The case, as the bill of lading shows was plainly marked upon its covering when it was shipped, and it was also described by measurement. Cases of this kind, the dock agent of the vessel thinks, are usually marked upon the box as well as upon the covering, but the weight of evidence is that marking the covering is the more usual and a proper method of marking such merchandise. It seems to me that the interests of both merchants and shipowners require greater attention to missing cargo than is here shown. The evidence is that the case could have been found, examined and identified, and delivered within a day or two by prompt attention, and such attention the shipowner was bound to give. Upon this branch of the case my conclusion, therefore is, that there was such neglect on the part of the carrier in regard to this shipment as to make the vessel responsible for any damages caused by the undue delay. This conclusion in no way conflicts with the doctrine laid down by the New York Court of Appeals, in the case relied upon by the respondents, (Wilbert *vs.* New York and Erie Railroad Company—2 Kern, 245). That was a failure to transport within the ordinary time of running a freight train, and the cause of the delay was that the amount of merchandise offering for transportation at the same was beyond the capacity of the road to transport as fast as received. And the Court held that the carrier having provided all the trains that could be safely run upon the road, and having used all possible exertion to forward the merchandise, was not chargeable with neglect. Here the delay did not arise in the course of the transportation—that was duly accomplished—but after the merchandise had arrived at the place of delivery, and when there remained upon the carrier only the obligation to land and deliver, and when ordinary care on the part of the carrier would have insured the successful performance of his contract, the merchandise is sent to public store and allowed to remain there some twenty days before notice of its whereabouts is given to the consignee. No law laid down by the Court of Appeals in the case cited by the respondent would seem to excuse the carrier in a case like the present. There remains the question whether it has been made to appear by the libelant that he has sustained any loss which can be recovered as damages caused by the undue delay. The evidence upon this branch of the case is that the case in question contained braid composed mostly of gold tinsel, designed for the manufacture of ladies' hats, and that it was imported by the libelant to be sold by him at wholesale to the trade; that no change in the value of the article arose until the 5th day of October when, its value was diminished over fifty per cent. by reason of the fact that the season for disposing of the article to the trade then ended. This diminution of value is the loss which the libelant claims to recover. The respondent insists that such a loss if proved is remote and cannot be recovered as a damage caused by the failure of the carrier to deliver promptly, and to sustain this view the opinion of the Supreme Court of the State of New York in the case of Jones *vs.* The New York and Erie Railroad Company (29 Barb. 633) is cited, while in support of his demand the libelant cites the opinion of the Supreme Court of New York in the case of Kent *vs.* Hudson River Railroad (22 Barb. 278.) I do not consider it necessary, however, in the present posture of this case, to pass upon the question which was raised and decided in these two conflicting cases, and which was also passed upon by the learned Judge Betts, in the case of the *Lexington*, where, in a similar action, the District Court of the United States gave a decree for the difference in the market price of some seed which had been stored by a carrier without notice of arrival to the consignee, and so not received until a delay of some days had arisen; from what the Court, in that case, held to be a neglect of the carrier, for the evidence offered here presents a different question. In the cases above referred to the market value of the butter, sheep and seed in controversy there upon the day of arrival was dependent upon many contingencies which do not present themselves in the present case. In these cases the market value proved might have been affected by the arrival or non-arrival of the very parcels in question, the price might have gone up in spite of the delay and so the detention been productive of benefit instead of loss to the freightor. In this case no possible advantage could accrue to the libelant by the delay. The arrival or non-arrival of this merchandise would not prevent the termination of the season and with it the end of that demand of the trade to supply which the article was imported. What the libelant claims here is not a loss of profit, but that he lost the opportunity to dispose of his goods at all in the manner and for the purposes for which they were imported. The only circumstance which caused this loss was the lapse of time, extending beyond the season up to Oct. 5. There was no diminution of value. After that, the article had no exchangeable value in the ordinary course of trade as an article required for the manufacture of ladies' hats, but was only valuable as an article to be held over to the next season or to await the chance of finding an out-of-season customer. The diminution of value was a certain result of such delay in regard to an article like this. And I can discover no element mingled with the delay as a cause of the loss. It arose from the delay, and from nothing else, and was its natural and immediate result. A case very like the present is reported in 99 Eng. Com. Law R. p. 631, (Nelson *vs.* The Lancashire and Yorkshire Railway Company, 9 J. Scott, N. S. 632). Then the action was for undue delay in delivering a quantity of cloth, ordered by a manufacturer of caps, which failed to arrive in time to be made up so as to fill the orders of the season which his travelers had obtained; and the Court, while they disallowed all profit which would have arisen from the sale of the caps had they been made—allowed to the plaintiffs the diminution of exchangeable value of the cloth caused by failure to arrive in time to be made up for the season. The case put by Williams, J. of an order of ribbons intended to be sold at a fashionable watering-place, which should be delayed until the watering season was over, so that the opportunity of their sale is lost, and as their novelty and fashion are gone, they remain on hand materially diminished in value, seems to be on all-fours with the case presented by the libelant. The case before me, therefore, as it now stands, I consider to be free from the objections raised by the respondents, and to disclose a positive loss to this libelant, which can be recovered in an action like the present as the immediate result of the carrier's neglect. The decree must be for the libelant, with an order of reference to ascertain the amount of damage sustained. I do not consider that either party is excluded by the evidence given on the hearing from introducing before the Commissioner any evidence pertinent to the question of damages, and intend now to do nothing more than to declare the rule of damages applicable to the evidence produced before me.

Use of Steel in Railway Construction.

Steel is now being substituted for wrought iron in almost every department of railway construction. The Boston *Commercial Bulletin* says that "very heavy orders have recently been given out, by railway companies, for Bessemer metal in various forms. During the last six months a single firm, Messrs. John Brown & Co., Sheffield, England, have undertaken to supply about 10,000 tons of Bessemer steel rails to various roads, among others to the Pennsylvania, the Erie, New York and New Haven, Philadelphia, Baltimore and Washington, Philadelphia and Reading, Baltimore and Ohio, Lehigh Valley, Chicago and Northwestern, Chicago, Alton and St. Louis, Indianapolis and Cincinnati, Little Miami, Cleveland, Columbus and Cincinnati, Michigan Central, Chicago, Burlington and Quincy, Chicago and Rock Island, New Jersey Railroad and Transportation Company, and Delaware, Lackawanna and Western."

Northern Pacific Railroad.

Quartermaster General Meigs has written a long and able letter showing the advantages to be derived from the speedy construction of the Northern Pacific Railroad, upon which letter Lieut. Gen. Grant has placed the following indorsement:

Headquarters Armies of the United States, April 20, 1866.

The construction of a railroad by the proposed route would be of very great advantage to the Government, pecuniarily, by saving in the cost of transportation to supply troops, whose presence in the country through which it is proposed to pass are made necessary by the great amount of emigration to the gold bearing regions of the Rocky Mountains. In my opinion, too, the United States would receive an additional pecuniary benefit by the construction of this road, by the settlement it would induce along the side of the road, and consequently the less number of troops necessary to secure order and safety. How far these benefits should be compensated by the General Government beyond the grant of land already awarded by Congress I would not pretend to say. I would merely give it as my opinion that the enterprise of constructing the Northern Pacific Railroad is one well worth fostering by the General Government, and that such aid could well be afforded as would insure the early prosecution of the work. U. S. Grant, Lieut. General.

Boston and Lowell Railroad.

The receipts from operations of this road for the years ending September 30, 1863, 1864 and 1865, have been as follows:

	1863.	1864.	1865.
From passengers	$208,291 86	$286,636 30	$355,024 48
" freight	258,082 51	327,482 83	381,971 83
" mails	6,457 68	6,347 76	6,263 42
" expresses	6,217 98	6,989 36	9,345 90
	$479,050 03	$627,456 25	$752,605 63
Expenses:			
Repairs of road	$53,005 75	$65,820 31	$115,567 74
" equipment	43,885 22	85,728 80	84,938 77
" bridges	2,473 95	6,750 49	5,332 58
" houses, gates, etc	5,322 75	11,081 10	32,807 83
" depots	5,371 45	4,344 19	9,256 87
Merchandise expenses	29,933 39	40,307 69	51,345 43
Fuel	44,748 64	63,605 28	85,335 30
Wages	51,487 12	63,499 58	71,750 23
Taxes and insurance	16,804 72	26,292 32	35,706 37
Rents to all other roads	44,273 34	42,707 95	42,798 17
Oil and waste	6,060 00	8,797 40	12,083 20
All other expenses	25,094 11	28,951 06	33,451 19
	$328,410 44	$447,886 17	$580,373 68
Net receipts	$150,639 59	$179,570 08	$172,231 95

The income of this company from all sources during the years named has been as follows:

	1863.	1864.	1865.
Receipts, as above	$479,050 03	$627,456 25	$752,605 63
Rents	1,166 29	1,166 29	1,166 29
Premium on bonds	.....	.....	768 50
Trustees of sinking fund	6,367 32	8,258 71	9,734 82
Reserved fund	1,892 05	.....	.....
	$488,475 69	$636,881 25	$764,875 24
Expenses, as above	$328,410 44	$447,886 17	$580,373 68
Interest	28,003 39	27,148 75	41,072 76
Dividends	132,061 86	113,195 88	105,947 36
Stockholders' local taxes, 1864	.....	.....	16,320 11
Carried to reserved fund	.....	48,650 45	20,561 33
	$488,475 69	$636,881 25	$764,275 24

The Reserved Fund Account at the commencement and close of each year was as follows:

	1863.	1864.	1865.
Balance from previous year	$436,162 40	$434,270 35	$482,920 80
Transportation account	150,639 59	179,570 08	172,231 95
Rents account	1,166 29	1,166 29	1,166 29
Bond account	.....	.....	768 50
Accumulation of sinking fund	6,367 32	8,258 71	9,734 82
	$594,335 60	$623,265 43	$666,822 36
Less dividends and interest	160,065 25	140,344 63	163,340 23
Reserve September 30	$434,270 35	$482,920 80	$503,482 13

The condition of the company at the close of each financial year was as follows:

Assets:	1863.	1864.	1865.
Cost of road	$2,235,954 54	$2,235,954 54	$2,446,494 54
Cost of equipment	192,683 25	192,638 25	192,638 25
Notes receivable	2,096 85	2,096 85	154 38
Trustees of sinking fund	161,088 29	187,647 00	215,681 82
East Cambridge Flats	6,796 33	6,796 33	6,796 33
Fuel, materials, etc., on hand	98,344 95	112,530 24	135,161 13
Cash	12,980 19	27,583 19	28,673 59
	$2,709,899 40	$2,765,246 40	$3,020,600 04
Liabilities:			
Capital stock	$1,830,000 00	$1,830,000 00	$1,830,000 00
Bonds due in 1873	440,000 00	440,000 00	440,000 00
" " 1879	.....	.....	200,000 00
Unclaimed dividends	3,427 00	3,188 10	9,930 41
Notes payable	.....	.....	35,000 00
Balances of accounts	2,202 05	9,187 50	2,187 50
Reserve account	434,270 35	482,920 80	503,482 13
	$2,709,899 40	$2,765,246 40	$3,020,600 94

President.—F. B. Crowninshield.

Directors.—F. B. Crowninshield, George W. Lyman, J. G. Abbott and Wm. Minot, Jr.

Treasurer.—J. Thos. Stevenson. *Superintendent.*—J. B. Winslow.

Maine Central Railroad.

The earnings and expenses of this road for the years ending May 31, 1864 and 1865, have been as follows:

Earnings:	1863.	1864.	1865.
From passengers	$178,847 36	$232 498 89	$298.902 35
" freight	125,614 81	150,610 66	170,375 88
" express, mails, etc	18,569 78	18,914 71	20,316 79
	$323,031 95	$402,024 26	$489,595 02
Expenses, viz:			
Repairs of track	$48,000 64	$81,138 88	$94,431 48
" equipment	27,609 42	33,842 33	54,824 26
" buildings, etc	6,397 54	21,908 72	20,658 65
Train expenses	13,317 78	17,153 64	21,405 10
Station "	15,057 26	16,878 57	20,790 22
Fuel	18,801 95	16,258 66	25,595 48
Oil and waste	3,597 21	3.511 23	6,043 34
All other expenses	9,452 26	20,605 60	24,645 40
	$149,003 46	$211.297 63	$270,393 93
Net earnings	$174,028 49	$190,726 63	$219,201 09
Miles run	186,240	176,266	171,568
No. of passengers carried	107,552	152,989	173,442
Tons of freight transported	62,155	75,951	73,197

The equipment of the road consist of 13 locomotives; 15 passenger, 5 baggage, 2 saloon, 97 covered freight, 88 platform, 33 cattle and 1 derrick car; 5 snow plows and 2 snow track clearers.

The standing of the company is shown by the accompanying General Account. Of the Million Loan Bonds, A. & K. R. R. Co., $14,900 are outstanding, and are to be taken at par in exchange for other bonds. The bonds of $350,000 loan are over due, and are to be paid in cash, or by exchange for other bonds. The stock bonds are convertible into stock at maturity. All of the $500,000 loan have become due except $68,200 which will mature previous to Jan. 1, 1866; $304,800 have been converted into stock. All of the $360,000 loan have become due, and $83,600 have been converted into stock; of this loan only $210,000 were issued. The $1,100,000 loan bonds were issued from Aug., 1860, to Sept., 1861, on thirty years, and are to be paid in cash. The 1st and 2d mort. bonds, P. & K. R. R. Co., are cash bonds. The 3d mort. bonds, of which $800 are outstanding, are to be paid, 40 per ct. in bonds, and 60 per ct. in stock of this company, when presented at the office. The $400,000 loan bonds of this company, of which $314,100 have been sold, were issued from Dec. 1, 1862, to May 1, 1863, on eight years, and are cash bonds. The stock coupons are to be paid in stock, and the interest scrip in bonds of this company.

General Account.

	1863.	1864.	1865.
Capital stock	$1,050,860 02	$1,246,360 02	$1,447,060 02
Million dollar loan	61,800 00	23,800 00	14,900 00
Bonds, $350,000 loan	25,557 00	21,500 00	8,500 00
" $1,100,000 "	1,050,400 00	1,089,700 00	1,092,900 00
" $400,000 "	171,500 00	295,000 00	314,100 00
Stock bonds, $500,000 loan.	710,000 00	521,000 00	195,200 00
" $360,000 "			126,400 00
1st mort. for city of Bangor b'ds	726,500 00	704,500 00	681,000 00
2d do., P. & K. R. R. Co	300,000 00	300,000 00	300,000 00
3d do., do., do.,	5,800 00	1,800 00	800 00
Interest scrip	10,674 41	3,762 79	1,809 39
Stock coupons	6,260 00	5,960 00	5,240 00
Bills payable and accounts	139,952 35	112,245 73	113,548 20
	$4,259,303 78	$4,325,628 54	$4,301,457 61
Construction, including lands of Pier Co. and city lot at Bangor	$4,211,877 88	$4,212,200 88	$4,212,200 88
Stock in P. & K. R. R. Co	21,924 79	21,924 79	21,924 79
Bills receivable and accounts	10,350 07	18,709 07	22,377 82
Profit and loss	.....	30,220 15	32,166 40
Cash	15,151 04	42,573 65	12,787 72
	$4,259,303 78	$4,325,628 54	$4,301,457 61

The following is a statement of the assets and liabilities of the company:

Liabilities:	1863.	1864.	1865.
Bills payable and accounts	$139,952 35	$112,245 73	$113,548 20
Interest scrip	10,674 41	3,762 79	.....
Overdue bonds $350,000 loan	25,557 00	21,500 00	.....
Int. due on b'ds & cou. outstanding	5,000 00	5,000 00	4,700 00
	$181,183 76	$142,508 52	$118,248 20
Assets:			
Bills receivable and accounts	$10,350 07	$18,709 07	$22,377 82
Cash	15,151 04	42,573 65	12,787 72
Wood on hand	26,600 99	23,920 03	36,273 79
Materials for repairs	13,302 37	22,517 36	38,456 46
	$65,404 47	$107,720 11	$109,895 79

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ....Ca.	200,000	$5	----	10c
Acton Vale....Ca.	80,000	5	----	5c
Adventure....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	----
Algomah.... "	20,000	----	2	----
Alliance....Ca.	200,000	2½	----	----
Allouez....L. S.	20,000	----	1	1½
American....Ca.	200,000	2½	----	5½
Amygdaloid....L. S.	20,000	----	----	25
Annapolis....Md.	50,000	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot....Ca.	20,000	20	----	----
Astor....L. S.	20,000	----	1	6½
Atlas.... "	20,000	----	1	2½
Aztec.... "	20,000	----	1	3
Balt. and N. C....N. C.	2.,000	5	----	25c
Bare Hill.... "	----	----	----	95c
Bay State....L. S.	20,000	----	3½	10½
Beaver.... "	20,000	----	1	----
Bedford....Ca.	125,000	5	----	50c
Black River.... "	200,000	2½	----	10c
Bohemian....L. S.	20,000	----	7½	12
Bolton....Ca.	200,000	5	----	1
Boston....L. S.	20,000	----	5*	1
B. and Corinth....Vt.	20,000	10	----	----
Brooklyn....L. S.	20,000	----	2	2
Brome....Ca.	100,000	5	----	----
Cabot....L. S.	20,000	----	----	----
Caledonia.... "	20,000	----	----	6
Cambridge.... "	20,000	----	----	15c
Canada....Vt.	100,000	4	90c	75c
Carp Lake....L. S.	20,000	----	----	1½
Cascade.... "	20,000	----	----	----
Central.... "	20,000	----	----	41
Champlain....Ca.	200,000	1½	----	15c
Chatham.... "	200,000	2	----	----
Chaudiere.... "	100,000	1	----	50c
Chester.... "	200,000	1	----	12c
Cheticamp....	30,000	5	----	1½
Chippewa....L. S.	20,000	----	----	----
Cleveland....Ca	100,000	5	----	----
Cliff....L.	20,000	----	----	----
Clifton.... "	20,000	----	----	1
Collin.... "	20,000	----	----	----
Columbian.... "	20,000	----	----	10½
Consolidated.... "	20,000	----	----	5c.
Copper Falls.... "	20,000	----	----	44
Copper Harbor.... "	20,000	----	24½	----
Copper Hill.... "	200,000	1	----	15½
Copperas Hill.... "	50,000	10	----	----
Cornwall....Vt.	100,000	2	----	25c
Dacotah....L. S	20,000	----	----	5
Dana.... "	20,000	----	3½	1½
Deep River....N. C.	----	5	----	15c
Delaware....L. S.	20,000	----	----	10
Derby.... "	20,000	----	----	1½
Devon.... "	20,000	----	1	4½
Dorchester.... "	20,000	----	6	7
Douglas.... "	20,000	----	----	----
Dover....Ca.	200,000	----	1	3½
Dudley....L. S.	20,000	----	----	75c
Dunham....Ca.	200,000	2	----	25c
Durham.... "	200,000	5	----	25c
Eagle River....L. S.	20,000	----	3½	1½
El Dorado (Silver) "	20,000	----	----	----
Escot....Ca.	25,000	20	----	4
Essex....	200,000	----	----	20c
Etna....L. S.	20,000	----	----	4½
Eureka.... "	20,000	----	----	----
Everett.... "	20,000	----	----	5*
Evergreen Bluff.. "	20,000	----	----	12
Flint Steel.... "	20,000	----	----	13
Forest City.... "	20,000	----	3	1
Forest Shepherd.. "	20,000	----	6	11c
Franklin....L. S.	40,000	25	6½	42
French Creek.... Pa.	100,000	5	----	50c
Gardner City....L. S.	20,000	----	----	----
Gardner Hill.... "	20,000	----	5	80c
Girard.... "	20,000	----	----	6
Glade.... "	20,000	----	1	----
Glencoe....Ca.	200,000	1	----	----
Globe....L. S.	20,000	----	1	----
Grand Portage.... "	20,000	----	1	40
Grand Trunk....Ca.	100,000	5	----	60c
Great Western....L. S.	20,000	----	2	75c
Green Mountain....Vt.	20,000	10	----	4½
Guilford....L. S.	20,000	----	5	40c.
Hamilton.... "	20,000	----	----	1
Hancock.... "	20,000	----	6½	20
Hanover.... "	20,000	----	----	1
Hartford.... "	20,000	25	12½	----
Hazzard.... "	20,000	----	----	----
Highland.... "	20,000	----	7	3½
Hilton.... "	20,000	----	----	1½
Hope.... "	20,000	----	----	1½
Hudson.... "	20,000	----	2	2
Hulbert.... "	20,000	----	----	3½
Humboldt.... "	20,000	----	2	7
Hungarian.... "	20,000	----	1	62½
Huron....	20,000	----	16	45
Indiana....	20,000	----	----	6
Inverness....	200,000	2½	----	----
Isle Haute....	40,000	----	----	----
Isle Royale....L. S.	20 000	5	16	12

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson....L. S.	20,000	----	----	----
Keweenaw.... "	20,000	----	----	4
Kickapoo.... "	20,000	----	1	----
King Phillip.... "	20,000	----	2	----
Knowlton.... "	20,000	----	1	6
Lafayette....Ca.	200,000	1	----	1½
Lake.... "	200,000	1	----	14c
Lawrence....L. S.	20,000	----	----	----
Lennoxville....Ca.	100,000	5	----	50c
Logan.... "	100,000	3	----	2½
Lyster.... "	200,000	2	----	----
Madison....L. S.	20,000	----	1	2
Malden.... "	20,000	----	1	----
Mandan.... "	20,000	----	2½	45c
Manhattan.... "	20,000	----	2½	1
Marquette.... "	20,000	----	----	¾
Maryland....Md.	----	5	----	15c
Mass....L. S.	20,000	----	----	----
Massachusetts.... "	20,000	----	----	----
Mendota.... "	20,000	----	----	4
Merrimac.... "	20,000	----	----	4
Meteor.... "	20,000	----	----	----
Mesnard.... "	20,000	----	5½	1½
Michigan.... "	20,000	----	----	----
Middlesex.... "	20,000	----	----	----
Mineral Hill....	----	----	----	70c
Minnesota....L. S.	20,000	----	3½	15
Missisquoi....Ca.	150,000	2	----	1½
Montezuma....N. Mex.	300,000	5	----	----
Morrison....L. S.	20,000	----	----	----
Nashua.... "	20,000	----	----	----
National.... "	20,000	----	5½	19
Native.... "	20,000	----	3	1c
Naumkeag.... "	20,000	----	1	2
Nelson....Ca.	200,000	1	----	10c
Nequaket....L. S.	20,000	----	1	2
Nevada (Silver).. "	20,000	----	----	----
New England.... "	20,000	----	2	50c
Newton....Ca.	200,000	1	----	8c
New York....L. S.	20,000	----	----	----
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff....L. S.	20,000	----	4	1½
North Silver Lake "	20,000	----	----	----
North State.... "	20,000	----	3	10c
North Sutton....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	32
Norwich.... "	20,000	----	----	4
Ogima.... "	20,000	----	----	5½
Ontonagon.... "	20,000	----	----	2
Ottawa....Ca.	200,000	1	----	23c
Pacific....L. S.	20,000	----	----	----
Pennsylvania.... "	20,000	25	2½	14½
Petherick.... "	20,000	----	2½	4½
Pewabic.... "	20,000	----	3½	34½
Phila. & Boston.. "	20,000	----	15	2
Phœnix.... "	20,000	----	----	14
Pittsburg & Boston "	20,000	----	5½	46
Pontiac.... "	20,000	----	3½	1½
Prince of Wales....Ca.	200,000	----	----	----
Providence....L. S.	20,000	----	----	¼
Quincy.... "	20,000	----	10	46½
Reid Hill....Ca.	200,000	1	----	----
Reliance....L. S.	20,000	----	----	7½
Richford....	60,000	5	----	----
Ridge....L. S.	20,000	----	----	----
Rockland.... "	20,000	----	5	3½
Roscoe....Ca	200,000	1	----	20c
Rudisell....	----	----	----	50c
St. Clair....L. S.	20,000	----	3	1½
St. Flavien....Ca.	100,000	5	----	----
St. Francis.... "	100,000	5	----	----
St. Mary's (L. & M.)L. S.	20,000	----	8½	50c
Salem.... "	20,000	----	1	----
Sharon Consol.... "	20,000	----	----	3
Sheldon.... "	20,000	----	----	16
Silver Creek.... "	20,000	----	1	----
Silver Hill.... "	20,000	----	----	30c
Silver Lake.... "	20,000	----	----	----
Silver Valley.... "	20,000	----	----	10c
Southampton....Ca.	100,000	5	----	----
South Bedford.... "	200,000	2	----	20c
South Side....L. S.	20,000	----	3	2½
Springfield....Md.	----	5	----	15c
Stadecona....Ca.	100,000	5	----	----
Star....L. S.	20,000	----	7½	1½
Stark....Vt.	100,000	2	----	----
Strafford....	80,000	10	----	50c
Superior....L. S.	20,000	----	4	3
Sussex....	20,000	----	----	----
Sutton....Ca.	100,000	5	----	55c
Toltec....L. S.	20,000	----	20	1½
Tremont....	20,000	----	5*	1½
Union (L. & M.).. "	20,000	----	----	----
Vernon.... "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan.... "	20,000	----	----	----
Washington.... "	20,000	----	----	----
Waterloo....Ca.	100,000	3	4*	15c
Waukegan....L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	2½	2½
Wickham....Ca.	200,000	5	----	20c
Wickopee.... "	100,000	5	----	5½
Winthrop....L. S.	20,000	----	3½	1
Wyandotte.... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake....N. Y.	50,000	50	----	¼
East River....	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood....	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts....	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	----	----	----	2
Tyson....	20,000	10	----	3
Lead and Zinc:				
Amenia....N. Y.	100,000	5	----	8½
Bucks County....Pa.	----	----	----	¼
Canada....Ca.	50,000	5	----	2½
Clute....	----	----	----	¼
Crystal Lake....	----	----	----	----
Erie....	----	----	----	21
Gay's River....	100,000	2	----	----
Hampton....	100,000	5	----	----
Keystone....Pa.	----	----	----	1
Lancaster.... "	----	----	----	----
Macomb....N. Y.	100,000	5	----	45c
Mineral Point....	100,000	5	----	¼
Mount Hope....N. Y.	80,000	5	2½	----
National....	200,000	1	----	----
New Jersey....N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie....Ca.	100,000	5	----	1
Placentia Bay....N. F.	----	----	----	¼
Ramsay....Ca.	20,000	25	----	----
Rossie.... "	100,000	5	----	----
Shawangunk....N. Y.	100,000	5	----	----
Sussex....N. J.	----	----	----	40c
Union....	100,000	5	----	57c.
Wallkill....N. Y.	----	----	----	25c
Coal & Anthracite:				
American....Pa.	37,500	25	----	62
Ashburton.... "	50,000	50	----	14
Atlantic & G. C ...Md.	----	----	----	100c
Baltimore.... "	----	100	----	2
Bear Valley....	40,000	12½	----	14
Beaver Meadow....Pa.	100,000	50	----	----
Belmont.... "	10,000	50	----	4
Big Mountain....Pa.	----	----	----	5½
Blackhall....N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport....Pa.	30,000	10	----	----
Broad Mountain.... "	30,000	10	----	----
Butler.... "	----	----	----	15
Cape Briton....N. S.	200,000	2½	----	----
Carbondale....Pa.	----	----	----	3
Central.... "	----	----	----	43½
Clinton.... "	----	----	----	1
Coal Brook.... "	4,000	50	----	----
Continental.... "	10,000	50	----	78½
Cumberland (pref.)Md.	50,000	100	----	45½
Daniel Webster....	5,000	100	----	----
East Mahanoy....Pa.	----	----	----	----
Everhart....	50,000	25	----	----
Franklin....Pa.	5,000	100	----	9
Fulton.... "	60,000	5	----	6½
Gilbertson....	5,000	100	----	42
George's Creek....Pa.	10,000	----	----	100
Grand Tunnel....	4,000	100	----	50
Green Mountain....Pa.	----	----	----	4½
Hampton & Balt...Md.	----	----	----	91
Hazleton....Pa.	32,300	50	----	55
Henry Clay....	3,000	100	----	----
International....N. S.	20,000	50	----	----
Lawrence....Pa.	2,000	100	----	6½
Locust Mountain.. "	----	----	----	45½
Lorberry.... "	4,000	100	----	13
Macan.... "	2,000	100	----	----
Mahanoy.... "	1,000	20	----	6½
Metropolitan.... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	7½
Milford....	2,500	50	----	----
Mill Creek....Pa.	----	----	----	----
Mulgrave....	2,000	----	----	----
Narragansett....R. I.	8,000	10	----	----
New Creek....Pa.	----	----	----	¼
North. & Luzerne.. "	----	----	----	----
Penn.... "	100,000	50	----	135
Penn. Cannel....	6,000	50	----	----
Picton.... "	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood....	4,000	100	----	49½
Potomac....Md.	40,000	10	----	5½
Powell....Pa.	----	----	----	----
Preston.... "	----	----	----	15
Princess Alex....N. S.	5,000	100	----	----
Ridgeway....	----	----	----	----
St. Clair....Pa.	5,000	100	----	9½
Schuylkill Valley.. "	20,000	10	----	12
Shawmut....	6,000	50	----	----
Short Mountain....Pa.	16,000	50	----	19½
Stafford....	----	----	----	----
Suffolk....	4,000	100	----	93
Sugar Loaf....Pa.	----	----	----	----
Summit.... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua.... "	----	----	----	----
Vandermark....	20,000	50	----	----
Wyoming Valley...Pa.	23,760	50	----	44

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.)....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	3	----	----
Albion (G.).... "	100,000	3	----	----
Alpine (G.)....Col.	150,000	10	----	----
Alps (G.).... "	100,000	5	----	----
American.... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer....A. T.	----	----	----	----
Arizona (Silver).. "	----	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	----
At. & Pac. (G. & S.)Nev.	50,000	10	----	----
Bay State (G.)....Col.	200,000	5	----	----
Beacon (G.)....N. S.	200,000	2	----	----
Benton (G.)....Col.	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.).... "	10,000	50	----	----
Briggs (G.).... "	10,000	100	----	----
Bullion (G.).... "	200,000	25	----	----
Burroughs (G.).. "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	----
Central (G.)....Col.	50,000	20	----	----
Chaudiere (G.)....Ca.	100,000	5	----	----
Chebucto....N. S.	100,000	5	----	----
Colonial (G.)....Ca.	100,000	2½	----	----
Colorado (G.)....Col.	50,000	10	----	----
Consol. Greg'y (G.)Col.	50,000	100	----	----
Copalinshe (G.).... "	200,000	20	----	----
Corisannie (G.).... "	100,000	10	----	----
Corydon (G.).... "	100,000	25	----	----
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12½	----
Dorset (G.).... "	170,000	5	----	----
El Dorado (G.)...Nev.	100,000	5	----	----
Empire (S.).... "	----	----	----	----
Empress (S.).... "	----	----	----	----
Eureka (G.)....Cal.	----	----	----	----
Excelsior (G.)....Col.	30,000	10	----	----
Frankfort (G.)....	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	----
Gilpin (G.)....Col.	100,000	5	----	----
Gold.... "	100,000	5	----	----
Gold Field....	50,000	10	----	----
Gold Hill....	50,000	10	----	----
Gold River....	100,000	3	----	----
Gould & Curry (G. & S.)N.	----	----	----	----
Gunnell (G.)....Col.	300 000	10	----	----
Halifax (G.)....N. S.	200,000	2	----	----
Holman (G.)....Col.	150,000	2	----	----
Hope (G.).... "	80,000	25	10	----
Isaac's Harbor (G.)N. S.	100,000	5	----	----
Isabella (G.)....Col.	----	----	----	----
Kennebec (G.)....Ca.	100,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.)....Col.	----	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex.	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.)....Cal.	100,000	100	----	12½
Massachusetts (G.)..Ca.	500,000	5	----	----
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.)....N. S.	50,000	10	----	----
Montana (G.)....Col.	100,000	5	¼	----
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.)....Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	----
New Gregory (G.) "	50,000	10	----	----
New York (S.).... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	----
Nova Scotia (S.).. "	100,000	2	----	----
Oldham (G.)....... "	100,000	2	----	----
Otate (S.).... Mex.	----	----	----	----
Palma (S.).... "	----	----	----	----
Peck (G.)....N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	----	----	----	----
Picacho (S.)....A. T.	50,000	50	----	----
Pontiac (G.)....Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	----
Quartz Hill (G.)...Col	40,000	25	----	5½
Quicksilver....Cal.	100,000	100	----	53
Renfrew (G.)....Ca.	120,000	2½	----	----
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	----
Sacramento (S.)...Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	----	----	----	----
Santa Rita....Ariz. T.	----	----	----	----
Scottie (S.)....Ariz. T.	----	----	----	----
Sherbrooke (G.). N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.)....Nev.	----	----	----	----
Sonora (S.)....Ariz. T.	----	----	----	----
Southam (G.)....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100,000	5	----	----
Star (G.)....Col.	100,000	25	----	----
Stewart (G.)....Ca.	100,000	5	4	----
Smith & Parm. (G.)Col	125,000	20	20	----
Tascher (G.).... "	50,000	10	----	----
Victoria (G.).... "	100,000	2	----	----
Waverly (G.).... "	50,000	10	----	----
Windsor (G.)....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	.....	27
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	.....	43½
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	.....	91
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	.....	.....	.....	.....	.....
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	.....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	.....	.....
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	.....	60
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807		—	.....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	25	.....
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	.....	46
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	.....	40
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	.....	.....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	.....	.....
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	.....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454		—	.....	.....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	.....	.....
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	.....	.....
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	.....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	.....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	.....	.....
30 Nov. '64	11.60	—	59	8	..	Worcester	96,657	75,800	—	53,668	25,453	—	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	.....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	.....	.....	—	.....	.....
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,985	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	.....	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	.....	.....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	581,784	366,000	200,000	19,144	82,049	4,162	—	.....	.....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	.....	.....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	.....	.....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & B'k'w'y	90,000	50,000	25,000	15,000	—	—	—	.....	.....
30 Sep. '64	—	—	—	—	—	Buffalo Street	.....	.....	—	—	.....	.....	—	.....	.....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	.....	.....	—	.....	.....
30 Sep. '64	—	.....	—	—	—	Central City (Syracuse)	.....	.....	—	—	.....	.....	—	.....	.....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	781,350	550,000	—	327,713	30,493	—	100	.....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	.....	.....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	.....
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,208	12	.....	.....
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,208	—	.....	.....
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	.....	.....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	.....	.....	—	—	.....	.....	—	.....	.....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'n & Ford'm	158,749	72,000	88,000	—	34,660	897	—	100	.....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	—	—	.....	.....	—	.....	.....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	—	—	.....	.....	—	.....	.....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	.....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	—	—	.....	.....	—	.....	.....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	.....	.....	—	.....	.....
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	.....	.....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	—	—	.....	.....	—	.....	.....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	.....	—	leased.	—	—	.....	.....
30 Sep. '64	6.50	0.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	.....	.....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	.....	.....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	.....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	—	—	.....	.....	—	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	.....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	.....	.....
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	51
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	.....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	.....
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	.....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	52
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	25
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	.....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	424
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'burg & E. L.)	.....	.....	—	—	.....	.....	—	.....	.....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	.....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	.....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	.....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	35,781	6,494	5	20	.....
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	12½
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	71
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	12
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'nF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	35
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	51½
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	.....	.....	—	—	143,038	38,435	5	50	19½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	36
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	356,106	249,100	100,000	10,000	309,261	61,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	.....
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' (Pittsburg)					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	.....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	.....
Malden & Melrose bonds	51,762	—	.....	.....	.....
Real Estate	4,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	180,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
Utica City:					
1st Mortgage	65,500	?	.....	.....	.....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, April 1, 1866.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	119
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	114
" " " ..... coupon		6	" "	1868	116
Texas Indemnity, of Sep. 9, 1850 ..... coupon	562,900	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	95½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,284,650	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,000	6	May & Nov.	1882	100½
" " " (5-20s) ..... coupon		6	" "	1882	105½
Loan of March 3, 1865 (5-20s)	65,175,500	6	May & Nov.	1885	105½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	2,372,006	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	171,219,100	5	Mar. & Sept.	1904	96
" " " ..... coupon		5	" "	1904	95½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	101½
" " " ..... coupon		6	" "	1884	105½
Treasury Notes of July 17, 1861 ..... coupon	167,350	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 1st series	817,014,000	7.3	Feb. & Aug.	1867	101
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	101½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	101½
Debt Certificates	62,258,000	6	At maturity.	.....	100½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	.....	----
Three Year's Compound Interest notes of '64	172,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	422,749,252				
Fractional currency	28,005,452				
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	107
" — " 1880 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	95
" — " " " ..... "	1,000,000	6	" "	1882	92½
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	100
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " " bonds ..... "	1,322,085	6	" "	1877	98
" —interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	----
" — " " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" " " ..... "	2,058,173	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	84
" — " " special stock "	1,216,737	5	" "	.....	----
— " Deferred stock ..... "	1,243,000	5	" "	.....	----
— " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan, & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'96-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	94
" — " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	.....	d'm'd.	97
— " (R. R. etc.) ... "	3,902,000	6	.....	'67-'99	----
" — " " (banks) ... "	5,398,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	95
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	92½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
— " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,660	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
— " " (") ..... "	3,000,000	6		1870	100
— " " (") ..... "	35,000	6		1885	----
— " " (") ..... "	603,333	6		'89-'90	100
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" " ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1893	----
— " " (East'n R.R.) "	500,000	5	Jan. & July.	'65-'71	----
— " " (N. & W. R.R.)	400,000	6	" "	1870	----
— " " (Cons. St'k sc.)	150,000	6	" "	1870	----
— " " (Buildings sc.)	200,000	6	June & Dec.	'68-'77	----
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94 000	5	Jan. & July.	1874	----
— scrip	200 000	6	" "	'64-'66	----
—	247 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	94
" —Back Bay Loan ..... "	168,000	5	" "	1880	96½
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	96
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	97
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	74½
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	75
" — " " S.W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	76
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	93½
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	96,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" " " " (" ") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	348,107	5	" "	pleas.	----
" " — " " " " " ...	900,000	5	" "	1875	----
" " — " " " " " ...	442,961	5	May & Nov.	1868	----
" " — " " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ...	1,300,000	6	" "	'68-'78	----
" " — " " " " " ...	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd.	----
" " — " " " " ...	11,050	5½	.....	d'm'd.	----
" " — " " " " " ...	14,230	6	.....	d'm'd.	----
" " — " " " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans ...	287,700	4½	J., A., J., & O	1864	----
" " — " " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " — " " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " " ...	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans ...	6,922,274	5	" "	'63-'74	----
" " — " " " " " ...	15,889,025	6	" "	'64-'76	----
" " — " " " " " ...	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	83½
Ohio—State bonds (foreign debt) ..... coupon	1,268,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,016,000	6	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	93
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095,309	6	" "	1881	96
" — " " (domestic debt)	2,400,000	6	" "	1886	97
" — " " (war loan) ..... coupon	125,680	6	" "	1863	95
" — " " (" ") ..... "	1,500	----	" "	1866	----
" —Irreducible debt (school funds, etc.) ...	279,313	----	" "	1868	----
Oregon—State scrip	2,920,403	6	Yearly.	.....	----
Pennsylvania—State Stock Loans	55,372	----	.....	.....	----
" — " " "	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,096	5	Jan. & July.	due.	86
" — " " "	2,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	84
" —State bonds ..... coupon	4,880,000	5	Feb. & Aug.	1877	87
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	----	.....	.....	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	93½
South Carolina—State bonds (stg) ..... coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	81
" — " " (interl. impr.) "	2,063,606	5	.....	Var.	54
" — " " (railroads) ... "	12,799,000	6	.....	Var.	90
" — " " (capitol) ..... "	605,000	5	.....	1890	57
" — " " (Hermitage) .. "	48,000	6	.....	1890	91
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	98
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	43½
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	69
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
— " " (war) ..... "	200,000	6	Jan. & July.	1867	----
— " " (domestic) ... "	100,000	6	" "	1877	----
— " " (" ") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,783	197,267	214,679	314,521	332,658	408,676	446,014	393,847	371,610	357,356	3,709,970
1865	354,755	283,147	449,815	406,680	460,422	521,174	546,525	738,527	677,625	719,911	761,270	589,762	6,938,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	75,474	136,597	141,174	122,457	104,254	80,206	1,098,464
1862	73,169	93,591	110,925	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,157	157,948	170,044	170,810	156,369	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	266,030	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,450	322,278	355,270	386,985	409,251	401,280	367,816	307,919	236,824	3,840,693
1866	210,171	207,913	304,985	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	139,557	127,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,074	119,047	117,846	146,268	141,[illegible]	138,795	135,395	1,423,489
1863	140,024	130,225	122,512	126,798	144,995	170,967	169,142	160,226	210,729	215,630	196,435	201,134	1,959,167
1864	158,735	175,482	243,150	185,013	193,679	243,173	224,[illegible]	307,854	315,980	324,8[illegible]	336,017	321,037	3,095,470
1865	305,554	240,331	289,403	186,172	227,260	311,189	292,284	288,965	384,230	340,707	261,141	190,272	3,222,692
1866	257,555	174,164	226,251	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	300,000	281,234	256,159	473,786	551,122	435,945	407,638	2,811,734
1864	273,876	317,839	390,355	421,563	466,830	565,145	499,710	519,706	649,695	729,759	716,578	562,400	6,111,506
1865	541,005	482,164	499,296	468,358	585,823	747,942	702,021	767,908	946,507	921,886	749,191	546,6[illegible]	7,958,980
1866	523,566	405,034	523,744	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,655	20,895	26,702	26,534	25,461	211,077
1862	24,543	24,344	22,773	19,467	22,411	22,513	21,401	31,693	31,757	36,578	33,161	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	39,208	50,198	51,185	61,787	51,586	60,835	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	59,518	84,458	87,087	97,876	94,143	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,975	97,115	106,369	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	------	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	436,063	372,105	413,010	515,948	719,554	734,168	714,211	6,214,162
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	845,695	859,949	956,445	948,763	770,148	731,243	687,092	816,801	965,284	1,024,649	1,035,321	1,049,481	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,011,975	994,017	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	908,341	886,639	1,240,626	1,472,120	1,339,279	1,225,628	1,152,803	1,364,126	1,345,456	1,466,887	1,451,247	1,366,893	15,295,915
1866	...including Buffalo Division...1,187,188	983,855	1,070,434	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,324	192,054	199,488	177,829	189,650	268,988	280,862	284,020	243,249	224,401	2,899,613
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,756	414,143	410,328	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,887	407,992	345,129	511,305	478,576	460,436	437,079	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,109	425,575	640,179	799,736	661,393	657,141	603,302	6,329,447
1865	571,536	528,972	616,045	515,608	460,573	617,682	574,403	747,409	739,736	641,589	643,387	518,688	7,151,208
1866	582,828	512,628	516,822	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,284	37,371	56,687	43,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	55,726	40,706	58,701	52,364	77,112	85,059	76,764	68,863	710,225
1864	77,910	74,409	89,901	72,389	83,993	78,697	91,469	93,972	93,078	93,543	96,903	95,453	1,038,165
1865	98,112	86,626	93,503	82,186	73,842	116,186	108,562	112,156	120,051	117,604	124,512	104,457	1,222,017
1866	90,125	84,264	82,910	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	99,103	134,726	177,879	130,154	67,960	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,309	122,372	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	105,967	111,239	71,587	69,353	146,177	205,055	158,242	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,289	189,547	118,639	168,218	178,536	149,049	117,013	1,711,381
1865	93,184	74,286	70,740	106,689	146,443	224,383	211,160	170,555	218,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,597	72,185	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,262	161,591	126,559	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	303,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,256	189,115	238,912	308,106	375,667	332,260	348,043	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,591	358,862	402,219	407,107	448,564	417,896	4,120,153
1865	363,996	366,361	413 974	365,180	351,482	387,026	361,913	418,575	486,803	524,760	425,072	351,799	4,846,722
1866	512,846	277,234	412,393	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,993	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,471	172,614	149,560	133,620	123,577	144,982	236,846	307,333	242,089	209,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,602	172,189	216,924	295,966	322,369	307,474	258,634	2,650,762
1863	242,073	245,853	226,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	299,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	468,445	410,802	465,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,601	460,651	490,694	447,670	328,[illegible]69	4,504,549
1866	282,438	266,796	337,158	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,182	164,710	221,[illegible]68	188,135	129,227	1,402 106
1865	98,181	86,528	95,905	108,269	203,018	237,562	251,906	241,370	360,841	395,579	346,717	171,125	2,535,001
1866	131,707	122,621	124,175	------	------	------	------	------	------	------	------	------	------
New York Central:													
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,252	868,955	811,458	720,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	524,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	813,512	840,460	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,529	13,357,709
1865	957,809	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,203	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,957	299,353	234,456	276,209	281,763	278,219	2,905,859
1862	192,216	217,161	244,423	258,674	283,996	254,286	388,725	414,767	448,994	463,573	466,567	454,826	4,088,837
1863	385,686	361,334	396,771	429,929	505,517	464,809	461,584	574,486	714,302	815,902	746,955	526,009	6,324,085
1864	436,742	532,786	617,021	669,384	757,178	936,168	911,457	1,170,241	1,125,625	754,551	1,032 149	812,178	9,555,510
1865	653,053	608,805	1,116,215	925,283	416,341	566,979	957,194	1,121,495	1,351,579	1,111,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,128	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	362,071	302,790	291,988	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,980	397,525	401,209	364,331	370,983	3,745,816
1863	337,350	366,598	461,965	462,987	427,094	395,845	359,763	407,077	483,569	505,814	466,390	487,642	5,132,034
1864	290,676	457,227	611,297	588,066	525,751	582,911	506,641	625,547	675 300	701,352	691,506	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 295	584,523	712,195	795,923	888,591	712,863	580,964	8,489,062
1866	555,488	474,738	654,390	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,278	153,479	144,736	143,748	162,921	1,554,915
1864	100,872	147,485	180,497	157,780	149,855	155,730	144,942	218,286	224,194	201,785	202,996	204,726	2,084,014
1865	169,882	153,772	202,771	167,394	177,625	173,722	167,513	218,253	216,767	222,787	207,098	102,694	2,240,503
1866	178,119	155,893	192,138	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	109,722	112,527	162,858	137,686	92,574	1,172,100
1862	82,235	47,142	56,006	85,582	106,345	113,578	115,214	169,219	170,389	172,970	147,548	130,528	1,406,147
1863	86,321	91,991	103,056	122,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	121,339	1,489,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	129,826	244,114	248,840	221,570	220,209	205,154	2,086,872
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,021	377,951	375,534	361,910	247,023	2,914,513
1866	226,059	194,167	256,407	------	------	------	------	------	------	------	------	------	------
Western Union:													
865	43,716	37,265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,362
1866	45,102	36,005	39,301	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,900,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	89
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja Ap. Ju Oc.	London.	1833	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	93½
" " " 1850.	676,000	6	Jan. & July.	"	1880	95
" " " 1855.	1,086,000	6	Jan. & July.	"	1875	94½
" " " 1834.	980,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '90, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
Converted Sterling Loan	800	5	"	"	1863	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	97
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85
" " $1,700,000	1,700,000	6	"	"	1883	84
" " $2,500,000	867,000	6	"	"	1889	84
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	96
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	900	7	March & Sept.		1864	110
3d Mortgage	587,000	8	" "	" "	1876	
Hubbard Branch	105,500	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	600,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	73½
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12 285	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,206,000	7	Jan. & July.	" "	1885	95
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	91
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1891	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after 64	425,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	76
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	108
Redemption bonds	2,568,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
*Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortg.ge (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	" "	" "	1870	85½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'65–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	500,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	256,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	81
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y. & Boston	1869	108
1st Mortgage (convert.) Dollar	257.000	8	April & Oct.	" "	1882	107
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	107
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,253,500	7	" "	" "	1877	88½
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	82½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mor gage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1870	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,800	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350.000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1 500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	885,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Debts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " " JB & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	80
Real Estate Bonds & Mortgages	192 773	7	var.	" "	var.	
" " " "	45,500	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	101
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	90
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	3,634,000	7	April & Oct.	" "	1880	91½
5th Mortgage	1,002,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,800	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Plain Bonds, Coupons	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1876	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'72–'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93½
2d Mortgage	3,077,000	7	"	" "	1861	36½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	80½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	75
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,020,000	7	March & Sept.	New York.	1898	72
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	800	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,000	6	April & Oct.	"	1870	97½
" 1861, "	108,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	89
" 1844, "	804,000	6	" "	"	1880	89
" 1848, "	101,000	6	" "	"	1880	89
1849, "	67,000	6	" "	"	1880	89
1857, (convertible)	415,500	6	" "	"	1886	101
1850, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	81½
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1885	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,220,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	324,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	84
2d Mortgage	987,500	7	" "	"	1863	87½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'89-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	6	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	93
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	87
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	79
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	87
1st M. (L. E., Wab. and St. Louis)	2,600,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	73½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				83
Equipment bonds	600,000	7				64
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	92½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	95
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1863	
Company's endorsed by State.	150,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,496,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,804	----	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	-------	23.8	53,325	89,476	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	-------	-------	122.4	317,844	517,908	134,509	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	-------	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	-------	-------	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,286,485	41,560	—	1,010,000	650,000	-------	-------	—	49,663	197,387	85,946	34	—
31 Dec. '65	66.0	20.0	5.9	14.9	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	528,767	3,619,600	2,000,000	223.197	6,810,340	117.4	652,755	1,847,291	622,596	9	96
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	-------	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	—
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	—
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,386	86.7	-------	416,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	—
31 Dec. '60	53.0	—	---	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	96,612	—	—
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	7	2	107	Muscogee	774,244	162.534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	—
1 May, '58	68.1	—	----	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	-------	-------	-------	-------	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,435	*	—	2,921,900	396,500	19,913	3,822,913	228.5	-------	-------	388,853	13	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			-------	138.0	-------	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	90
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	1,306,347	8,376,510	5,924,969	525,259	16,464,265	400.0	1,963,105	5,728,910	2,762,273	20	116
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,823,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	-------	6,820,750	1,802,272	—	29½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	1,679,659	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,706	6	123¾
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	180.0	-------	742,097	377,476	—	65½
31 Dec. '65	454.8	252.5	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13.231.500	—	40.668.060	708.3	3,507,466	7,181,208	2,174,924	10	119
31 Dec. '65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	*4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	-------	—	4,000,000	6,700,000	—	10,700,000	209.0	-------	2,094,074	503,767	—	38
								INDIANA.													
— — —	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,432	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	—
31 Aug. '65	132.0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,544	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	55
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	-------	2,175,226	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	-------	1,588,763	132.0	-------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	-------	-------	—	36½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	156½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	---	---	-----	*Burlington and Missouri River*	2,603.589	173,787	152,406	1,497,947	1,343,870	87,964	2,929.782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 473.123	63,961	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,166	162,268	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,576	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	-------	-------	—	—
								KENTUCKY.													
31 Oct. '59	90.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	-------	736.513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,615	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,984	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	206.0	-------	1,222,624	555 434	—	—
31 Aug '60	53.7	—	----	135.3	---	---	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,252,015	248,989	108.484	1,710,819	53.7	-------	-------	-------	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r.Tr'k R.	R. Co. of	Canada	-------	-------	-------	-------	-------	-------	—	—
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	-------	9,008,369	188.0	-------	340,898	-------	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	-------	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	107½
31 Mar. '66	246.0	277.8	----	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,161,615	4,686,445	1,936,788	6	84
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	-------	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	-------	-------	500,000	-------	-------	-------	-------	-------	-------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,321,899	236.0	-------	884,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,013	—	798,285	456,949	275,060	1,974,444	59.7	-------	176,462	116,423	—	—
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	83.2	-------	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,856	7,177,000	-------	-------	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '65	268.8	—	17.7	68.0	28	21	272	*North Missouri*	6,743,492	697,708	—	2,469,540	4,350,000	93,378	7,695,870	168.8	490,186	950,499	440,641	—	—
31 Dec. '62	152.0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	—
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	-------	3,883,402	114.0	100,562	197,744	1,895	—	—
30 Sep. '64	86.5	3.6	6 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2.2	3,501,000	40 558	6,352,109	90 0.1	230,189	399,291	51,239	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tk	.....	—	45
30 Sep. '61	68.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,963	172,118	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	140,597	4,301,457	109.2	171,568	439,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,800	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,388	3,621,756	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,933,010	6,509,945	4,544,087	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,689,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	45½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,452,248	183,345	360,763	1,830,000	640,000	12,326	2,986,346	70.9	413,218	660,999	182,610	6	97
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	123
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	22,500	—	4,218,927	61.8	450,096	1,221,104	366,338	10	135½
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	766,740	5,913,789	83.6	669,234	1,697,164	537,057	10	135½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,656	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	105
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,766	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	480,423	6	101
30 Nov. '64	54.0	42.5	75 8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	107
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	18.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,382	71.0	185,647	291,618	63,019	8	116½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	354,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,020	469,932	8	—
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,106	6	104½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	59,118	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,000	169,988	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	45½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	136½
30 Nov. '65	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,066,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,708,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	589,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	65
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	109½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,515	3,250,418	82.0	.....	210,265	210,265	7	80
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,198,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	—	124 2	.....	5,799,980	1,140,788	35	120
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,248	1,085,276	128,980	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	582,047	6,500,000	2,000,000	477,233	9,764,509	90.0	948,218	2,537,184	1,305,630	20	110
31 Dec. '64	53.0	—	—	45.5	24	48	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	82
31 Dec. '64	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,782,064	5,000 000	805.000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	135
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	280,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,584,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38 5	—	.....	43.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	68.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	[173,722	2,794,607	82.0	65,472	175,729	88,084	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516.576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '64	460.0	97.0	336.5	—	276	114	4,600	Erie	42,316,853	*	4,104	24,935,800	17,823,400	1,067,088	48,045,284	807.0	6,916,324	13,429.643	4,594,725	8	73½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	110½
30 Sep. '64	94.0	9.5	98.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,862,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	75
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	8	93½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,303	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	36.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,803	8	.....
30 Sep. '64	189.6	43.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	188,860	85,553	—	.....
30 Sep. '64	81.0	—	3.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,608	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,963	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,984,809	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	6,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5 601,796	202.0	.....	1,241,857	503,228	19	100
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	185.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,486	191.2	1,037,368	2 499,348	1,235,162	15	114
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	875 209	228,651	—	45
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	83½
31 May '65	109.	79.4	.....	—	37	37	558	Cleveland and Toledo	6,699,578	724,449	66,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	105
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.6	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,815	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	486,303	.....	2,366.705	2,782,430	.....	6,214,525	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.6	13.1	—	46	27	595	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,032	—	.....
8 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	593.400	261,867	3,343,958	1,341,098	14,202	5,172,133	205.9	356,409	719,924	146,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	336,909	1,292,000	144,994	2,810,780	125.0	209,011	3 207	189,488	—	—
Dec 64	742.4	—	—	—	48	13	989	Toledo & Wa.....bash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,858	2,080,322	945,492	5½	36

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	440.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	40
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	118.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	130
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.			302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	53.0	176,032	490,220	199,200	—	.....
31 Oct. '66	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '66	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,228	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	19½
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,726	121,409	3,733,134	52.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,.50	87.5	647,080	3,049,560	1,851,630	10	61½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	31
31 Oct. '65	130.5	—	63.3	—	31	.....	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	"	8	55
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,.86	6,529,.99	69.8	318,861	875,064	412,383	—	39½
31 Dec. '65	354.8	33.2	150.5	—	290	173	4,936	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750 124	3,651,447	45,850,796	821.0	5,846,778	17 459 109	4 189,111	10	56½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139.079	268,439	—	1,476,300	183,000	—	1,659,300	24.0	311 (91	656.738	336,376	8	55
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,632,766	—	—	5,.69 450	13,000,000	2,000	18,071,450	(ope	r. by Penn. R.R.	Co.)	—	—	34½
30 Nov. '65	93.0	59.5	238.3	—	254	65	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,661,353	20,240.673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4 812,271	10	52½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	114
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,.42	197 0	981,468	3,854,609	1,046 804	10	81
31 Oct. '65	59.5	—	11 4	89.5	12	11	84	Pittsburg and Connellsville	3,361 664	198,820	—	1.774,773	1,500,000	64,208	3,.84,101	72.0	272,688	394 363	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,320	*	—	8,181.125	12,857,000	—	23,942,670	468.3	3,940,773	7 1.0.466	3 019,067	10	99½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lea's'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	108	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	101
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,883	466,408	511,256	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.8	160,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,354	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,848	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880 277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,883	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,289	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	ope	r. by Vt.	Central	.....	8	96
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	52,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,366,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12 0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000 000	1,65 ,500	775,142	8,7.1,091	191.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,064	163,758	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	30.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,478	2,400	3,452,813	3,266,000	571,958	10,238,271	214.9	480,198	760,489	347,957	—	—
								WISCONSIN.													
31 Dec, '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	47
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402.00.	951,880	8,755,527	285.9	915,298	1,986 511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,289	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	1,.10,345	*	—	15,128,430	54,750,510	7,338,406	77,210,345	1,096	.....	4,368,510	1,154,885	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,840	20,006	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	18,100	136,000	1,799,232	60 0	.....	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	156,416	139,107	87,151	—	—
								NEW GRANADA.													
31 Dec 63	5.	—	—	—	11	22	130	Pan ma	5,000,000	*	668	5,000,000	75,000	—	10,763,728	48.7	.....	1 977,438	1,338,924	—	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,800	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	---	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	31½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	46
Chicago & Alton (preferred)	2,425,400	7	7	96
Chicago & Northwestern (pref.)	12,994,729	7	7	59½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,863	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	77
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,900	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	50
" " (2d pref.)	3,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,032,000	8	8	98½
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	---	56
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo & Wabash (preferred)	984,700	7	7	95
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,404,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest. Payable	Principal payable.	Market Price.
Chesapeake & Delaware:				
1st Mortgage	$2,657,343	6 J. & J	1836	91
Chesapeake & Ohio:				
Maryland Loan, dollar	2,000,000	6 Qrtrly.	1870	----
" " sterling	4,375,000	5 "	1890	----
Preferred bonds	1,700,000	6 ----	18--	----
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	78½
Delaware & Hudson:				
Mortgage	600,000	6 M. & S.	1870	110
Delaware & Raritan:				
See Camden & Amb RR.	----	----	----	----
Erie and Penn.:				
Bonds	673,799	7 J. & J.	1865	----
Interest Certificates	161,960	6 " "	1868	----
Lehigh Navigation:				
1st Mortgage	414,608	6 M. & S.	1870	93½
6ix per cent. Loan	2,672,948	6 A. & O.	1884	87½
Monongahela Navigation:				
1st Mortgage	125,000	6 J. & J.	1863	----
2d Mortgage	57,000	6 " "	1865	----
Morris:				
1st Mortgage	465,500	6 A. & O.	1876	95
2d Mortgage	295,750	6 ----	----	90
Boat Loan	99,852	6 ----	----	85
North Branch:				
1st Mortgage	590,000	6 M. & N.	1876	80
Schuylkill Navigation:				
1st Mortgage	1,764,550	6 M. & S.	1872	85½
2d Mortgage	3,980,670	6 J. & J.	1882	77
Improvement	1,601,670	6 M. & N.	1876	69
Susqueh'a & Tide Water:				
Maryland Sterling Loan	816,000	5 J. & J.	1865	----
Md. stg. loan converted	209,376	5 " "	1865	----
Mortgage bonds	993,000	6 " "	1878	62½
Preferred Interest b'ds.	227,569	6 " "	1878	24
Union, (Pa.)				
1st Mortgage	3,000,000	6 M. & N.	1883	23
West Branch & Susqu'a:				
1st Mortgage, s'k'g fund	450,000	6 J. & J.	1878	82½
Wyoming Valley.				
1st Mortgage	600,000	6 J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p. c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	49½
Delaware and Hudson	100	10,000,000	10	136
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	5,104,050	6	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	70
" (preferred)	100	1,175,000	10	115
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,998,207	—	26½
" " (preferred)	50	2,888,988	—	34½
Susquehanna and Tide Water	50	2,048,260	—	16½
Union	---	---	---	4½
Union (preferred)	50	2,787,000	---	5
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ----(cash)	per ton	42 — @	45 —
Pig, American, No. 1		42 — @	44 —
Bar, Refined, English		94 — @	102 50
Bar, Swedes, assorted sizes ..(in gold)		95 — @	105 —
		Store Prices.	
Bar, Swedes, assorted sizes		155 — @	— —
Bar, English & American, Refined		115 — @	— —
Bar, English & American, common		105 — @	— —
Scroll, English		145 — @	195 —
Ovals and Half round		137 50 @	147 50
Band, English		— — @	145 —
Horse Shoe		140 — @	147 50
Rods, English		117 50 @	175 —
Hoop, English		150 — @	215 —
Nail Rod	per lb.	— 9 @	— 10
Sheet, Russia	per lb.	— 29 @	— 30
Sheet, English, Single, Double and Treble		6½ @	— 8
Sheet, Am., Single Double and Treble		— — @	— —
Rails, English ----(gold)	per ton	— — @	56 —
Rails, American		80 — @	— 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast ----(1st & 2d qlty.)	per lb.	17 @	22
English Spring ----(1st & 2d qlty.)		11 @	12
English Blister ----(1st & 2d qlty.)		12 @	19
English Machinery		13½ @	15
German		14½ @	16½
American, Blister		11 @	13
American, Cast, Hammered		17 @	21
American, Cast, Rolled		12 @	14
American Spring		10 @	12
American Machinery		13 @	14
Milan (in bond)		— — @	— —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New ----(suits)	per lb.	— @	45
Sheathing, Yellow		— @	34
Pig, Chile		— @	— —
Bolts		— @	45
Braziers'		— @	45
American Ingot ----(cash)		28 @	30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— @	— —
Spanish		8 25 @	8 45
German Refined		8 25 @	8 45
English		8 25 @	8 45
Bar	per lb.	— @	9½
Pipe and Sheet		— @	11½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— @	22½
Straits		21 @	21½
English		21 @	21½
Plates, Charcoal I. C	per box	13 25 @	13 40
Plates, I. C. Coke		10 75 @	12 50
Terne, Coke		9 50 @	9 75
Terne, Charcoal		12 50 @	13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d ----(cash)	per 100 lb.	6 50 @	— —
Clinch ----(cash)		8 25 @	— —
Copper		— @	50
Ausable Horse, Norway Iron, Forged		— @	35
Zinc Nails ----(6 mos.)		— @	20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		24½ @	— —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		73 @	74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— @	— —
Naptha, Refined (60@63 gravity)		40 @	41

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 25.

	Th 19.	F. 20	Sat 21.	M 23	Tu. 24	W. 25
Atlantic M. S. S. Co	129	----	129	128½	127½	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	52	53	52½	52½	55½	56
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	88½	89	90	90	90	90
" " pref.	96	----	----	----	96	----
" " 1 M.	----	----	----	96	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	86	----	85	----
Chicago, Burl. & Q.	----	----	116	----	----	----
" " " 8 p.c.	----	----	----	----	108	----
Chic. & Northwest'n	27½	----	26½	27	28½	29
" " pref.	57	----	56½	57½	59½	59½
" " 1st M.	----	----	----	----	----	85
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	118	120	120½	121½	121½	122½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	80	----	80½	81½	82	83½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	74	----
Clev. and Toledo	132x	----	101½	102½	102	102½
" " S. F. 7 p.c.	----	----	----	95	----	----
Cumberland Coal, pref	45	----	44½	44½	44½	45½
Del. & Hudson Canal	135	136	----	----	----	----
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	73½	----	72½	73½	74½	74½	74
" pref.	77	----	77	77	77	77	77
" 1 M. 7 p.c. '67	100½	----	----	100½	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----	----
" 3 M. 7 p.c. '83	96	----	----	----	----	----	----
" 4 M. 7 p.c. '80	91	----	----	91½	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	97	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----	----
Hudson River	108½x	108½	108½	109½	109½	109½	----
" scrip	----	----	----	----	----	----	----
" 1M. 7p.c. '69	102	----	----	----	----	----	----
" 2M. S.F.	101½	----	----	101½	101	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----	----
Illinois Central	114½	114	114½	118	117½	----	----
" Can. bd. sc.	----	----	----	----	----	----	----
" bonds	----	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----	----
" " 1st mort.	----	----	----	81	----	----	----
Mariposa Mining Co.	12½	12½	----	----	12½	----	----
Michigan Central	103¾	----	----	104	107	106	----
" S F. 8p.c. '82	----	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	108	----
M. S. and N. I.	80	80½	81½	84	84½	84½	----
" " guar'd.	----	----	----	140	----	----	----
" " 1M. S.F.	96	95	----	----	----	96	----
" " 2 M.	88	88	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	95½	----
" 2d pref.	----	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----	----
" L.G. bonds	----	----	----	60	----	----	----
Missouri 6s	74	74½	74½	74½	75	75	----
" iss. to H. & St. J. R.	----	----	----	----	----	----	----
" " Pacific	----	----	74½	----	76	----	----
New York Central	93	92½	----	93½	92½	92½	----
" Real Estate	----	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----	----
" 7s, conv. '76	101	----	----	----	----	----	----
" 6s, S.F. '83	91	91	----	----	----	----	----
" 6s, S.F. '87	----	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----	----
" 3M. 7p.c. '67	94	----	----	----	----	----	----
North Carolina 6s	83½	83½	83½	83½	83½	83½	----
Ohio & Miss. cer.	25½	25½	25½	26½	27	----	----
" " pref.	----	----	----	----	----	----	----
Pacific Mail S.S. Co.	225	226	----	----	----	----	----
Panama	----	----	----	----	----	----	----
Penn's Coal Co.	----	----	----	----	----	----	----
Phila. and Reading	103	103	103½	104½	105½	105	----
Pitts. Ft. W. & Chicago	92x	93½	97½	98	100½	100	----
" 1M. 98	----	----	----	100	100	----	----
" 2M.	----	----	----	----	93	----	----
" 3M. 81½	----	----	81½	----	----	----	----
Quicksilver Mining Co.	52	51½	52½	51½	53	----	----
St. L., Alton & T. H.	34½	34½	----	34½	----	33	----
" pref.	67	67	67½	----	----	----	----
" " 1M.	----	----	----	----	----	----	----
" 2M. pref.	----	----	70	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----	----
Tennessee 6s, 1890	90	----	90½	90½	90½	90½	----
Tol. Wab. & Western	37	----	----	36	36½	39	----
" Pref.	----	----	----	----	----	----	----
" 1M. ex.	87	----	----	----	----	----	----
" 2M.	75	----	----	----	----	----	----
" Int. b'ds	----	----	----	----	----	----	----
Virginia 6s	69	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 25.

	Th 19.	F.20	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	93	93	----	94	95	
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	92⅜	93⅛	93⅛	93⅜	95⅛	96⅛
U. S 5s, 10-40s, reg.	93⅛	----	----	----	95⅛	96
U. S. 6s, 1881, reg.	----	----	----	----	107⅛	107⅜
U. S. 6s, 1881, cou.	105⅜	105⅞	106	106⅛	----	107
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	114	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	99⅜	----	----	100⅛	----	----
U. S. 6s, 5-20s, c. 1862.	104⅜	104⅛	104⅜	105⅛	106⅛	105⅜
U. S. 6s, 5-20s, c. 1864.	104⅛	104⅛	104⅜	105⅛	----	105⅜
U. S. 6s, 5-20s, c. 1865.	104⅛	104⅛	105	105	105⅜	105⅜
U. S. 6s, " reg.	101x	101⅛	----	----	----	----
7.30 Notes, 1st series.	101⅛	101⅜	101⅝	101⅝	102	101⅜
" " 2d series.	101⅛	101⅜	101⅜	102	102	102
" " 3d series.	101⅛	101⅜	101⅜	101⅜	101⅝	102
American Gold	126⅛	----	----	126⅜	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Cattawissa	40	39½	40	----	----	----
" preferred	29½	30⅛	30⅝	32	32	32
Camden & Amboy	118	119	119	120	120½	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	83½
" " 6s, '89	----	----	----	----	----	84
" mort. 6s, '89	95	95	----	----	----	94½
Ches. & Del. Canal 6s '86	----	----	----	----	91	91
Del. Div. Canal	----	----	----	----	49⅛	49½
Elmira & W'msport	----	----	----	----	----	30
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	55	----	54½	54⅜	----	54
" " 6s, '70	----	----	----	----	----	----
" " 6s, '84	87½	87⅛	87⅛	87⅜	----	----
Lehigh Valley R. R.	61½	61⅛	61⅜	61	61⅛	61⅜
" " 6s	----	----	93	----	----	----
Little Schuylkill R. R.	29	30	29⅜	----	31	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	55	55	56	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	39⅛	----	39⅛	----	38	39
" 6s	88	86⅛	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	45⅛	----	----	----	45⅛
Pennsylvania R. R.	56⅛	56⅛	56	56⅛	56⅛	56⅛
" 1st m.	100	----	----	----	----	----
" 2d m.	95	----	----	94	94	----
Penn. State, 6s	88	87	88	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	100	100	----	----	100⅛	100⅜
Philadelphia City, 6s	89⅛	----	89⅛	88⅜	88⅛	89
" " new	92⅜	92⅜	93	93	94⅛	94⅛
Philad., Germ. & Nor.	54⅛	----	55	55	----	55
Phila. & Reading	51⅛	51⅛	51⅛	52⅛	52⅛	52⅜
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	32⅜	32⅜	32⅜	33⅛	34⅛	34⅛
" " 6s	----	----	----	----	----	90
Philad. & Sunbury, 7s	89	----	----	----	----	----
Schuylkill Navigation	----	----	----	26⅛	----	----
" " pref.	31⅜	32⅛	32⅜	34⅛	54⅛	34⅛
" " 6s '82	----	----	----	77	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	85⅛	----	----
Susq. Canal	15⅛	16	16⅛	16⅛	----	----
" " 6s '78	----	----	62	----	62	62
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	24⅛	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	58⅛	----	----	----	----	60
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	42	43⅛	41⅛	----	42⅛	42⅛
Chestnut & Wal. "	----	----	----	57	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	71	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875	96⅛	----	----	----	96⅛	----
" " 1886	----	----	----	----	----	----
" " 1870	95	----	----	----	99	----
" " 1890	----	99	99	----	99	----
Balt. and Ohio	109⅛	----	----	----	109⅛	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	95	----
" " " '85	----	----	93⅛	----	----	93⅛
Northern Central	----	----	45⅜	45	45	45
" " b'ds, '85	84	83⅛	----	----	84	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	19	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 25.

	Th. 19.	F.20.	Sat.21.	M.23.	Tu.24	W.25
Boston and Lowell	97	----	----	----	----	----
Boston and Maine	123	123	----	----	----	----
Boston and Providence	----	----	----	----	135	135⅛
Boston and Worcest.	----	----	----	----	----	135⅜
Cheshire, pref.	----	----	43½	----	----	48
Concord	67	----	65	----	----	65
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	100⅛	101	101	101	101	101
Eastern, N. H.	99½	100	----	----	----	100⅜
Fitchburg	107	107	106⅛	107⅛	----	107
Manchester & Lawr'ce	----	----	----	109	109½	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	92x	90	90	----	----	----
Old Colony and Fall R.	104⅜	----	----	----	104½	104½
Ph., Wil. & Baltimore	59	----	59½	60	61	
Portl'd, Saco & Ports.	98⅛	----	----	----	100	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	44	----	----	----	45⅛	----
Western	136	----	136	136	136	136⅛
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	91
Metropolitan "	----	46	----	46	46	----
Middlesex "	----	40	----	----	----	----
Central Mining Co.	----	----	----	----	----	41
Copper Falls "	43	44½	----	42	43	44
Franklin "	43	43	44	----	42	42
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	19	----
Minnesota "	15	----	----	----	----	----
Pewabic "	----	35	36	----	34⅛	----
Pittsburg "	----	----	46	----	----	----
Quincy "	44	----	46	----	46⅛	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 10th of April.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	71⅞	"	72⅛
Virginia State 5s	55	"	58
Do. 6 per cent.	50⅛	"	51⅛
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	71	"	73
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	71	"	73
Erie shares, $100 (all paid)	54⅜	"	55⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1907	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	80½	"	81
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	65	"	70
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	101	"	102
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	38	"	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	72	"	74

American Railroad Journal.

Saturday, April 28, 1866.

Stock Exchange and Money Market.

The financial condition of the country is evidently growing better every day. The receipts of the revenues from customs and direct duties are enormous, reaching the sum of five hundred millions and upwards per annum. There is no indication of any possible increase of the public debt; the proposed Mexican loan has received its quietus in Congress; and, on the whole, a laudable spirit of economy is observable at the seat of Government. Another danger is also passed—the impending difficulty with France is evidently overcome, and a foreign war is on this account entirely improbable. The President has communicated to Congress the diplomatic correspondence of our Secretary of State with the French Government, which appears to settle the question. The latter accepts the American views of the propriety of non-intervention on this continent, and has announced its intention of withdrawing its armies from Mexico in the course of a few months. The delay is explained as a climatic necessity; and is not so material since we are to carry our points, and maintain the influence and force of the Monroe doctrine. This arrangement will be highly satisfactory to the American people, and is very creditable to the diplomatic skill of Mr. SEWARD. There have been moments when a different policy on his part, even to the extreme of war measures, would have doubtless been popular; and it has required, on his part, great coolness, forbearance and good temper, to resist at the same time the aggressive conduct of the French Government, and the belligerent spirit of his own countrymen. Time, which in all Mr SEWARD'S theories is an important element, has on this occasion justified his calculations completely; and he has now the satisfaction of saving the country from an expensive war, bloodshed and an increasing National debt, while the honor, the rights, and the policy of the country have been fully vindicated and sustained. It is no more than due to Mr. SEWARD to award him the honor he has thus achieved in a contest with the ablest and most dangerous man of the old world at the present day.

We see, in connection with this gratifying result, that Congress, feeling the security of the resources of the Nation, and the certainty of an excess of revenue, is turning its attention to the subject of a reduction of taxation, and the relief of the people from such portions of their burdens as are found unnecessary and vexatious. It is to be hoped that they will be removed with as little delay as possible; since every tax which is uncalled for is an unjust pressure on the life of labor and industry.

The only other public danger to which the country is exposed is the violation of its neutrality with Great Britain through the conduct of a certain class of our excitable adopted citizens. It is now, however, pretty certain that our Government will permit no offences against international comity, and the proper military precautions have been accordingly taken at the points where the principal danger is apprehended. In addition to this, a remarkable and significant circumstance has come to light within a few days past; that at a public meeting of liberators and sympathizers in this city, in which the principal actor was present and made a speech, he declared that without more pecuniary aid forthwith, nothing could be expected from him and his associates. Now as it is understood that several millions of dollars have already been raised under former assurances, and nothing has come out of it, it is to be presumed that not enough more can be realized to produce any further actual results. We therefore consider the movement a failure and not likely in any way to lead us into a war, as was no doubt the expectation of many who were engaged in the project. This country has had enough of bloodshed and taxation to answer all political, moral and historical purposes for the next hundred years. We now want repose and reflection. We have yet to secure entire conciliation with the South, and to bring it back to its old relations of

unity and intercourse. This is as much as we can successfully accomplish without undertaking the protection of Mexico, or the freedom of Ireland. This country is for ourselves and must be looked after as our own home.

The historian Alison, in his history of modern Europe, says that at the conclusions of the continental wars, the arts and sciences with literature, made a prodigious advance in England, and that there was suddenly an unusual display of the talents of peace, which he accounts for by the assertion, that war having brought out the noblest and most heroic traits of the British character, gave the impulse on its cessation, to the exercise of the other great qualities of the mind, usually in correspondence with the heroic. If this theory be correct, and of universal truth, then we may cherish the hope, that our own time has come for grand developments, for new statesmanship, fresh literature, invention, and mental superiority. The late war developed the most profound patriotism on the part of our people, and witnessed the most touching self-sacrifices. If the same nobleness of spirit can be perpetuated in the walks of peace, the country will have been a gainer by its trials in this as in other things. We hope our future historian will have the opportunity of making a record as honorable as that left by Alison; and that of us, too, it may be said that out of the war we advanced to an unprecedented grandeur in peace.

The continual ease in the Money Market is everywhere perceptible. The rates are lower than ever—in many cases as low as 3 per cent.—and the abundance induces many persons to fear that we are on the eve of a return to disastrous speculation. But, it is noticeable that most schemes have but a short life with us, however plausible may be their inception. If the Americans go hastily into projects, they have an equal talent for getting quickly out of them. What has happened to the copper interests is now repeating itself in oil; not that there is not copper, nor oil, but that the projectors in most cases never expected to make anything out of either. The profits lay in the pockets of the credulous and unwary; these were the mines and these the wells really intended by the projectors. We therefore think the wholesome experience we have all learned in these matters is likely to prevent the recurrence of any particular mania in the speculative market in consequence of the superabundance of money. It seems impossible to get up any excitement in railway shares or securities; and this shows a disposition not to be led off into extravagant estimates of the values of even the best securities.

The report of the associated banks for the week ending April 21, shows the ease which prevails here in the Money Market. The loans had decreased $1,942,786, and the specie $1,539,666; but the deposits had increased by the sum of $3,655,109, and the legal tenders $3,092,318. The really weak point in the condition of these banks is in their specie reserves, of which on the 21st, they held but $9,495,403, when in the week previous they had $11,035,129.

It is very evident that the banks do not contemplate an early return to specie payments; and they no doubt part with their coin when they have a good opportunity. The action of Congress to prevent contraction is no doubt considered a guarantee against any immediate danger.

This business of lending gold is carried on with great success in this city by a class of operators. It is after this fashion: A house with $100,000 in gold lends it from day to day at a percentage, as large often as 1 per cent. a day, which calculated by the year will be found to be enormous usury. This interest is nevertheless allowed, though the gold is paid for by an actual deposit in greenbacks at the current rate, so that the gold broker not only gets a heavy interest on his gold, but he has greenbacks for it, and 25 per cent. more of margin, which he also lends out at the same time, reaping double profits on the same sum quite easily. Is it any wonder that we have a class of operators who wish to keep up the differences between paper and gold, as long as possible, and who dread the hour when a greenback will bring the specie dollar at par which it promises on its face. The truth is, all these disturbances in currency and in values are the real stock in trade of the men of the street; and we should never return to the precious metals, if that return depended upon their assent. We wonder why they do not transfer their operations to climes even more congenial. Thus in St. Domingo they might find to-day the paper money of the Government selling 7,000 of it for a single dollar in specie. Margin enough to gratify the greatest skill and cupidity. We came as near to this as $2.85 to $1; and most of us feared it would have been $3 to $1; but a kind Providence, and the valor of our troops, stopped the operation. We have been getting back to our normal and legal condition of money, but have been checked by the interference of Congress; and the fear is that we may, before we know it, find ourselves stepping backwards from the path we ought to take.

We have been greatly favored by the fact that the stock of cotton was much larger than was calculated, or even hoped. The two and a-half millions of bales which have come into the hands of commerce, have made all the difference to us in the world. This, of all our staples, was the only one which could, at all times, be counted on as certain of a market, and convertible at once into gold. Neither our grain nor our tobacco were of any account in comparison as to quantity or value. We have entirely turned the tables on the nations who take it from us, and with whom we traded. This is evident enough from the low rate at which exchange has ruled ever since the close of the war. It is under par and has been so; and the only wonder is that we have not had large importations of specie before this. Undoubtedly we should have had them if the importations of goods did not continue on a large scale on *foreign account*. It is the policy of the foreign manufacturers, both those of France and England, to keep large supplies of their fabrics in this port; our bonded warehouses are full of them; for here they are saleable at some price, and convertible into gold with great facility. We dispute the assertion recently made by a cotemporary, that "the indebtedness of our importers in Europe is large." It is not; the indebtedness is of the foreign houses and shippers to the manufacturer there. The American houses are not only not in debt abroad, but their credits and balances there are beyond their purchases. Of this we are fully assured; and the statement corresponds with the admissions of the best informed foreign financial journals. A question seems to trouble some of our cotemporaries which it may be worth while to notice. It is: whether we may not expect a return of our National securities from the continent to secure the higher quotations sometimes made here. Now we have contended, and still contend, that a rise here will in all cases produce a rise abroad. It has invariably done so; and the communication is now so rapid and certain that 12 days' time is enough to give any important information. We have found the Germans more disposed to buy than to sell hitherto. They have sent very little of their security to this country for re-sale; though they have several times made handsome profits out of the Londoners. They confidently expect to see the American bonds at par; and the temptation to hold them will be irresistible. It is true that our last advices show a small decline on the continent, but nothing in comparison, with that which has taken place in other securities. The higher the price goes in the United States, the higher it must go abroad. This we are confident will be the course of events. A Boston cotemporary makes the following remarks, that cotton has gone forward from this country to Europe, since the 1st of April at the rate of 9,000 bales per day, which, at $160 in gold per bale, are worth $1,440,000 per day's business. Our other exports on the average of the last four years are estimated by the same journal at least at $600,000 in gold. So that since the 1st of April the aggregate of these daily exports is $2,000,000 per day. On the other hand our imports are less than one million five hundred thousand dollars per day, while we do not consider that the amount of coin brought into this port by immigration alone is quite $140,000 per day. This view of the subject certainly puts a very pleasing aspect on the financial workings of our commercial system. The most alarming thing about our foreign trade is the fact that the prices of flour are so high in this country, that considerable quantities of the French article are now on their way to the United States and will pay a large profit if prices can be kept up. Notwithstanding the fall of gold we may expect to see this flour imported in large quantities. White wheat sold in this market on Tuesday last at $3 per bushel, a price which would permit its import from Liverpool with a clear profit of 50 cents per bushel. And yet we have permitted millions of bushels of wheat to rot in the storehouses in Chicago, because the price, high as it was, did not suit the speculative holders!

We regret to perceive that the disbursements for the army continue to be large. While those of the navy for the week ending April 21st were $1,204,606, those of the army were almost ten millions; and if this rate of expenditure is to continue we shall most certainly hear from the Treasury Department of the necessity for further loans. The expenditure is at the rate of nearly five hundred millions a year, a most unjustifiable one, and which calls loudly for an entire change in the policy of Congress. It cannot be that now in time of profound peace any such sum as five hundred millions are wanted for the army. Pacification and not war is now the part we have to perform. The sooner we get back to the old state of things, the States governing themselves, the better for the Treasury and the whole people.

Finally, amid the varieties of opinion now afloat

we notice an alarm in a quarter favorable to construction, and an early return to specie payments, which it is well enough to notice. A cotemporary says "the danger of another inflation and another period of fierce gambling in stocks and commodities is now imminent, and can only be arrested by the appearance of an efficient funding scheme." There certainly could not be a greater misfortune to the country than another inflation; but we rely much on the gradual decline of gold, which will have the effect to make the return to specie payments easy and certain. There is no danger from inflation if the paper of the country is forced to redemption, and this will follow if gold declines to par, or so nearly as to make the difference no great loss to the Banks in the operation. We believe that the business of the country is so enormous, that it will sustain a much larger currency than has been supposed. And while we admit it is at present greater than we need, yet we think we could carry it, if gold should get to par, and this would be our aim if we were at the head of the Treasury department.

The New York exports, exclusive of specie, for the week ending April 24, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,114,312	$6,255,521
Prev. reported	58,001,847	73,209,372
Since January 1	$60,116,159	$79,464,898

The New York imports compare as follows:

	1865.	1866.
Dry goods	$1,427,150	$2,337,947
Gen. merchandise	4,688,179	5,286,457
Total for the week	$6,115,329	$7,624,404
Prev. reported	37,649,915	93,115,153
Since January 1	$43,765,244	$100,739,557

The balance in the Sub-Treasury on Wednesday was $93,836,340 10.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. 7s, Bounty Loan, 102¼; Michigan War Loan, 95; Louisiana 6s, 97; Brooklyn 6s Water Loan, 93; do., Park Loan, 86; New York and New Haven, 96; New Jersey Central R. R., 110; Chicago and Great Eastern, 42; Morris and Essex, 82; Stonington, 101; Long Island 75; Milwaukee and St. Paul, 47; do., 1st mort., 82½; Pacific R. R. 7s, guar., 74; Peninsula 1st mort., 72; Galena and Chicago 2d mort., 95; Ashburton Coal, 14; Central Coal, 43½; Spring Mt. Coal, 58; American Coal, 62; Wilkesbarre Coal, 48; Spruce Hill Coal, 5¾; Pacific Mail Scrip, 209; Union Navigation, 106¼; Mariposa pref., 22; Brunswick Land, 10; Boston Water Power, 36½; Western Union Tel., 57; do., Russian Extension, 107; Importers and Traders Bank, 108; Bank of America, 140; Continental Bank, 100; Central Bank, 110; Bank of Commerce, 108; Shoe and Leather Bank, 110; 4th National Bank, 102; Merchants Bank, 113; Metropolitan Bank, 122; Bank of Commonwealth, 103; Merchants Exchange Bank, 115; Ocean Bank, 98; 9th National Bank, 110.

Philadelphia.—Reading 6s, 1844–'80, 89; Westchester 7s, 97; Pittsburg 5s, 68; Allegheny Co. 5s, 73; Camden and Atlantic pref., 8; 13th and 15th streets R. R., 19¼; Union Passenger R. R., 36; Union Canal Interest bonds, 23; Morris Canal Boat Loan, 85; Clinton Coal, 1; Swatara Falls, 2⅛; Locust Mt., 45¾; Green Mt., 4½; Preston, 15; Fulton Coal, 6¾; Big Mt, 5¼; N. Y. and Middle Coal Fields, 7¾; Hazleton Coal, 55; Shamokin, 8½; New Creek, ⅞; Lehigh and Mahanoy, 57½; Ætna Mining, 4¾; Mechanics Bank, 29½; Farmers' and Mech. Bank, 125¼; Girard Bank, 55; Manuf. and Mech. Bank, 31; Bull Creek Oil, ½; Corn Planter, ⅜, McElrath, ¼; Mingo, ⅞; Maple Shade, 3; Ocean, 8⅛. The latest quotations are: City 6s, 89¾@90; do., new, 96@95⅛; State 5s, 88@88½; do., coupon, 87@87½; do., 6s, W. L., 100½@101½; Phila., Wil. and Balt., 62¾; Reading, 52½@52⅝; do., 6s, 1870, 91½@93; do., bonds, 87@90; do., con., 105@107; Camden and Amboy, 119⅞@120⅛; Penn. R. R., 56⅛@56¼; do., 1st mort., 100@100½; do., 2d mort., 94@95; Little Schuylkill R. R., 32¾@33; Morris Canal, 72@77; do., pref., 115@117; do., bonds, 85@92; Wyoming Valley Canal, 60½@61; do., 6s, 75@82; Susquehanna Canal, 16@16½; do., 6s, 62@63; Sch. Nav., 26½@27; do., pref., 34¾@34¾; do., 6s, 1882, 77@80; Union Canal bonds, 24½@25; Delaware Div. Canal 49¼@49¼; do., bonds, 79@80; Elmira and Williamsport, 30@31; do., pref., 42@45; do., 7s, 1873, 94@95; Lehigh Coal and Navigation, 54@54½; do., bonds, 1884, 87@88; North Pennsylvania, 38@40; do., 6s, 87@88; Philadelphia and Erie, 33⅝@33¾; do., 6s, 90@91; Minehill, 55@56; Catawissa, 39@40; do., pref., 31⅜@31½; Lehigh Valley, 61½@62; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 71@73; West Philadelphia, 68@70; Spruce and Pine, 35@40; Green and Coates, 30@32; Chestnut and Walnut, 51@52; Thirteenth and Fifteenth, 19@19½; Girard College, 25@32; Tenth and Eleventh, 52@52; Norristown, 54⅞@55; Union, 35@35¼; Hestonville, 42⅜@42½.

Boston.—Rutland and Burlington 2d mort., 37¼; Vermont Central 1st mort., 92¼; do., 2d mort., 25; Vermont and Mass. 6s, 1883, 92¾; Sullivan R. R. 1st mort., 41; Conn. and Pass. Riv. 6s, pref., 1876, 91; Ogdensburg 1st mort., 97½; Granite Railway, 53; Ogdensburg and Lake Champlain, 38⅝; Sandusky, Dayton and Cin. pref., 28; Massachusetts 5s, 1894, gold, 94½; do., 6s, 1875, 107; Rhode Island 6s, 1894, 93¾; Maine 6s, 1883, 96¼; Chicago 7s, 1875, 88¼; do., 1889, Water Loan, 93½; Albany 6s, 1891@1893, 95; Boston 5s, 1883, gold, 95; do., 1868, 115; Boston Water Power Co., 33; Waverly Land, 3¼; Cary Imp., 11½; Union S. S. Co., 95; Belmont Coal, 4; Short Mt. Coal, 19½; Mammoth Vein Coal, 2⅞; Boston and Nova Scotia Gold, 1.35; Quartz Hill Gold, 5.85; Cambridge Gas, 97; Eagle Bank, 110; Suffolk Bank, 141; Revere Bank, 145; 3d National Bank, 101; Webster Bank, 105¾; Mt. Vernon Bank, 105½; Everett Bank, 96; Merchants Bank, 110½; 1st National Bank, 136; Boylston Bank, 130¼; Fanuel Hall Bank, 124; Old Boston Bank, 64¾; Atlas Bank, 110¼; Eliot Bank, 113¾; Blackstone Bank, 120½; Hamilton Bank, 112½; Continental Bank, 107¼; Howard Bank, 101; Atlantic Bank, 113½; Traders Bank, 93¼; Bank of Commerce, 110¾; Washington Bank, 118¼; North Bank, 103½; City Bank, 105½; State Bank, 106; Bank of North America, 100; Maverick Bank, 100¼; Shoe and Leather Dealers' Bank, 133; Exchange Bank, 132¼; Bay State Mining Co., 10¾; Calumet, 8½; Dana, 1¼; Humboldt, 7; Hancock, 20; Hanover, 1; Manhattan, 1; Petherick, 4⅛; Superior, 3; St. Clair, 1⅞; South Side, 2⅛; Toltec, 55c.

Baltimore.—Maryland 6s, 1870, 100; Virginia 6s, 69; do., registered, 43½; Missouri 6s, 74; North Carolina 6s, 80½; Mineral Hill Mining Co., 0.70; Bare Hill, 0.95; Gardner Hill, 0.80; Springfield, 0.15; Maryland, 0.15; Santa Clara, 9⅝; Am. Gas Coal, 0.70; Atlantic Coal, 1.00; Penn. Oil, 0.45; Baltimore Chrome, 0.70; Bankers' and Brokers' Tel., 8¼; National Express, 5; Exchange Bank, 100½; Union Bank, 75; Franklin Bank, 12½; Bank of Baltimore, 105. The latest quotations are: Balt. and Ohio, 109¾@110; do., 6s, 1867, 97@98¼; do., 1875, 94@95; do., 1880, 94@95; do., 1885, 93½@94; Northern Central, 44¾@45; do., bonds, 1885, 83¼@84¼; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 94@97; do., 3d mort., 93@95; Marietta and Cincinnati 7s, 1891, 79¾@80; Central Ohio, 22@25; do., 1st mort., 78@82; Western Md. bonds, 76@80; do., guar., 92½@97; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 95@95½; do., 1873, 96@98; do., 1875, 96@96¾; do., 1886, 97@99; do., 1890, 99½@99¾; do., coupon, 96½@99; do., Park, 98@99; do., 1892, 92½@96½; do., 5s, 1838–'70, 82@83; City Passenger R. R., 18¾@19; Canton Co. 52@52; Gardner, 0.80@0.85; Am. Gas Coal, 0.65@0.75; Maryland, 0.15@0.20; North State, 0.15@0.15; Springfield, 0 15@0.20; George's Creek, 108@111; Santa Clara, 6@8; Balt. Chrome, 0.65@0.70; Bare Hill, 0.95@1.00; Atlantic Coal, 0.95@1.00; Mineral Hill, 0.65@0.75; Baltimore Coal, 140@200.

Covington and Ohio Railroad.

The Commissioners appointed by the States of Virginia and West Virginia to bestow the Charter of the Covington and Ohio Railroad upon such parties as they may deem fit, will meet at the Eutaw House, Baltimore, on the 1st of May, to receive and pass upon such proposals for the construction of said railroad as may be presented by responsible parties. Over three millions of dollars have been expended already in grading this road.

The Commissioners have published a pamphlet, containing authentic information about this road, its grades and curvature, together with minute and trustworthy estimates what it will cost, and copies of all the laws which relate to it.

This pamphlet may be obtained at the office of Maury & Co., Washington; Sam'l Harris & Sons, Baltimore; Drexel & Co., Philadelphia; and Vermilye & Co., New York.

Gettysburg Railroad Company.

The directors of this company, at a late meeting resolved to put the road under contract from New Oxford to York, Pa., as soon as the line is located. The York *Press* says the supplement to the charter of the company authorizing the issue of preferred stock was accepted, and a resolution passed directing the issuing of 30,000 shares of preferred stock, ($1,500,000) to be guaranteed a dividend of six per cent. per annum out of the net earnings of the company, and after the payment of the six per cent. dividend then the balance of the net earnings, if any, to be divided *pro rata* between the common stockholders and preferred stockholders. Books were authorized to be opened at once for subscriptions to this preferred stock.

Railroad Earnings.---Weekly.

The earnings of the Western Union Railroad, for the week ending April 14, 1866.... $11,897 70
Corresponding week previous year.... 7,380 45

Increase.... $4,517 25

Receipts from Jan. 1, to April 14:
1866.... $138,388 42
1865.... 128,935 21

Increase.... $9,453 21

The traffic of the Great Western Railway of Canada, for the week ending April 20th, 1866, were.... $76,388 13
Corresponding week of 1865.... 72,507 79

Increase.... $3,880 34

The earnings of the Grand Trunk Railway of Canada for the week ending April 14th, 1866, were.... $144,438 00
Corresponding week of previous year.. 137,976 00

Increase.... $6,462 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in April, 1866.. $19,218 00
Corresponding week previous year.... 18,852 56

Increase.... $365 44

Commencing 1st Jan. 1866.... $299,562 00
Commencing 1st Jan. 1865.... 316,574 84

Decrease.... $17,012 84

The earnings of the Chicago and Great Eastern Railway for 2d week in April were.... $24,286 31
Same period last year.... 17,649 71

Increase in 1866.... $6,636 60

The earnings of the Michigan Central Railroad for the 2d week in April, 1866, were... $83,683 29
Corresponding week of previous year.. 79,650 31

Increase.... $4,032 98

The earnings of the Chicago and Northwestern Railway for the third week in April, 1866, were.... $124,783 53
Corresponding week of previous year. 99,790 33

Increase.... $24,993 20

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st two weeks in April, were:

	1865.	1866.
1st week....	$40,391 93	$39,688 36
2d week....	38,402 26	41,483 14
Total....	$78,794 19	$81,171 50

Rock River Improvement.

At a meeting of the Rock River Improvement committee at Chicago on the 10th inst., the Illinois delegates organized by appointing Joseph Utley, of Dixon, President; S. M. Church, of Rockford, Treasurer; T. J. Robinson, Rock Island, Secretary. The following resolution was adopted:

Resolved. That the President of the sub-committees from Wisconsin and Illinois, upon consultation, be empowered to call a joint meeting of said committees, for the purpose of selecting a consulting engineer, and doing such other business as may require the joint action of said committee.

☞ The Waterloo, (Iowa) *Courier* says that the Chicago and Northwestern Railway Co. has purchased the Cedar Valley and Minnesota Railroad, and that the grading from Cedar Rapids to Waterloo will be put under contract immediately. The Dubuque and Sioux City Railroad is completed to Iowa Falls.

☞ The Portland *Press* states that the managers of the Grand Trunk Railway have allowed the bonds of the Atlantic and St. Lawrence Railroad Company, due April 1, and which the Grand Trunk Company are bound to pay, to be protested, and that they have held no communication whatever with the Trustees of said bonds. The *Press* infers that the Grand Trunk Company wish to depreciate the value of the bonds, so that they can purchase them up at less than the face.

Public Debt of North Carolina.

We have received from Hon. Kemp P. Battle, Public Treasurer of North Carolina, a statement addressed to the General Assembly of North Carolina, showing the amount of liabilities of the State and the sets-off thereto. From this we learn that the amount of bonds issued prior to the act of secession, May 20, 1861, was $9,749,500, of which $364,000 are past due. The books of the Treasury do not show on what classes of bonds the coupons are due and unpaid, but the Treasurer estimates the whole amount past due, on ante-war bonds, in round numbers at $3,000,000. These added to the ante-war debt, will make $12,749,500; and if the internal improvement bonds issued during the war be added, the entire debt of the State—omitting all war debts for general purposes—will be $14,369,000, the annual interest on which is $862,170. The State has sets-off against this debt as follows:

Stock in North Carolina R. R. Co..		$3,000,000 00
Raleigh and Gaston R. R. Co....		682,500 00
Atlantic and North Carolina R.R. Co.		1,066,000 00
Western North Carolina R. R. Co...		1,418,000 00
Albermarle & Chesapeake Canal Co.		350,000 00
		$6,516,500 00
Bonds city of Raleigh.	$48,000 00	
Raleigh and Gaston R. R. Co....	20,000 00	
Wilmington, Charlotte and Rutherford R. R. Co....	2,000,000 00	
Western (Coalfield) R. R. Co....	600,000 00	
Accrued interest on these bonds to January 1st 1866....	307,623 00	
Balance due on bonds of Atlantic and N.C. R. R. Co....	181,164 88	
		3,156,789 88
Total sets-off....		$9,673,289 88

This sum being deducted from the ante-war debt and interest, $12,749,500, leaves $3,086,210 12 as the balance of state indebtness; or adding the debt incurred during the war for internal improvements ($1,620,000) a total of $4,706,210 12. While some of these sets-off are unproductive at present it is the opinion of the Treasurer that in a short time, under the revival of trade and travel, they will, to a great degree, relieve the burden of the public debt.

The following statement shows the bonded debt of the State past due. The first item of $53,000 consists of ten year registered bonds issued under acts of 1848 and 1850, known to be due, but there is no record to show the date of maturity:

When due.	Where payable.	Amount.
July 1st 1864....	Raleigh.	$53,000
January 1st 1865....	New York....	41,000
July 1st 1865....	"	144,000
January 1st 1866....	"	59,009
Total due....		$364,000

The following will show the date of maturity of bonds not yet due, issued before the war, showing the aggregate in each year:

When due.	Where payable.	Amount.
1867....	New York....	$15,000
1868....	"	41,000
1869....	"	72,100
1869....	Raleigh.	26,500
1870....	New York....	128,400
1871....	Raleigh.	40,000
1872....	"	20,000
1875....	New York....	24,000
1876....	"	110,000
1877....	"	8,000
1878....	"	18,000
1883....	"	1,000,000
1884....	"	630,000
1885....	"	1,470,000
1886....	"	748,000
1887....	"	1,283,500
1888....	"	300,000
1889....	"	1,302,500
1890....	"	1,898,500
1891....	"	250,000
Total....		$9,385,500

The total amount of bonds issued since May 20, 1861, for internal improvements is stated at $1,619,000. Of these $455,000 for the benefit of the Wilmington, Charlotte and Rutherford Railroad Co., have been validated by an act of the General Assembly on conditions not yet complied with. The bonds issued for the benefit of the Chatham Railroad Co., were not issued directly to that company, but $200,000 were delivered to the Raleigh and Gaston Railroad Co., and $49,000 to the city of Raleigh in exchange for bonds of those corporations of like amount, and were then paid to the Chatham Railroad Co. by them for same amount of stock. The State is secured by a mortgage on the property and franchises of the latter corporation. Since that time the Raleigh and Gaston Railroad Co., paid to the State in discharge of its debt $180,000 and the city of Raleigh $1,000. The following is a list of the bonds issued during the war in aid of internal improvements:

To Western R. R. Co....	$200,000	due 1891.
Western N. Carolina R.R. Co..	220,000	" 1891.
Wilmington, Charlotte and Rutherford R. R. Co....	950,000	" 1892.
Chatham R. R. Co....	249,000	" 1883.

It is supposed that these bonds will be assumed by the new State government as a part of the debt to be provided for.

The State also issued for other purposes during the war the following:

For defense....	$136,500	due 1892
Ways and means....	6,941,500	" 1893
Confederate tax....	1,364,500	" 1882.
Defense....	4,429,000	" 1882.

—making the total debt of the State for war purposes $12,871,500.

The following is a recapitulation of the above statements, omitting the war debts:

Bonds past due and unpaid....	$364,000
" yet to mature....	9,385,500
Coupons—estimated at....	3,000,000
Total ante-war debt....	$12,749,500
Issued for internal improvements during the war....	1,619,000
Total....	$14,368,000
Deduct sets-off....	9,673,290
Leaving....	$4,694,710

The following statement will show the amount due by the State to sundry Banks in the State

and individuals, on account of temporary loans, on the 1st of October, 1864.

Bank of Cape Fear, Salem	$30,000
" " Washington	245,000
" Wadesboro'	108,871
Farmers' Bank of N. C.	75,000
Miners' and Planters' Bank	12,497
Total due Banks	$471,368
Individuals:	
David Hinton	$12,000
Henry Mordecai	15,000
D. G. Fowle	3,000
C. Perkins	7,055
	37,055
Total due Banks and individuals	$508,423

The following will show the condition of the Banks, omitting war public securities, and debits and credits of minor importance:

Specie	$776,888 86
Foreign exchange on banks of States not engaged in rebellion	148,446 18
Bills discounted prior to May 20,1861	2,359,069 03
" " since May 20, 1861.	2,476,880 58
Circulation	7,140,275 00
Due depositors prior to May 20, 1861	536,210 53
" for deposits made since May 20, 1861	940,046 79
Capital stock	7,671,167 00

Franklin Mining Company.

The 10th annual meeting of this company was held in Boston on the 19th inst. The report states that the company was organized in 1857, and has been in continuous successful operation since that time. The mines are situated in what is known as the Portage District in Michigan, on Lake Superior. The product of copper for the year 1865, was 2,125,589 lbs. mineral, yielding 1,559,-481 lbs. Ingot copper, giving an average of 73.37 per cent. of the mineral. Of this product and the balance left over at the close of navigation 1864, 1,416,397 lbs. have been sent to market, of which 1,269,397 lbs. have been sold, the gross amount realized from these sales being $389,928 19. The gross earnings for the year, estimating the copper on hand and at the mine at 35 and 33 cents, amount to $491,757 88; the expenses, $450,002 44, leaving a net profit for the year (less tribute) of $41,609 55. The additions to real estate and permanent improvements amount to $10,955 17, leaving an available surplus of assets over liabilities of $119,767 35, being an increase of $22,039 40, over last year. The machinery, stamps, etc., are all in good condition; in short, the mine is perfectly equipped, well opened, and is just commencing what will prove to be a successful and profitable career, to continue for years to come; the great length of vein, and the increased richness of it, as greater depth is attained (shown by the operations at the Pewabic), lead inevitably to this conclusion. The directors regret having been unable to pay a dividend from profits for the past year, but show that it was entirely out of their power, unless the company should carry on their mining operations on credit. It is expected, however, that the present year will give a much higher price for the product, and that the cost of mining and supplies of every kind, freight, etc., will be very materially reduced. The directors conclude their report as follows:

The present board of directors was elected in 1864, and re-elected in 1865 with the distinct understanding that the affairs of this company were to be managed distinctly and separately from those of any other company; this they had endeavored to do, and have done so far as was possible, some contracts existing with the Pewabic company not terminating until the present year.

The following resolutions passed at the annual meeting held on the 20th April, 1864, will fully explain the above:

It is therefore resolved, as the sense of this meeting, that the directors of this company be fully authorized, if in their judgment it is expedient, to notify the directors of the Pewabic company of their desire to terminate this joint interest on the first day of July next, either by division of the stock of goods then on hand, or by sale from one to the other party as may be mutually agreed upon.

Resolved, That the directors be and are hereby authorized to notify the directors of the Pewabic company of their desire to purchase from them, in conformity to an agreement on file to that effect, all the right and title which the Pewabic company have in all buildings which were originally constructed on joint account, but located on the lands of this company.

The statement of assets and liabilities show that there were at the mine assets amounting to $202,-407 28, comprising cash in agent's hands, $6,762 66; mdse. in store, $63,311 87; mining supplies, machinery, &c., $31,405 03; 275,084 lbs. ingot copper, $90,777 72; and shares and lands in Portage Lake and River Improvement Co. $10,050. In Boston the assets amount to $84,762 30 as follows: Cash in treasurer's hands $1,178 85; bills receivable $22,948 72; copper on hand, 147,-000 lbs., valued at $51,450; due from Pewabic Mining Co. $2,984 55; due from Concord $6,200 27. The total assets are $287,169 67.

The liabilities are as follows: Due at the mine $50,588 45 Due in Boston, treasurer's notes, $45,-000; agent's drafts advised, $28,742 88; bills payable $14,053 94; for advances on copper $28,681 64, and ledger balances, $188 41, and unclaimed demands $147, making a total of $167,-402 32.

The excess of assets over liabilities is $119,767 35.

A Philadelphia 7-30 Loan.

The Legislature of Pennsylvania, at its late session passed an act authorizing the city of Philadelphia, whenever necessary to defray municipal expenses, to issue bonds to the amount of $5,000,-000, in sums of not less than $100 each, payable at such times as may be directed by the Councils of said city, and bearing interest at a rate not to exceed seven and three-tenths per cent. per annum, and to sell the same in open market to the highest bidder: Provided, that none of the said bonds shall be sold for less than the principal sums named therein. Provided, That the city shall have the option at any time after five years from the date of the bonds, and not exceeding twenty years from the date of the same, to reduce the said interest to the legal rate, or pay the principal of the bonds.

Railroad Convention.

On the 4th of July next a General convention of all the railroad Presidents, Chief Engineers and General Superintendents in the United States is to be held in Philadelphia, for an interchange of views in regard to railroad construction, management and operation. The call for the Convention has been signed by railroad officers in all parts of the country, and the chief officers of railroads in the British Provinces have been invited to attend and participate in the deliberation.

Chicago and Rock Island Railroad.

The Chicago and Rock Island Railroad Company have resolved to issue $2,600,000 of the Bonds or obligations of the company (convertible into stock), and dispose of them to the Stockholders at the rate of twenty per cent. of the par value of the same. The Bonds will be apportioned to those Stockholders pro rata, who shall be registered as such on the closing of the Transfer Books on the 8th day of May next.

The payment of the twenty per cent. of the par value of the bonds must be made by the 12th day of June next, at which date the bonds will be ready for delivery.

This is to the effect that the shareholders are to receive 40 per cent. on their capital of $6,500,000 in bonds or scrip convertible into full paid shares of the company, by the payment on or before the 12th of June next of 20 per cent. of the par value of the scrip. In other words, the extra dividend is equal to 32 per cent. cash, counting the shares *at par* extra dividend. The sum of $2,080,000 surplus increase thus appropriated and $520,000 cash on the conversion of the scrip into full shares, together $2,600,000, will accomplish the purchase of the Mississippi and Missouri road, west of the Mississippi River.

Interest and Dividends.

The Northern Central Railroad Company has declared a quarterly dividend of 2 per cent., clear of National and State taxes, payable 21st May next.

The coupons due May 1, 1866, on the Equipment Fund Loan, will be paid on and after May 1, at the Vermont Central Railroad office, No. 5 State Street, Boston. Coupons held in Vermont will be paid at the office of the Treasurer, St. Albans, Vt.

Interest on the bonds and preferred stock of the Toledo, Wabash and Western Railway Co., due May 1, will be paid at the office of the company, 19 Broad St.

☞ The Secretary of the Treasury gives notice that the Assistant Treasurers of the United States at New York, Philadelphia and Boston, and the Designated Depositary at Baltimore, have been instructed to discontinue receiving deposits on account of Temporary Loan for Clearing House purposes at five per cent. per annum on and after May 1st, 1866, from which date all certificates outstanding and unpaid will carry four per cent. interest per annum.

On said 1st of May, and until further notice, said Assistant Treasurers and Designated Depositary will receive such deposits in lawful money and issue therefor Clearing House certificates, payable on demand, in legal tender notes, with interest at four per cent. per annum.

☞ Judge Hoar, of the Supreme Court in session at Taunton, decided recently, that the absence of a revenue stamp does not invalidate a writ or other legal document. He questioned whether Congress so intended in framing the internal revenue law; but was clear in the opinion, that a statute of the United States, undertaking to invalidate an instrument which, by the laws of a State, is valid, would be unconstitutional. The Government may exact a penalty for failure to affix the stamp, but cannot make void the instrument for lack of the stamp.

Export of Iron and Steel.

The immense development of this trade can only be appreciated when we cast a retrospective glance at its progress since 1850. In that year the exported value of the iron and steel was £5,350,056; in 1851, £5,830,370; in 1852, £6,684,276; in 1853, £10,845,422; in 1854, £11,674,675; in 1855, £8,465,642; in 1856, £12,966,109; in 1857, £13,603,337; in 1858, £11,197,072; in 1859, £12,314,437; in 1860, £12,154,997; in 1861, £10,326,646; in 1862, £11,365,150; in 1863, £13,150,936; in 1864, £13,310,484; and in 1865, £13,451,445. Comparing 1865 with 1850, we thus see an increase of £8,101,389. It was in 1853 that the exports experienced their most rapid expansion, but even upon that year 1865 showed an advance of £2,606,023. If we analyse the exports of 1850 and 1865, we arrive at the following results:

	1850.	1865.
Pig and puddled iron	£348,074	£1,591,063
Bar, angle, bolt & rod iron / Railway iron of all sorts.	2,801,043	2,213,123 / 3,541,296
Iron wire	86,573	450,689
Cast iron	215,332	771,124
Hoops, sheet iron and boiler plates / Wrought iron of all sorts.	1,454,410	1,597,604 / 2,494,371
Old iron for re-manufacture	50,876	12,688
Unwrought steel	393,748	779,487
Total	£5,350,056	£13,451,445

There has been an immense advance in every department of the trade, with the exception of the comparatively insignificant item of old iron for re-manufacture. Further, it will be seen that the total value of the exports was in 1865 larger than in any former year, excepting 1857.—*London Mining Journal, March* 24.

Railways in Holland.

The total length of the Dutch railways opened for public traffic on the 1st of January last, was 282,717 kilometres. In the course of the present year 189,446 kilometres will be opened, making a total of 472,163 kilometres, which is scarcely half of the projected network of railways in the Netherlands.

☞ The London *Engineer* says that several English firms have tendered for rails, Bessemer steel rails, &c., to be supplied to the Belgian State railways. For Bessemer steels—that is for one lot of 185 tons—the lowest tender was that delivered by Mr. H. Simon, of Manchester. The terms of this tender were £15 1s. 6d. per ton.

☞ The President has approved the bill to reimburse the State of Missouri for moneys expended for the United States, for enrolling, equipping and provisioning the United States forces, to aid in suppressing the rebellion. The sum of $6,716,000 is appropriated for the purpose.

☞ A survey is now in progress, under the direction of Mr. A. E. Swasey, Superintendent of the Taunton Branch road, for a railroad from Mansfield junction, on the Boston and Providence Railroad, to Framingham, on the Boston and Worcester, twenty miles.

☞ The proposed branch railroad leading from near Barnesville Pa., into the Lehigh Region, will be 15 miles in length. A corps of engineers have examined the route and pronounce it favorable for the construction of the proposed branch.

☞ A large meeting was held in Cincinnati on the 20th, for the purpose of rendering aid to the Cincinnati and Chattanooga Railroad. Nearly $600,000 was subscribed.

Milwaukee and La Crosse Railroad.

The United States Circuit Court, this morning, both the judges concurring, affirmed the validity of the judgment in favor of Selah Chamberlain against the La Crosse and Milwaukee Railroad Company. This judgment was entered in 1857, for $629,000, and amounts, with the interest, to about $1,000,000. This makes the adjudicated liens on the Eastern Division of the La Crosse Railroad Company, prior to the claims of the Milwaukee and Minnesota Railroad Company, amount to about $3,400,000, viz:

Palmer mortgage	$875,000
City mortgage	314,000
Soutter mortgage	1,040,000
Cleveland judgment	140,000
Chamberlain judgment	1,000,000
	$4,369,000
There are other judgments claiming priority for say	75,000
	$4,444,000

The judgments are all owned directly or indirectly by the Milwaukee and St. Paul Railway Company. The road in controversy is 95 miles in length, and as seen above, the adjudicated claims are $46,700 per mile, in addition to which there are a large amount of contested claims to come up. The Prairie du Chien Railroad, a through route, cost $31,000 per mile, and has never yet been able to pay a dividend to all its stockholders from its earnings.—*Mil. Wis. April* 18.

☞ The Baltimore City Council have passed the ordinance authorizing the Philadelphia, Wilmington and Baltimore Railroad Company to lay down an additional track, commencing at the eastern limits of the city and extending westwardly on the centre of Boston street to connect with their present track on Canton avenue, at or near Boston or Chester street, east of Castle alley, with a provision that the company take up the present track on the south side of Boston street and place it alongside of the new track, on or about the centre of the street, and the rails of said track to be what is denominated the tram rail.

☞ Judge Ingraham has decided in relation to the claims of Morris Ketchum & Co. on the New York and New Haven Railroad Co., as to the latter's responsibility for the fraudulent issue of stock by Robert Schuyler. The decision is, "judgment for defendants against the plaintiffs for $100,576 65, with interest on $54,834 66, from April 10, 1866, and costs." The case had been appealed by the railroad company to the Court of Appeals of the State, which referred it back for the purpose of finally disposing of some of the questions involved.

☞ The Government Commissioners have accepted forty miles of the Union Pacific Railroad, main line, west of Omaha, Nebraska, and the work is progressing at the rate of a mile a day. Sixty-one miles were completed on the 10th inst.

☞ The Union Pacific Railroad, Eastern Division, has been finished 23 miles west of Topeka. The branch between Lawrence and Leavenworth is three-fourths finished.

☞ A meeting of the corporators of the La Crosse, Trempeleau and Prescott Railroad Company was held in Milwaukee on the 18th instant, at which a complete reorganization of that Company was effected with a view to the immediate construction of the road.

Railroads in Russia.

A recent official exhibit of the cost of building railroads in the Russian empire shows that the different lines of the Great Company cost 169,183,920 roubles for a total length of 1,617 versts, or 104,628 roubles per verst (⅔ of a French mile each). The Riga Dunaburg railway, 264 versts, cost 13,561,231 rubles, or 66,976 rubles each; the Moscow-Rjasan, 185 versts, fifteen millions, or 81,081 rubles each; the Volga-Don line, 73 versts, 4,591,748 rubles, or 62,996 rubles each; the Moscow-Jaroslaw line, 66 versts, 4,173,881 rubles, or 63,240 rubles each; the line from Moscow to St. Petersburg is a model line, only its building has cost the enormous sum of 208,462 rubles the verst. The railway from Krementchvug to Batta is to be finished in three years, and the belief is that the line from Czernovitz to Lemberg will be opened for traffic in the course of the autumn of 1866.

☞ The Governor of New York has vetoed the two railroad bills—one appropriating $500,000 for the completion of the Albany and Susquehanna Railroad, and another giving $450,000 to the Whitehall and Plattsburg Railroad. The bill authorizing an increase of fare on the New York Central Railroad passed both branches of the Legislature—but was returned by the Governor to the Secretary of State without his approval.

☞ It is stated that the Directors of the Cincinnati, Peru and Chicago Railroad have negotiated a loan of $600,000, which will be furnished in a week or two, when the work on the road will be prosecuted with renewed vigor until completed.

☞ The cars are now running on the Allegheny Valley railroad to Ore Hill Furnace, and it is expected that they will reach Orrsville by May. A large portion of the road above Orrsville is under contract, and the ground has been broken on the same.

☞ The prospects of a railroad from Bay City to East Saginaw, Mich., are said to be brightening. The directors now have $115,000 of available funds and expect to be able to raise the balance required.

☞ The stock books of the new Anthracite Railroad Company, are soon to be opened for subscription in Boston, as well as New York and Philadelphia. The charter has been obtained, and sufficient funds already secured to push forward the work to a speedy consummation.

☞ Surveyors commenced work on the Iowa and Minnesota Railroad (Indianola to the Minnesota State Line) on the 26th of March.

☞ The Illinois and Michigan Canal was formally opened to navigation throughout its whole length on the 10th of April.

THE
Sterling Iron and Railway Company,
Office No. 42 Pine Street, New York.
Offer for sale at the lowest market rates, in quantities to suit purchasers,
SUPERIOR MAGNETIC IRON ORE, for Blast and Puddling Furnaces;
STERLING CHARCOAL PIG IRON,
AND
STERLING ANTHRACITE PIG IRON.
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American Railroad Journal.

New York, Saturday, May 5, 1866.

Annual Report of the Superintendent of Buildings.

We have received the Annual Report of the Superintendent of Buildings in this city, for the year 1865, made to the Board of Supervisors in February last, a document of about 60 pages. It appears from this, that the office of Superintendent is a very busy one, 3,738 cases occurring for his inspection during the year; or in other words, requiring his attention, to see that the building regulations for the city are properly complied with. These regulations are at the same time precise and comprehensive, and after some years' testing, are found to be useful both to the capital and labor subjected to their control—to the interests of employer and employed. Builders and mechanics are said especially to approve of them.

This city is now among the largest in the world, and bids fair to become even still larger. It has peculiarities of its own, which are without resemblance elsewhere, being situated on an island, at the mouth of a long, navigable river, and on a bay of immense extent, great depth of water, and easy and immediate access from the sea in all seasons of the year. We do not remember another port in the world that will in all respects compare with New York. Yet its island area limits its growth, and must affect the character of its architecture. It is long and narrow. Its greater axis must be constantly traversed by the principal part of its busy population to enable them to reach their place of business and residences, thus making time an important consideration, and giving to the street railway system, its support, as it has been its necessity. Thus it will be seen, that the largest extension and improvements of the city can only be in the one direction, where space is left for them, and the changes that have occurred within the last fifteen years in this respect are truly marvellous. From 14th street upwards, the construction of avenues and cross streets has been attended with the immediate erection of the most elegant and costly buildings, facades miles in extent, and they are still in progress. The prospect is, that the whole island will in fifteen years more be occupied in a similar style, with the Central Park as the principal centre of residences.

It is noticeable that of late years the style of architecture in this city has greatly improved. Compared with even the best houses in Broadway when it was the favorite residences of our principal people, the modern houses on the avenues and cross streets are infinitely superior in design, finish and convenience. There is hardly any comparison to be made between them, so great is the difference in favor of the modern structure.

The introduction of the Croton water alone made the most important changes in the design of our buildings. No city in the world has advantages in this respect, that will compare with ours. To supply every dwelling with water, pure and wholesome, is not only a hygeinic triumph but a mechanical one, since the construction of the main service pipes, hydrants, baths and waste pipes required much skill and science. The universal enjoyment of this element is one of the boons which have been conferred on the city, by far seeing intelligence and public spirit, and is of priceless value. The water and the fuel which are so abundantly supplied to New York, are the corner stones of its health and prosperity.

The construction of its buildings has relation to both these conditions; while our baths and plumbing work are of the best description, so our grates, stoves, and heating apparatus are diversified, ingenious, economical and elegant. In respect to these, we may claim for our artizans that in the excellence and finish of their work they surpass in this branch of business those of any other country. Neither in London or Paris will the plumbing or mantle work of the houses compare with that in New York. On the contrary, some of the most recently erected dwellings in the former city have been constructed after the New York plan. A splendid edifice of Sir Morton Peto in London, is said to be distinguished by the introduction and adoption of the American internal arrangements.

The materials for building are plentiful, and hitherto have been cheap. Marble, free stone, brick and iron, all used to a great extent, have at times prevailed as taste or fashion predominated, or prices regulated, and of late years the designs have continued to grow more elegant. No finer vista can be found, not even in famous St. Petersburg to surpass large portions of the Fifth avenue. Indeed one is lost in wonder when he observes the large numbers of the splendid edifices which adorn the upper parts of the city, generally it may be said, the acquisitions of honorable industry and good character.

It is well understood that the class of persons known as mechanics and tradesmen, who are actively engaged in daily business, and have yet their fortunes to achieve, are much better lodged and sheltered in this city than any similar class of persons abroad, and enjoy as they toil, a much larger share of the comforts of life. Their dwellings are more comfortable, they are neatly furnished, and their whole style of living is that of comparative ease, with plenty for each day's wants. If there is any fault, it is in over anxiety to attain too much comfort at once, which induces perhaps at times excessive exertion, and leads to misfortune. Yet it is the spirit of the country and the people to rise, and to make every effort to do so, and New York is an example of what this spirit can bring about.

The supervision of the buildings erected in the city enables the Superintendent to give us some of his conclusions. It appears that the number of new buildings commenced in 1865, was 1,190 or 457 more than during the preceding year. Of

these 308 were of the first class, 167 of the 2d class, 161 of the tenement class; 112 were stores, 137 stables, 8 churches and 18 school houses. Thus it will be seen that twice as many first class houses were being erected as of the second class, or of the third class, thus showing the wealth of the city, and the disposition of the rich to enjoy their means.

Although the war had the effort of checking the progress of building in the city, it nevertheless appears the number of structures has been gradually increasing. The report before us, gives as the total of these from May 1, 1862, to December 31, 1865, a period of three years and eight months.... 4,013

In construction	88
Begun in 1862	755
" 1863	1,247
" 1864	733
" 1865	1,190
	4,013

Of these 530 were not fully completed at the time of the report.

The first class dwellings are each to contain one family only, the tenement houses, of half the capacity and one-fourth the value, accommodate 1,610 families, besides furnishing room occupied by upwards of 100 stores, bakehouses and groceries. Fifty-four first class buildings are used for banks, insurance offices and commercial establishments. One hundred and twelve buildings for factories and workshops were erected during the year.

The violations of the building ordinances are somewhat numerous but may be readily attributed to ignorance and misapprehension. Still it is a curious fact that no less than 13,000 cases have occurred since 1862, to require the attention if not the correction of the building authorities, the Superintendent having a really responsible position to occupy.

This authority seems indispensable to be exercised in large towns, though the idea is not a modern one. Many of our most popular notions are of ancient origin. The veto power as it is termed, one of the most important entrusted to the discretion of the Chief Magistrate is borrowed from the Romans, and so our Superintendent Mr. Macgregor has no doubt if he has a curious turn of mind, explored the history of the *Ædiles* or magistrates who had charge of the public and private buildings, and roads.

It is a singular fact that the Romans had a great tendency to special legislation for the protection of popular rights as long as the people themselves cared for them. We too seem to think their special interests require special protection in this city at least. We have a commission which has charge of the water of the city, another of the police, another of its health, and various others have from time to time been projected. Our public schools have for a long time been under special supervision of a Board and are a splendid success.

We believe the Superintendent of buildings has no control over the designs of the structures which come under his notice, beyond the consideration of their stability and safety. These are left to the taste and means of owners, and the consequence is, that we have a variety of styles not always harmonious though generally pleasing enough. It is observed that periodically great similarity of exterior prevails, one architect apparently copying from another: then again there will come an entire change. The most remarkable improvements have been seen of late in the construction in the lower parts of the city of the buildings to be used for business purposes. These are built of costly materials, of the most elegant proportions, are well lighted, of easy access and are altogether a large advance over the old places of business, such as witnessed in former years the exertions of the older merchants and bankers, not then so well posted as to the necessity of air and ventilation. The offices occupied by our leading financiers, insurers and bankers are now generally of a most convenient and desirable character.

On the whole, New York may claim precedence in this country in respect to its architecture, over all the other cities.

It is already a beautiful town in its newest parts at least, with a magnificent park in its centre, to be its lungs and bronchial apparatus, and to give air and health to its population.

It is to be hoped that in the further construction of our dwellings, stores and factories, due regard will continue to be paid to the demands of the existing ordinances not merely, but good taste, architecture, and the laws of health.

Erie Railway.

The earnings of this road for the years ending December 31, 1864 and 1865, were as follows:

	1864.	1865.
From freight	$10,242,897 61	$11,268,761 12
" passengers	3,002,197 70	4,031,680 20
" mails	101,352 04	101,352 04
" telegraph	44,286 48	14,006 39
" rents	7,138 76	10,643 96
" storage	5,561 66	8,331 01
" interest	26,214 29	.. ..
	$13,429,648 54	$15,434,774 72
Expenses, viz:		
Office & station expenses	$1,222,907 06	$1,210,489 94
Cost of running	2,363,904 96	3,136,025 11
General expenses	331,546 92	280,051 02
Repairs of engines and cars	1,920,433 40	2,607,297 46
Repairs of track & roadway	2,414,815 45	2,376,697 53
Repairs of struct'res	420,611 42	450,605 86
Incidental expenses	54,503 93	22,347 98
Miscellaneous	232,562 55	284,749 12
	$8,961,285 69	$10,368,264 02
Net earnings	$4,468,357 85	$5,066,510 70

Disbursed in 1865 as follows:

Interest on mort. debt	$1,399,769 66	
Rent of railroads	182,400 00	
Rent of Long Dock property	165,690 00	
Internal revenue taxes	561,250 42	
Taxes on real estate	225,416 02	
Pavonia Ferry	22,948 47	
Interest	49,329 51	
Hire of cars	29,264 32	
Rents, repairs and expenses of operating the Buffalo Division	582,242 40	
		3,218,310 80
Surplus		$1,848,199 90
Dividends of 4 per cent. on common and 8½ per cent. on preferred stock, as of July 1, '65	$906,641 05	
Dividend of 3½ per ct. on preferred stock, as of Jan. 1, 1866	238,579 28	
		1,190,220 33
		$657,979 57
Surplus January 1, 1865		857,370 64
To credit of Income Account, January 1, 1866		$1,515,350 21

Compared with 1864, the gross earnings of 1865 show an increase of $2,005,131 18, with an increase in expenses of $1,406,973 33—making the increase of net earnings, $598,152 85.

The freight and passenger earnings for the past two years compare as follows:

Freight Earnings:	1864.	1865.
Through east	$4,748,533 89	$4,615,592 04
" west	2,031,184 57	2,695,069 69
Way east	2,332,586 77	3,036,025 21
" west	1,130,592 88	922,074 18
Total freight	$10,242,897 61	$11,268,761 12

Passenger Earnings:	1864.	1865.
Through east	$315,112 33	$478,127 45
" west	458,985 81	864,398 39
Way east	1,057,201 65	1,295,538 78
" west	1,170,897 91	1,393,615 58
Total passenger	$3,002,197 70	$4,031,680 20

—showing an increase in freight earnings of $1,025,863 51, or 10 per cent,; and in passenger earnings of $1,029,482 50, or 34.2 per cent.

The tons of freight moved and passengers carried during the same two years compare as follows:

Freight:	1864.	1865.
Through east	440,758	434,742
" west	164,118	205,612
Way east	932,151	1,310,288
" west	677,268	584,149
Total tons	2,214,295	2,534,791

Passengers:	1864.	1865.
Through east	35,143	50,036
" west	59,949	105,821
Way east	844,511	1,007,886
" west	846,003	1,012,222
Total number	1,785,606	2,175,965

—showing an increase in tonnage of 312,496, and in passengers of 390,359.

The preceding tables of comparison exhibit a gratifying increase in the freight traffic, the increase being on the through west and way east.

The increase in passenger traffic is very large on all classes, and in both directions, but more particularly on way passengers.

The expenses of operating and repairs in 1865, were greater than those in the preceding year by $1,406,978 33—nearly one-half (686,864 06) being for repairs of engines and cars, and over one-fourth (485,209 87) for cost of fuel.

This increased expenditure is attributable to the substitution of cast steel for iron in renewal of axles and tires; to the enhanced cost of fuel during the past year; and to general improvements in bridges, ties and ballasting. The outlay on account of these items will undoubtedly be largely reduced the coming year.

The amount of new iron laid down in 1865 was 20,170 tons, at a cost of $1,815,300; in 1864, 20,480 tons, at a cost of $2,132,725—showing a decrease in quantity of 310 tons, and in cost of $317,425.

The average cost per net ton for railroad iron in 1864 was $105; in 1865 it was $90, effecting a very great saving in this item. The cost will be still further reduced for the coming year.

The expenses for repairs of track and roadway would shown a much larger reduction, but that during the Winter and Spring of this year, the road suffered severely from excessive floods, more destructive in their effects than any that have ever occurred in the vicinity of the line.

The total amount expended for construction during the year 1865, was $4,941,293 02; of this $819,859 98 was for 13½ miles of double track, and 14 miles of sidings; $2,691,419 12 for 56 new locomotives and 754 new cars; $121,216 71 for new ferry boat; $215,520 34 for Long Dock shops, etc.; $177,060 72 for machinery in shops; $3,652 36 on account Hawley Branch; $112,167 13 for discount on 4th mort. bonds sold, and interest; and $800,896 66, for the construction of freight and engine houses, car shops, etc., at different points upon the line of the road.

The following is a comparative statement of the

capital stock and funded debt of the company, December 31—

	1864.	1865.
Common stock	$16,400,100	$16,570,100
Preferred "	8,535,700	8,535,700
Total capital stock	$24,935,800	$25,105,800
First mortgage bonds	3,000,000	3,000,000
Second " "	4,000,000	4,000,000
Third " "	6,000,000	6,000,000
Fourth " "	3,634,000	4,441,000
Fifth " "	1,002,500	926,500
Buffalo Branch "	186,400	186,400
Sterling "	.....	3,816,582
Real estate "	500	500
Total funded debt	$17,823,400	$22,370,982
Total stock and funded debt	$42,759,200	$47,476,782

This shows an increase in the common capital stock during the year of $170,000, accounted for by the conversion of $93,000 of fourth, and $77,000 of fifth mortgage bonds. The funded debt also shows an increase of $4,546,582 19, accounted for by the sale of $3,816,582 19 sterling bonds, and $900,000 of fourth mortgage bonds, less $170,000 of fourth and fifth mortgage bonds converted into capital stock.

The financial condition of the company is exhibited in the annexed balance sheet. The liabilities of the company on the 31st of December, 1865, were:

Accounts payable		$3,551,980 56
Dividend payable Feb. 5, 1866		283,879 28
		$3,835,559 84
Means to pay the same:		
Cash and cash items	$905,158 88	
Accounts receivable	1,467,714 96	
Long Dock Co	251,520 34	
		2,588,394 18
Excess of liabilities		$1,247,165 66

The property of the company consists of: Main Line from Jersey City to Dunkirk, 460 miles; Piermont Branch, 18 miles; Newburgh Branch, 19 miles; Northwestern Division, Hornellsville to Attica, 60 miles—total length of road owned by the company, 557 miles.

The Branch roads leased and operated by the company are: Buffalo Division, Corning to Buffalo, 140 miles; Rochester Division, 18 miles; Canandaigua and Elmira, 66 miles; Hawley Branch, 16 miles—total 240 miles.

The whole number of miles owned and leased by the company is 797.

The Warwick Valley road, ten miles long, is operated by the company, but not leased.

The whole number of miles operated by the company is 807.

There are on the Main Line and Branches owned by the company 205 miles of double track, and 157 miles of sidings, and on the leased roads 21 miles of double track and sidings—making the entire length of track equal to 1,190 miles of single track.

The equipment of the road consists of 332 locomotive engines and tenders; 133 passenger cars; 264 emigrant, baggage and caboose cars; 2,975 box freight, cattle, milk and oil cars; 1,212 flat freight cars; and 884 coal cars.

The report closes with the following remarks in reference to the condition of the road and means to operate it:

During the past year several miles of second track have been built, side tracks have been extended and additional ones introduced at points where business required them; a large amount of iron has been used in renewals; new engine houses, depot and other buildings have been erected and old ones enlarged. Our rolling stock has been very largely increased in locomotives and cars of every class, and the road is now fully equipped in every department. The large increase in engines, passenger and sleeping cars, emigrant, freight, coal and cattle cars, now enables us to do all the business offering promptly and to the entire satisfaction of the public.

We have arranged for ample and convenient cattle yards at Dunkirk and Buffalo, and for a new Grain Elevator at Buffalo, through the agency of third parties, without increasing the expenses of the company. We have also arrangements from which we anticipate a large increase in our local business from the transportation of coal, iron, and the products of the forest.

Our passenger business is very encouraging, and with a first class road, perfect in all its appointments, particularly its fine engines, new and commodious cars, and its excellent hotels, we have every reason to hope that it will become the favorite route with the traveling community.

Although indications point to a decrease in the traffic of the coming year, as compared with the past, every effort has been made to place the road in such a condition in all respects, as will enable us to transact with economy and profit whatever business may be offered.

Our expenses must hereafter be greatly lessened, as the cost of nearly every article used in operating the road is already materially reduced, and this reduction may be reasonably expected to continue. The large force employed during the past year in repairs of road-bed and rolling stock, will be reduced to a limit consistent with the improved condition of the road. Negotiations are now in progress for the transfer of freight at New York and Jersey City by contract, based on the actual tonnage handled. This arrangement, it is expected, will result in a large reduction of expenses at those points; and should these anticipations be realized, similar contracts will be made at other large stations. Our relations with connecting roads are very satisfactory, giving us assurance of continued and large interchange of traffic.

The condition of the company in all its working departments was never better, and the prospect of being able to operate the road economically is most cheering.

Occupying an advantageous position for the carrying trade between the Atlantic and the great West, and having a gauge specially adapted to secure the comfort of passengers, it is already a favorito route with the public, and must continue to receive a fair share of the public patronage.

Entertaining these views, therefore, the Directors feel justified in anticipating most satisfactory results from the operations of the road, during the coming and future years; and will spare no exertions to enable it to sustain the high reputation it has already acquired.

Balances of General Ledger.

Cost of road and equipment		$47,409,404 01
Hawley Branch		236,946 99
		$47,646,351 00
Cash and cash items on hand	$905,158 88	
Long Dock Co	215,520 34	
Buffalo, Bradford & Pittsburgh R.R.Co.	40,358 09	
U. S. War Departm't.	502,575 77	
Accounts receivable.	617,509 59	
		2,281,122 67
Materials on hand	$2,176,823 35	
Fuel on hand	880,326 45	
		3,057,149 80
Niagara bridge stock		4,140 00
Unadjusted accounts		303,131 51
		$53,291,894 98
Capital stock—		
Preferred stock		$8,535,700 00
Common stock		16,570,100 00
		$25,105,800 00
Funded debt ($22,370,982 19,) viz:		
First mortgage bonds, due 1867		$3,000,000 00
Second mortgage bonds, due 1879.		4,000,000 00
Third mortgage bonds, due 1883		6,000,000 00
Fourth mortgage bonds, due 1880.		4,441,000 00
Fifth mortgage bonds, due 1888		926,500 00
Buffalo branch bonds, due 1891		186,400 00
Sterling bonds, due 1875		3,816,582 19
Real estate bonds		500 00
Accounts payable	$3,551,980 56	
Accrued interest on bonds, not due	464,202 74	
Dividends due February 5th, 1866	283,579 28	
Balance of "Income Account	1,515,350 21	
		5,815,112 79
		$53,291,894 98

President.—Robert H. Berdell.

Vice President.—Alexander S. Diven.

Directors.—John Arnot, Robt. H. Berdell, D. A. Cushman, J. C. Bancroft Davis, Alexander S. Diven, Daniel Drew, Wm. Evans, Thomas W. Gale, Dudley S. Gregory, Jas. F. D. Lanier, Samuel Marsh, Ralph Mead, Ambrose S. Murray, Isaac N. Phelps, Henry L. Pierson, Wm. B. Skidmore, Cornelius Vanderbilt.

Secretary.—Horatio N. Otis.

Treasurer.—John Hilton.

General Sup't.—Hugh Riddle.

Consulting Engineer.—Charles Minot.

Interest and Dividends.

The Macon and Western Railroad Company have declared a dividend of 5 per cent. less Government tax, payable in New York, on demand.

The Concord, Nashua and Lowell, and Manchester and Lawrence Railroads have declared a dividend of 4 per cent. each payable May 1.

The Cleveland and Mahoning Railroad Company have declared a dividend of four per cent., free of Government tax, on the full shares of the capital stock of the company (except that issued in the conversion of bonds, and upon that a pro rata dividend), payable on the 10th day of May.

The Philadelphia and Reading Railroad Company give notice that the option of receiving the dividends in stock or cash, under the resolution of the Board of 11th of December, 1865, will cease on the 31st of May, 1866, and that such stockholders as do not demand their dividend to be paid to them in stock on or before that day will be thereafter entitled to receive it in cash only.

☞ The Mayor of Baltimore has returned to the first branch of the City Council, without his signature, the ordinance authorizing the Philadelphia, Wilmington and Baltimore Railroad Company to lay down an additional track on Boston street, commencing at the eastern limits of the city and extending westwardly until it intersected with the present track on Canton avenue.

☞ The Canandaigua and Niagara Falls Railroad, which has for several years been operated by the New York Central Railroad Co., has become the property, by lease or purchase, of the Pennsylvania Railroad Co., which will secure to the latter the control of a direct railroad line tween Philadelphia and Niagara Falls.

Liability of Carrier for Delivery to Third Person—What Delivery will Discharge a Carrier.

The question in regard to the carrier's obligation to deliver goods to the shipper or consignor has been much agitated and not quite settled. It arises in the case of another party claiming the goods as owner and taking them in that character from the carrier. Will such taking excuse the carrier for non-delivery? If the goods are demanded of him by a third party on the ground that he is the owner, can the carrier deliver the goods and justify his conduct? Suppose a case: B. ships a car load of grain at Troy by the Harlem Railroad Co., consigned to the "Owner" at New York, care of A. On arrival of the grain at New York, a third party appears, claiming to be the owner, and the company delivers the grain to him on his paying the freight. Is the company liable for the value of the grain, in a case where such third party was not in fact the owner?

It is quite certain that the carrier cannot himself raise the question of title in a third person, and on that ground refuse delivery to the person originally holding them. Thus in the case of Laclough *vs.* Towle, 3 Esp., 114, a carrier had a parcel of goods delivered to him to be carried from Maidstone to London. While the goods lay at his warehouse, a person came there who said the goods were his, and claimed them from the carrier. The carrier refused to deliver them, but being indemnified, promised to keep them and not deliver them according to the order. The goods not being delivered, the party by whom they were delivered to the carrier brought an action against the carrier. The Court would not permit the carrier to set up any question of property out of the plaintiff, and *held* that he, having received the goods from him, was precluded from questioning his title or showing a property in any other person.

It is undoubtedly the general rule that the carrier cannot deny the title of the party from whom he has received the goods for transportation. In general no agent can defend against the action of his principal, by setting up the *jus tertii* in his own favor. (Nicholson *vs.* Knowlis, 5 Madd., 47; Parsons on Contracts, Vol. 2, p. 204.) On the other hand, if the carrier delivers them to a third party, and it can be shown in an action against him that this third party was the actual and lawful owner, and that the plaintiff who delivered the goods to the carrier had no right to them whatever, this certainly is a sufficient defence. This was settled after much consideration, in King *vs.* Richards, 6 Whart., 418. The defendants in that case were common carriers of goods between New York and Philadelphia, and had signed a receipt of certain goods as received of A., which they promised to deliver to his order. In *trover* by the indorsers of this paper, who had made advances on the goods, it was held, that the defendants might prove that A. had no title to the goods; that they had been fraudulently obtained by him from the true owner, and that upon demand made, they had delivered them up to the latter. Kennedy J., said: "It is said that it would be a breach of trust or an act of treachery, on the part of the bailee, to deliver the goods over on demand to the true owner, notwithstanding he has received them from a wrongdoer, because he promised to restore the goods to such wrongdoer. If the bailee in such case receive the goods from the bailor innocently, under the impression made by the bailor that he is the owner thereof, or has the right to dispose of them in the manner he is doing, and therefore promises to return the goods to the bailor, it is very obvious that such a promise ought not to be regarded as binding, because obtained through a false impression, made wilfully by the bailor; and truth, which lies at the foundation of justice, as well as all moral excellence, would seem to require in every such case that the goods should be delivered up to the true owner, especially if he demand the same, instead of the wrongful bailor. But if the bailee knew at the time he received the goods, and made the promise to redeliver them to the bailor, with a view to favor the bailor, that the latter had come wrongfully by them, either by having taken them tortiously or feloniously from the owner; then the bailee thereby became a participant in the fraud or the felony, and it would be abhorrent to every principle of justice that he should be protected under such circumstances against the demand or claim of the owner. This promise however, of the bailee, is said to be binding on him only, and is not such as his personal representatives are bound to regard; and the reason assigned for this is because the goods have come to their possession by operation of law. This doctrine if it were to be allowed, would certainly be singularly anomalous, and unlike in its effect, to any other promise recognized by the law as binding." (See also, Bates *vs.* Stanton, 1 Duer., 79.)

The doctrine as thus stated is fully sustained in the case of Sheridan *vs.* The New Quay Co., 93 Eng., C. L., 618. In giving the judgment of the Court, Willes, J., says:—"The defendants were common carriers, and therefore bound to receive the goods for carriage. They could make no inquiry as to the ownership. They have not voluntarily raised the question; it was raised by the demand of the real owner before the defendants had parted with the goods. The law would have protected them against the real owner if they had delivered the goods in pursuance of their employment, without notice of his claim. It ought equally to protect them against the *pseudo* owner, from whom they could not refuse to receive the goods, in the present event of the real owner claiming the goods, and their being given up to him."

It is, held, in general, that if he does not yield to an adverse claim by a third party, he is liable to an action, in case the title of the party be good. (Wilson *vs.* Anderton, 1 B. & Ad., 450.) In this case the captain of a ship who had taken goods on freight and who claimed a lien upon them, but whose claim was unfounded, delivered them to the defendant as his bailee. The plaintiff who was the owner of the goods, demanded them of the defendant, but he refused to deliver them without the directions of the bailor. The Court held, that the bailor not having any lien upon the goods, the refusal of the bailee was sufficient evidence of a conversion. Tenterden, C. J., said: "A bailee can never be in a better situation than the bailor. If the bailor has no title, the bailee can have none, for the bailor can give no better title than he has. The right to the property may, therefore, be tried in an action against the bailee, and a refusal like that stated in this case has always been considered evidence of a conversion. The situation of a bailee is not one without remedy. He is not bound to ascertain who has the right. He may file a bill of interpleader in a Court of equity. But a bailee who forbears to adopt that mode of proceeding, and makes himself a party by retaining the goods for the bailor must stand or fall by his title." Littledale, J.: "The question is whether under the circumstances stated in this case, the bailee can set up any title against the real owner? What is the situation of a bailee? He has no other title except that which the bailor had. As to the *Nisi Prius* case before Gould, J., it is not applicable to the present point. There the carrier, on the goods being demanded by a third party, voluntarily identified himself with that party, by proposing to retain them on an indemnity, and offering to set up the title of that party on an action by the bailor. Now a lessee cannot dispute the title of his lessor at the time of the lease, but he may show that the lessor's title has been put an end to; and therefore, in an action of covenant by the lessor, a plea of eviction by title paramount, or that which is equivalent to it, is a good plea, and a threat to distrain or bring an ejectment, by a person having good title, would be equivalent to an actual eviction. So here if the bailor brought an action against the defendant as bailee, the latter might, on the same principle, show that the plaintiff recovered the value of the goods, or that on being threatened with an action by a person who had good title to the goods, he had delivered them to him."

The carrier may have his interpleader in equity to ascertain who has the right; but it is not easy to see what adequate means of self-protection he has at common law. And yet he should be permitted in some way to demand security of the party whose title seems to him the better, and to whom he is therefore willing to give the goods. And whenever security is refused, there should be no recovery against him, unless the better title of the person claiming the goods was obvious and certain, or there were other circumstances indicating that the carrier had not acted with entire good faith or proper discretion. But in the present state of the authorities, it seems that if the carrier be called upon by such antagonistic claimants, he must decide between them at his own peril.

A singular illustration of this principle is given in the case of Morris *vs.* Third Avenue Railroad Co., 23, How. Pr. R., 345. It appeared in that case that the plaintiff, who was a passenger upon the defendant's car in the city of New York, left her satchel in the car. The conductor's attention being called to the fact, he took charge of it, and upon the return trip placed it in the care of the receiver of the road, by whom it was delivered to a person who had no right or claim to it. The Court held that although city passenger railroad companies are not chargeable strictly as common carriers of baggage, they receiving no compensation for its carriage beyond that received as the fare of the passenger, yet they were in this case, bailees for hire, while the property remained in their custody; and the property having come into their possession by the owner's neglect, the delivery of it to the wrong person was a conversion and the defendants were liable, unless they exer-

cised all the care and vigilance that could reasonably be expected under the circumstances.

WHAT DELIVERY WILL DISCHARGE THE CARRIER.

When goods are delivered to the place of destination, and the consignee is dead, absent or refuses to receive them, or is not known, and cannot after due effort be found, the carrier discharges himself by placing them in store with some responsible third party in that business at the place of delivery, for and on account of the owner. Fisk *vs.* Newton, 1 Den., 45.) In this last case the consignee in New York was a clerk having no place of business of his own, and the carrier was not informed of his occupation or address, and his name was not in the city Directory, and the carrier after reasonable effort could not find him. It was held that the carrier's responsibility ceased on his storing the goods with a storehouse keeper in good credit, on account of the owner; and that he was not liable on the insolvency of the storehouse keeper occurring some months afterwards. But when the consignee refuses to receive the goods, and the carrier continues to act under the direction of the shipper by retaining its possession or storing it, then the carrier is liable. (Ide *vs.* Sadler, 18 Barb., 32.)

When the consignee is a transient person, as where for instance, the goods were taken to be delivered at N. to T., a transient person, who had no agent there, and the carrier not being able to find T. at N., in good faith and in conformity with usage delivered them there to a third person for him, and this person, through a mistake delivered them to a different person than T., it was *held* that the carrier's duty was discharged under such circumstances by delivery to a responsible third person, though it would be otherwise if T. had been a resident, or had had an agent at N. (Mayell *vs.* Potter, 2 Johns. Cas., 371.) Thus too, where a carrier receives goods addressed to a place beyond the terminus of his route, and the carrier is a mere forwarder of goods when they are to be sent beyond such route, he discharges his duty as carrier by transporting them to the terminus of his own route, and then delivering them to a responsible carrier, according to the usage of the business, that they may be forwarded. (6 Hill, 157.)

There is frequently a usage of carriers, known to the consignor, of leaving goods to be called for, and where that is the case, although *prima facie*, the carrier is bound to deliver goods to the consignee personally, the usage is a defence to an action for goods lost under such circumstances. (17 Wend., 305.)

It should be borne in mind that a right of action for injury caused by the carrier's negligence is not barred by subsequent acceptance of the injured property, though this is a matter in mitigation of the damages. After an injury has been committed, the cause of action cannot be discharged by any act of the plaintiff short of a release or acceptance of something in satisfaction. (Bowman *vs.* Teall, 23 Wend., 306.)

When the carrier did not bring the goods to the terminus at which he undertook to deliver them, and had no office or agent there, he was held liable although the plaintiff had made no demand of them at that place. (Schroeder *vs.* Hudson River Railroad Co., 5 Duer., 55.)

☞ The anthracite coal tonnage is steadily on the increase. Thus far this season there has been put into market 2,680,948 tons against 2,227,879 tons, showing an increase of 453,069 tons.

Vermont and Massachusetts Railroad.

The following is a comparative statement of the earnings and expenses of this road, for the years ending November 30, 1862, 1863, 1864 and 1865:

	1862.	1863.	1864.	1865.
Earnings:				
From passengers	$60,957 10	$82,002 99	$122,380 91	$136,889 03
From troops	.....	7,415 88	.....	.....
From freight	99,900 01	125,876 12	164,763 90	198,300 78
From rent of joint use of road from Fitchburg to Ashburnham, and of engine house, water, station buildings, and service performed at Fitchb'g and other station	39,000 00	39,000 00	39,000 00	39,000 00
From mails	6,000 00	6,000 00	6,000 00	6,000 00
From express	3,952 92	4,152 92	4,352 88	4,586 33
From rents	3,296 09	3,518 54	4,172 09	2,987 71
From tolls	810 00	707 00	905 75	991 55
Miscellaneous	2,148 74	3,141 70	721 57	330 39
	$216,064 86	$271,815 10	$342,297 10	$390,085 79
Expenses, viz:				
Repairs of road	$18,522 44	$18,988 36	$26,165 82	$40,691 89
" buildings	3,066 82	8,666 34	5,945 02	13,327 04
" locomotives	8,461 66	8,894 95	25,315 23	20,995 81
" cars	9,320 92	8,467 28	23,436 13	26,004 00
" bridges	1,947 74	2,644 23	5,550 57	4,247 53
Passenger department	10,678 66	10,533 65	15,306 79	22,005 72
Freight "	13,053 00	15,471 32	20,444 27	25,500 24
Switchmen, watchmen & flagmen	2,753 59	3,371 50	4,224 44	4,777 29
Oil and waste	1,778 63	1,628 12	4,152 57	6,192 27
Fuel	8,853 83	10,554 14	20,117 92	25,513 29
Tools	258 93	536 88	608 94	773 29
Re-rolling and repairing rails	7,603 88	8,620 18	19,128 83	28,528 39
Rent of Conn. River R. R.	1,500 00	1,500 00	1,500 00	1,500 00
Loss and damage	330 73	863 93	2,609 57	3,083 93
Taxes and insurance	3,502 24	2,081 82	2,784 49	3,127 02
Salaries	5,066 66	6,685 76	7,268 00	7,483 33
United States tax	436 92	2,541 48	4,845 49	8,610 76
State tax	.....	.....	11,844 40	16,488 43
All other expenses	3,687 27	10,729 84	6,685 64	8,838 51
	$100,823 92	$122,679 73	$207,934 12	$267,688 75
Balance of interest	52,186 43	46,592 85	33,115 27	31,167 19
Amount credited to revenue fund to cover depreciation of locomotives, road and bridges	.....	9,000 00	.....	.....
	$153,010 35	$178,272 58	$241,049 39	$298,855 94
Net earnings	$63,054 51	$93,542 52	$101,247 71	$91,229 85

The following statement will show the earnings, expenses, interest paid, etc., for the years ending November 30—

	Earnings.	Expenses and taxes.	Earnings over expenses and taxes.	Amount of interest paid.	Net amount over expenses Int. and taxes.
1860	$254,826 37	$136,089 96	$118,736 41	$55,496 03	$63,240 38
1861	200,648 38	104,909 81	95,738 57	56,387 49	39,351 08
1862	216,064 86	100,823 92	115,240 94	52,186 43	63,054 51
1863	271,815 10	131,679 73	140,135 37	46,592 85	93,542 52
1864	342,297 10	207,934 12	134,362 98	33,115 27	101,247 71
1865	390,085 79	267,688 75	122,397 04	31,167 19	91,229 85

BALANCE SHEET.

	1862.	1863.	1864.	1865.
Road and equipment	$3,516,910 61	$3,516,910 61	$3,513,754 51	$3,466,729 51
Stock of materials on hand	7,700 00	10,524 63	30,504 31	27,522 29
Fuel	6,965 40	3,943 80	6,476 00	32,823 00
Oil and waste	.....	505 65	477 82	1,021 80
Sinking fund	60,000 00	70,000 00	80,000 00	.....
Notes receivable	75,800 00	172,710 11	213,950 00	.....
Interest	52,186 43	46,592 85	.....	83,303 90
Amount paid for bonds retired	109,909 02	30,884 31	38,184 31	.....
Balance due from agents, etc.	10,873 93	20,983 34	21,740 03	17,291 90
Cash	605 49	91 58	12,902 70	7,974 63
	$3,840,950 88	$3,873,146 88	$3,917,989 68	$3,635,667 03
Capital stock	$2,214,225 15	$2,214,225 15	$2,214,225 15	$2,860,000 00
Mortgage bonds July 1, 1883.	990,525 00	925,760 00	550,000 00	550,000 00
" " " 1, 1865.			374,000 00	8,400 00
" " " 1, 1855.			360 00	300 00
Bond certificates	.....	.....	660 00	255 00
Renewal fund	.....	9,000 00	.....	.....
U. S. tax on coupons	.....	12 06	.....	.....
Balance of road income to November 30	636,200 73	724,169 67	778,804 53	216,712 03
	$3,840,950 88	$3,873,146 88	$3,917,989 68	$3,635,667 03

President.—DANIEL S. RICHARDSON. *Treasurer.*—FRANKLIN N. POOR.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5		10c
Acton Vale ..... Ca	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	14
Algomah ..... "	20,000	----	2	25c
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2¢
Aztec ..... "	20,000	----	1	3
Balt. and N. C ..... N. C.	20,000	5	----	25c
Bare Hill ..... "	----	----	----	95c
Bay State ..... L. S.	20,000	----	3½	11
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	50c
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	15c
Canada ..... Vt.	100,000	4	90c	75c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	41
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp ..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	----
Columbian ..... "	20,000	----	4½	5c.
Consolidated ..... "	20,000	----	5	----
Copper Falls ..... "	20,000	----	24½	44
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	15½
Cornwall ..... Vt.	100,000	2	----	----
Dacotah ..... L. S	20,000	----	----	Ottawa ..... Ca. 200,000 1 ----
Dana ..... "	20,000	----	3½	25c Pacific ..... L. S. 20,000 ---- ----
Deep River ..... N. C.	20,000	5	----	5 Pennsylvania ..... " 20,000 25 2½
Delaware ..... L. S.	20,000	----	----	1½ Petherick ..... " 20,000 ---- 2½
Derby ..... "	20,000	----	----	15c Pewabic ..... " 20,000 ---- 3½
Devon ..... "	20,000	----	1	10 Phila. & Boston.. " 20,000 ---- 15
Dorchester ..... "	20,000	----	6	1½ Phœnix ..... " 20,000 ---- ----
Douglas ..... "	20,000	----	----	4½ Pittsburg & Boston " 20,000 ---- 5½
Dover ..... Ca.	200,000	----	1	7 Pontiac ..... " 20,000 ---- 3½
Dudley ..... L. S.	20,000	----	½	---- Prince of Wales ... Ca. 200,000 ---- ----
Dunham ..... Ca.	200,000	2	----	½ Providence ..... L. S. 20,000 ---- ----
Durham ..... "	200,000	5	----	75c Quincy ..... " 20,000 ---- 10
Eagle River ..... L. S.	20,000	----	3½	25c Reid Hill ..... Ca. 200,000 1 ----
El Dorado (Silver) "	20,000	----	----	25c Reliance ..... L. S. 20,000 ---- 7½
Escot ..... Ca.	25,000	20	----	1½ Richford ..... " 60,000 5 ----
Essex ..... "	200,000	----	----	---- Ridge ..... L. S. 20,000 ---- ----
Etna ..... L. S.	20,000	----	----	4 Rockland ..... " 20,000 ---- 5
Eureka ..... "	20,000	----	----	20c Roscoe ..... Ca 200,000 1 ----
Everett ..... "	20,000	----	5*	4½ Rudisell ..... " ---- ---- ----
Evergreen Bluff "	20,000	----	----	---- St. Clair ..... L. S. 20,000 ---- 3
Flint Steel ..... "	20,000	----	----	St. Flavien ..... Ca. 100,000 5 ----
Forest City ..... "	20,000	----	3	12 St. Francis ..... " 100,000 5 ----
Forest Shepherd .. "	20,000	----	6	13 St. Mary's (L. & M.) L. S. 20,000 ---- 8½
Franklin ..... L. S.	40,000	25	6½	1 Salem ..... " 20,000 ---- 1
French Creek ..... Pa.	100,000	5	----	11c Sharon Consol .... " 20,000 ---- ----
Gardner City .... L. S.	20,000	----	----	41 Sheldon ..... " 20,000 ---- ----
Gardner Hill ..... "	20,000	----	5	50c Silver Creek ..... " 20,000 ---- 1
Girard ..... "	20,000	----	----	---- Silver Hill ..... " 20,000 ---- ----
Glade ..... "	20,000	----	1	80c Silver Lake ..... " 20,000 ---- ----
Glencoe ..... Ca.	200,000	1	----	6 Silver Valley ..... " 20,000 ---- ----
Globe ..... L. S.	20,000	----	1	---- Southampton ..... Ca. 100,000 5 ----
Grand Portage ... "	20,000	----	1	10c South Bedford .... " 200,000 2 ----
Grand Trunk ..... Ca.	100,000	5	----	---- South Side ..... L. S. 20,000 ---- 5
Great Western ... L. S.	20,000	----	2	40 Springfield ..... Md. ---- 5 ----
Green Mountain ... Vt.	20,000	10	----	60c Stadecona ..... Ca. 100,000 5 ----
Guilford ..... L. S.	20,000	----	5	75c Star ..... L. S. 20,000 ---- 7½
Hamilton ..... "	20,000	----	----	4½ Stark ..... Vt. 100,000 2 ----
Hancock ..... "	20,000	----	6½	40c. Strafford ..... 30,000 10 ----
Hanover ..... "	20,000	----	½	1 Superior ..... L. S. 20,000 ---- 4
Hartford ..... "	20,000	25	12½	19 Sussex ..... " 20,000 ---- ----
Hazzard ..... "	20,000	----	----	1½ Sutton ..... Ca. 100,000 5 ----
Highland ..... "	20,000	----	7	---- Tolteo ..... L. S. 20,000 ---- 20
Hilton ..... "	20,000	----	----	3½ Tremont ..... " 20,000 ---- 5*
Hope ..... "	20,000	----	½	1½ Union (L. & M.) .. " 20,000 ---- ----
Hudson ..... "	20,000	----	----	1½ Vernon ..... " 25,000 10 ----
Hulbert ..... "	20,000	----	----	1½ Victoria ..... L. S. 20,000 ---- 1½
Humboldt ..... "	20,000	----	2	2 Vulcan ..... " 20,000 ---- ----
Hungarian ..... "	20,000	----	1	3½ Washington ..... " 20,000 ---- ----
Huron	20,000	----	16	7 Waterloo ..... Ca. 100,000 3 4*
Indiana	20,000	----	----	6 Waukegan ..... L. S. 20,000 ---- 2½
Inverness	200,000	2½	----	---- West Minnesota.. " 20,000 ---- 2½
Isle Haute	40,000	----	----	6 Wickham ..... Ca. 200,000 5 ----
Isle Royale ..... L. S.	20 000	5	16	---- Wickopee ..... " 100,000 5 ----
				11½ Winthrop ..... L. S. 20,000 ---- 3½
				---- Wyandotte ..... " 20,000 ---- ----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	3
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	62
Ashburton ..... "	50,000	50	----	14½
Atlantic & G. C ... Md.	----	----	----	100c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	4
Big Mountain ..... Pa.	----	----	----	5
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler ..... "	----	----	----	15
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	8
Central ..... "	----	----	----	44
Clinton ..... "	----	----	----	1
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	44½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	9½
Fulton ..... "	60,000	5	----	6
Gilbertson	5,000	100	----	42
George's Creek ..... Pa.	10,000	----	----	109
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4½
Hampton & Balt.. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	56
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	45
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	6½
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	7½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett .... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	145
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	49½
Potomac ..... Md.	40,000	10	----	5½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	15
Princess Alex. .. N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	7½
Schuylkill Valley .. "	20,000	10	----	12
Shawmut	6,000	50	----	----
Short Mountain .. Pa.	16,000	50	----	19½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley.. Pa.	22,760	50	----	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.).. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	----
At. & Pac. (G. & S.) Nev.	50,000	10	----	----
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	----
Chaudiere (G.) .... Ca.	100,000	5	----	----
Chebucto ..... N. S.	100,000	5	----	----
Colonial (G.) ..... Ca.	100,000	2½	----	----
Colorado (G.) ..... Col.	50,000	10	----	----
Consol. Greg'y (G.) Col.	50,000	100	----	----
Copalinshe (G.) .... "	200,000	20	----	----
Coriesannie (G.) .... "	100,000	10	----	----
Corydon (G.) ..... "	100,000	25	----	----
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	----
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	----
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	----
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	----
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	----
Halifax (G.) ..... N. S.	200,000	2	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.)	80,000	25	10	----
Isaac's Harbor (G.) N. S.	100,000	5	----	----
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	13
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	----
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	----
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	----
Nova Scotia (S.).. "	100,000	2	----	----
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.).. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	----
Quartz Hill (G.) .. Col	40,000	25	----	5½
Quicksilver ..... Cal.	100,000	100	----	54
Renfrew (G.) ..... Ca.	120,000	2½	----	----
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	----
Sacramento (S.).. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	8½
Smith & Parm. (G.) Col	125,000	20	20	----
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.).. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6¼	—	27
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	—	43½
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	91
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	—	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	—	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	—	64
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	—	46½
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	—	40
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,869	—	—	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	—	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	—	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	—	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	—	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	—	86½
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	—	47
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	—	—
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	—	—
30 Nov. '64	11.60	—	59	8	—	Worcester	96,657	75,800	—	53,668	25,453	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,189	200,000	27,500	5,782	67,594	18.386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,966	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,866	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & B'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	600,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
Sep.	'64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Morris's & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,206	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,953,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,300	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	57
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	—
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	.....	.....	.....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	52
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,332	4	50	25
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	42
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'burg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	66,883	100,000	17,000	—	36,781	6,494	5	20	—
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	12½
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	72
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	30½
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	81,810	9½	50	51½
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	19½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	35½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,857	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.68	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	per c.	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	76,000	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' [Pittsburg] 1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	.....	.....	—
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	.....	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Morris's & Ford'm 1st Mortgage	88,000	7	J. & J.	.....	—
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage (road)	50,000	6	M. & S.	71–72	88
Malden and Melrose: 1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	.....	.....	—
Middlesex: 1st Mortgage	31,000	—	.....	.....	—
Malden & Melrose bonds	51,762	—	.....	.....	—
Real Estate	4,000	—	.....	.....	—
Ninth Avenue: 1st Mortgage	67,000	7	.....	.....	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1851	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	91,000	7	J. & J.	.....	—
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	—
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	.....	.....	—
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	—
Utica City: 1st Mortgage	65,500	7	.....	.....	—
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1909	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 1, 1866.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	119
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	114
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 ..... coupon	662,000	5	" "	1865	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	95½
" " " ..... coupon		5	" "	1874	95½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	97
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108½
" " " ..... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,234,650	6	" "	1881	108½
" " " ..... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,000	6	May & Nov.	1882	102
" " " (5-20s) ..... coupon		6	" "	1882	101½
Loan of March 3, 1865 (5-20s)	65,175,500	6	May & Nov.	1885	101½
Bonds, Central Pacific R. R. Co	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)	2,272,096	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s) ..... registered	171,219,100	5	Mar. & Sept.	1904	96
" " " ..... coupon		5	" "	1904	95½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	102
" " " ..... coupon		6	" "	1884	101½
Treasury Notes of July 17, 1861 ..... coupon	167,380	7.3	April & Oct.	1864	----
" June 20, '64 & Mar. 3, '65 1st series	517,014,000	7.3	Feb. & Aug.	1867	101½
" March 3, 1865 ..... 2d series		7.2	June & Dec.	1868	102
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	101½
Debt Certificates	62,253,000	6	At maturity.	----	100½
One & Two Year Treas'y Notes (legal tender)	8,536,900	5	" "	----	----
Three Year's Compound Interest notes of '64	172,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)	422,749,252				
Fractional currency	28,005,452				
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	102
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'82	95
" — " " " ..... "	1,000,000	6	" "	1882	92½
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " (R. R. & B'k) ..	2,073,750	6	" "	'63-'80	100
" — " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	98
" — " bonds ..... "	1,322,085	6	" "	1877	98
" —Interest stock ..... "	737,222	6	" "	1860	86
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	96
" —War bonds ..... "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling)	1,778,423	6	" "	1870	----
" — " (dollar) ..... "	1 969,397	6	" "	1870	67
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	80
" — " ..... "	2,058,173	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	84
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock ..... "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	94
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----	d'm'd.	97
" — " (R. R. etc.) ... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'62-'77	95
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	92½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5		1865	----
" — " " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	----
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	----
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	2,000,000	6		1870	100
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	100
Massachusetts—State b'ds (Western R. R.) .. stg.	3,995,556	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) .... "	508,380	6	" "	'88-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	----
" — " " (" ") .. "	300,000	5	" "	1893	----
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	----
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip ..... "	200 000	6	" "	'64-'66	----
" — " ..... "	247 000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	107
" — " " " ..... "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	94
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	94
" —Back Bay Loan ..... "	168,000	5	" "	1880	95½
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	96
" —Redemption Ln (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	97
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " "	199,000	6	" "	1863	74
" —Capitol Loan of 1857	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. ... coupon	200,000	6	" "	1883	----
" — " " S. W. Branch ... "	7,000,000	6	" "	'72-'88	74
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri ... "	3,000,000	6	" "	'73-'87	77
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	780,000	----	----	----	----
" " —Notes	535,100	6	Feb. & Aug.	1876	93½
New Jersey—State stock ..... registered	200,000	6	----	----	----
" " —State bonds (war loan) .. coupon	95,000	6	Jan. & July.	Var.	----
" " — " (" ") .. "	531,820	6	" "	'65-'71	----
New York—General Fd: Astor Debt	200,000	6	" "	1871	----
" " " " Deficiency Loans ..	561,500	5	Jan. & July.	pleas.	----
" " " " " " "	348,107	5	" "	pleas.	----
" " " " " " "	900,000	5	" "	1875	----
" " " " " " "	442,961	5	May & Nov.	1888	----
" " " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " " " " " "	1,300,000	6	" "	'68-'78	----
" " " " " " "	700,000	7	" "	1870	----
" " " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " " " " "	11,050	5½	----	d'm'd.	----
" " " " " "	14,230	6	----	d'm'd.	----
" " " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " " " " "	287,700	4½	J., A., J., & O	1864	----
" " " " " "	68,000	5	Feb. & Aug.	1876	----
" " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " " " " "	320,000	5½	Jan. & July.	1865	----
" " " " " "	100,000	6	" "	1867	----
" " " —Canal Fund Loans	6,922,274	5	" "	'63-'74	----
" " " " "	15,839,025	6	" "	'64-'76	----
" " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	83½
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	5	" "	1865	----
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	93
" — " " (" ") ..... "	1,600,000	6	" "	1875	95
" — " " (" ") ..... "	4,095 309	6	" "	1881	96
" — " " (" ") ..... "	2,400,000	6	" "	1886	97
" — " (domestic debt)	125,680	6	" "	1863	95
" — " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	88½
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,890,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	"	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	----
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	84
" — " " ..... "	428,000	5	" "	1878	88
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds ..... coupon	650,000	5	Jan. & July.	1892	----
" —Bank Charter Loans	360,937	5	----	----	94
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	93½
South Carolina—State bonds (stg) ..... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	81
" — " " (interm. impr.) "	2,063,606	6	----	Var.	54
" — " " (railroads) .... "	12,799,000	6	----	Var.	90
" — " " (capitol) ..... "	608,000	5	----	1890	87
" — " " (Hermitage) .. "	48,000	6	----	1890	90½
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	----	----	----	----
" —State bonds (war loan) ..... coupon	58,000	6	----	'63-'64	----
" — " " (" ") ..... "	751,000	6	----	'62-'63	----
Virginia—Inscribed certificates (civil)	404,000	6	Jan. & July.	1870	98
" — " " (railroad) ...	18,264,642	5	Various.	Var.	----
" —State bonds (railroad) ..... coupon	12,624,500	6	Jan. & July.	'83-'93	43½
" — " " (sterling) ..... "	1,865,000	6	" "	'85-'93	93
		5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (" ") .... "	1,100,000	6	" "	'73-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	569,762	6,938,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,261	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	146,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,876	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	174,164	226,251	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 683	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	641,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,968,980
1866	523,566	405,634	523,744	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25.461	211,077
1862	24,243	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51.485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,912	59,182	68,178	53,518	88.458	87.037	97,876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	------	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,183
1862	699,097	601.595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,095	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001.007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division...1,187,158	983,855	1,070,434	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236.637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289 224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,665	515,608	460,573	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,208
1866	532,828	512,628	516,822	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,344	512,219
1863	36,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,063
1866	90,071	84,218	82,910	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,965,712
1866	121,776	84,897	72,135	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,553	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,722
1866	312,846	277,234	412,393	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175.696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,870	328,869	4,504,549
1866	282,438	265,796	337,158	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	125,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,523	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,691
1866	131,707	122,621	124,175	------	------	------	------	------	------	------	------	------	------
New York Central:													
1860	387,123	402,530	561,073	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,636	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	1,089,023	1,105,664	1,004,435	1,029,736	1,056,793	1,275,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,484	------	------	------	------
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	273 270	314,806	337,496	339,911	368,956	321,206	249,032	3,315,501
1861	161.106	160,53 8	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	1,116,215	923,285	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	457,642	5,132,994
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,128,466
1865	640,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	565,488	474,738	654,390	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	180,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,737	201,093	162,664	2,240,503
1866	178,119	165,893	192,138	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	------	------	------	------	------	------	------	------	------	------
Western Union:													
865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,333
1866	45,102	36,005	39,301	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	89
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.& Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	95½
" " " 1850	676,000	6	Jan. & July.	"	1880	95
" " " 1856	1,085,000	6	Jan. & July.	"	1875	94½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	363,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
"	200,000	6			1879	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,900	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	97
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85
" " $1,700,000	1,700,000	6	"	"	1883	84
" " $2,500,000	867,000	6	"	"	1889	84
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	99
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	96
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	86
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	80½
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	900	7	March & Sept.		1864	110
3d Mortgage	587,000	8	" "		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	73½
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston.	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage (convertible)	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1834	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'78–'78	77
Land Security	3,344,60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	104
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	" "	" "	1870	85½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	79½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y.& Boston	1869	108
1st Mortgage (convert.) Dollar	257 000	8	April & Oct.	" "	1882	107
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	107
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,253,500	7	" "	" "	1877	86
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	82½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		58
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	93.000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1826	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192 773	7	var.	" "	var.	
" " " "	45,500	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	102½
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	90
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	97½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,316,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93½
2d Mortgage	3,077,000	7	"	" "	1861	37
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89½
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	80½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	72
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	691,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	800	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	92½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	89
" 1844, "	804,000	6	" "	"	1880	89
" 1848, "	101,000	6	" "	"	1880	89
1849, "	67,000	6	" "	"	1880	89
1857, (convertible)	415,500	6	" "	"	1886	101
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,382					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	93½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago.						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£87,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	85
2d Mortgage	937,500	7	" "	"	1863	38½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,598	6			1873	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1860	
3d Mortgage	76,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'76–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	87
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1891	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	73½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				64
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'78	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	180,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	60.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	58.1	2	2	19		*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,955	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,022	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.0	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,894	.....	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95.000	731	.....	23.8	53,325	89,479	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,856	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927.000	97,922	4,654,332	75.2	452,238	1,459,741	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292.500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738.538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,287	85,946	8	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871 742	86 0	202,567	306,766	53,204	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	528,767	3.619,600	2,000 000	220.197	6,810,340	117.4	652,755	1,847,291	622,546	9	98
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,285	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,395	86.7	.....	418.036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590.178	229 0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123.342	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658.976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026 868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,286,634	52,374	—	1,275,901	10,200	180,621	1,473.140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19,913	3,822,913	128.8	.....	.....	388,855	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,345	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,808,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,440,280	3,540,692	1,833 517	6½	91½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,964	525,259	16,464 265	400 0	1,993,105	5,728,910	2,752,273	20	117
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2 356,680	26,155,641	12,020,483	825,398	39,680,472	930.0	.....	6,820,759	1,802,272	—	28½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	1,679,659	6,000 000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	124
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214.342	180.0	.....	742.097	377,476	—	.....
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,251.500	—	40,668 060	708.3	3,507,456	7,181,208	2,174,924	10	121
31 Dec. '65	118.0	—	.....	112	15	6	234	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	5?0,333	250,189	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	965	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,054,074	500,767	—	34
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102.761	109.0	.....	442.893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	65
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84 0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	36
30 Nov. '65	78.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,003,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929.782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 ?73,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	72,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	.....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	63.7	—	.....	136.3	...	...	...	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,233,015	248,989	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7.565,489	—	14,781,571	329.3	1,582.793	4,121,213	1,715,063	—	108
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	77½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnerota and Pacific*	1,400,000	—	—	.....	.....	1,550,000	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	.....	575,000	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	.....	600,000	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	.....	600,000	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,883,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,708	—	2,489,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	—
31 Dec. '62	152.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
8 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	—	3,883,402	114.0	190,562	197,744	1,895	—	—
0 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,222	3,501,000	40 858	6,352,109	90 0.1	230,189	399,291	51,319	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0		.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	439,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,233	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,946	4,544,097	3	110
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	45½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,476	1,830,000	640,000	47,118	3 020,600	70.9	423,213	752,605	172,232	6	97½
30 Nov. '64	74.8	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	120½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	136
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	138½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681.666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	105
30 Nov. '64	44.2	30.5	27.5	—	31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	102½
30 Nov. '64	51.0	42.5	75 8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	434,622	868,352	309,341	8	107½
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	232,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '64	14.8	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	116½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	10
30 Nov. '64	98.5	8.8	27.5	—	23	66	458	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	—
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	106
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	59,118	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	223,900	727	470,931	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,897	2	47
30 Nov. '65	166.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,760	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	137
30 Nov. '65	45.7	—	9.8	—	10	12	163	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,035,925	679,500	—	2,765,425	53.6	382,552	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	65½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	109½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	21	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,118	82.0	.....	210,265	210,265	7	92
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,295	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	68.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,804,131	6,472,406	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	120½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,444	*	—	1,084,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	582,047	6,500,000	2,000,000	477,233	9,764,509	90.0	948,218	2,637,184	1,205,630	20	110½
31 Dec. '64	53.0	—	—	45.5	21	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	670,764	171,755	7	82
31 Dec. '65	38.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,798,064	5,000,000	806,000	—	6,434,399	33.8	654,192	1,876,981	803,323	10	135
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	.....	158,800	280,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	.....	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	—	47.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,309	—	1,604,145	1,016,739	[173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	*	—	850,000	2,395,000	1,070	3,369,088	160 1	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,888	516,576	189,300	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,870,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,060,511	4	73½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,547	150.0	1,396,293	4,132,600	1,587,293	8	110½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	75
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,805,377	1,279,791	24,591,000	14,627,442	—	44,075,497	854.9	5,804,048	13,975,594	2,694,714	6	92½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,705	901,853	35.9	83,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g	3,096,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	135	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	188,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	100
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	114
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,762,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	—
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	81½
31 May '65	109.1	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	104½
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,762,430	—	6,214,825	142.0	—	1,069,187	431,980	—	.....
30 Nov. '64	88.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,288	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	.....
2 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	158.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595.400	251,867	3,343,956	1,341,093	14,202	5,172,133	205.9	385,409	719,924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	207	189,488	—	—
Dec 64	242.4	—	—	—	48	18	989	Toledo & Wa bash	10,080 913	*	—	3,427,050	6 653,868	—	10,248,015	250.0	1,244,358	2,050,322	945,492	3½	58½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	——	.....	186.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	——	——
31 Dec. '65	387.0	103.0	——	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,464,305	13,441,150	30,000,000	1,796,588	48,060,780	440.0	2,647,709	5,811,233	2,125,200	——	——
31 Oct. '65	66.0	2.5	4.0	——	21	9	413	Catawissa	3,634,000	*	——	3,350,000	279,000	——	3,629,000	69.5	240,418	370,223	149,587	——	40
30 Sep. '65	74.0	——	5.4	——	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	——	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	——	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	135
31 Oct. '65	36.0	1.7	7.7	——	9	6	88	East Pennsylvania	1,273,765	161,589	——	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	——	——
31 Dec '65	78.0	——	10.0	——	18	——	——	Elmira and Williamsport	2,620,000	*	——	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,975	loss.	5	30
31 Oct. '65	18.5	——	8.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	149,538	454,480	138,683	10	——
31 Oct. '65	81.0	2.0	4.3	——	13	11	349	Erie and Pittsburg	1,696,921	477,016	——	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	——	——
31 Oct. '65	36.0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	——	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	——	1,809,565	500,000	100,000	2,409,565	32.0	30,875	58,829	1,195	——	——
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	——	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	——	19½
31 Oct. '65	80.0	2.0	34.5	——	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	——	1,335,000	2,276,725	121,409	3,733,134	82.0	174,037	633,015	60,201	——	——
31 Oct. '65	70.0	17.5	64.0	——	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	——	6,632,250	1,477,000	——	8,109,250	87.5	643,080	3,049,860	1,851,630	10	61½
31 Oct. '65	28.5	5.0	8.0	——	——	——	——	Little Schuylkill	1,466,283	——	——	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	35
31 Oct. '65	130.6	——	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,708,200	*	——	3,708,200	——	——	3,708,200	(	"	"	")	8	55
31 Oct. '65	56.6	14.2	13.9	——	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,486	6,529,199	69.8	318,861	875,064	412,353	——	40
31 Dec. '65	354.8	33.2	450.5	——	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,459,169	4,189,111	10	66½
31 Oct. '65	17.0	3.0	22.0	——	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	——	1,476,300	183,000	——	1,659,300	24.0	311,091	656,739	336,376	8	55
31 Oct. '65	287.6	——	55.0	——	——	——	——	Phila. and (Sunbury) Erie	17,632,766	——	——	5,069,450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	——	33½
30 Nov. '65	93.0	59.5	238.8	——	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,661,353	20,240,673	6,900,663	——	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	81½
31 Oct. '65	26.5	——	26.5	——	——	——	——	Philadelphia and Trenton	1,336,386	——	245,695	999,200	200,000	——	1,199,200	28.2	177,433	1,030,432	345,891	10	134
31 Oct. '65	96.0	——	83.6	——	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,742	197.0	981,466	3,884,609	1,046 804	10	62½
31 Oct. '65	59.5	——	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	——	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	——	9
31 Dec. '64	468.3	——	108.5	——	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	——	8,181,126	12,657,000	——	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	98½
31 Dec. '65	28.0	——	6.2	——	8	——	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	——	3.3	——	8	13	31	Westchester & Philadelphia	1,331,640	143,557	——	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	——	——
31 Oct. '65	30.6	——	4.4	——	7	3	228	Tioga	821,200	212,758	——	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	——	2.0	——	16	16	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	250,000	——	——	62.0	321,000	557,587	254,508	12	101
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	.....	283,268	151,536	6	——
1 Jan. '59	143.2	21.3	.....	——	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	841,190	125,871	.....	——
28 Feb. '59	102.0	——	.....	——	.....	.....	.....	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '65	136.0	106.0	.....	— —	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	418,757	196,985	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
1859.....	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	——
1859.....	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	——
1860.....	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,576	878,089	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	——	——
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	——	.....	.....	.....	——	——
1859.....	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	.....	——	.....	.....	.....	——	——
1859.....	59.0	——	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	——	——
1859.....	47.4	——	2.3	— —	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	——	——
1859.....	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,908	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	327,384	6	——
1859.....	.....	——	.....	——	.....	.....	.....	Nashville and Northwestern	.....	.....	——	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860.....	45.8	——	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	——	595,922	360,000	204,544	.....	45.8	57,950	127,953	87,243	——	——
1859.....	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	——	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	——	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	——	.....	.....	.....	.....	56.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	——	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	——	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
31 May '65	110.3	——	6.6	——	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	——	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	——	——
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,168	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	——	1
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	97½
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	43,995	64,267	26,451	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	——	——
								VIRGINIA.													
1 Aug. '59	41.8	——	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,543	210,680	——	2,969,361	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	108.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	——
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	——	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	——	7½
30 Sep. '65	140.5	2.7	12.0	——	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2(00,000	1,658,500	775,142	8,711,091	191.7	.....	183,136	81,892	——	——
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	——
30 Sep. '59	22.2	2.8	3.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	.....	43.5	1,058,054	168,753	79,585	8	——
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	83,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	——
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,904,259	838,475	2,400	3,452,813	3,265,000	571,958	10,223,271	214.9	480,198	740,489	247,967	——	——
								WISCONSIN.													
31 Dec. '64	196.0	75.0	.....	——	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	——	3,400,000	6,250,000	——	9,650,000	370.0	1,125,571	2,113,118	508 555	——	50
31 Dec. '65	191.9	44.0	28.3	——	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	——	——
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan. '66	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,652	——	——
31 Dec. '65	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,463,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	20,10,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	——	——
31 July '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,302,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	——
31 Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	——	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	——	——
1 July, '61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	102,338	——	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,231	——	——	4,273,231	92.0	158,416	139,107	87,181	——	——
								NEW GRANADA.													
31 Dec 63	8.	——	——	——	11	22	120	Pan ma	9,000,000	*	658	5,000,000	15,000	——	10,763,732	43.7	.....	1 937,489	1,238,924	——	——

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	30
Chemung (guarantied)	380,000	...	...	----
Cayuga & Susquehanna (guarant.)	343,500	...	...	----
Cheshire (preferred)	2,017,825	7	—	46
Chicago & Alton (preferred)	2,425,400	7	7	96
Chicago & Northwestern (pref.)	12,994,720	7	7	58½
Cochecho (preferred)	177,750	8	...	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,975,865	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & Williamsport (preferred)	500,000	...	...	40
Erie (preferred)	8,535,700	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7	—	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	...	----
Lackawanna & Bloomsburg (pref.)	500,000	7	...	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	96½
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	—	63½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Ramapo (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	...	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	...	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo & Wabash (preferred)	984,700	7	7	63
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	...	----
" " " (2d pref.)	908 422	7	...	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,409,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	91
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	600,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	...	...	...	...	...
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	93½
Six per cent. Loan	2,672,948	6	A. & O.	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	485,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,980,670	6	J. & J.	1882	77
Improvement	1,601,670	6	M. & N.	1876	69
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	25
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	61
Delaware and Hudson	100	10,000,000	10	136
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	...	...	...	...
Lehigh Navigation	50	5,104,050	8	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	75
" (preferred)	100	1,175,000	10	115
North Branch	100	...	...	----
Sault Ste Marie	100	...	...	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	28½
" " (preferred)	50	2,888,988	—	35
Susquehanna and Tide Water	50	2,048,260	—	16
Union	...	...	...	4½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton 42 50	@ 45 —
Pig, American, No. 1	40 —	@ 42 —
Bar, Refined, English	94 —	@100 —
Bar, Swedes, assorted sizes (in gold)	95 —	@105 —
	Store Prices.	
Bar, Swedes, assorted sizes	155 —	@ — —
Bar, English & American, Refined	110 —	@115 —
Bar, English & American, common	100 —	@105 —
Scroll, English	145 —	@195 —
Ovals and Half round	135 —	@145 —
Band, English	— —	@145 —
Horse Shoe	140 —	@147 50
Rods, English	117 50	@175 —
Hoop, English,	150 —	@215 —
Nail Rod	per lb. — 9	@ — 10
Sheet, Russia	per lb. — 29	@ — 30
Sheet, English, Single, Double and Treble	— 6½	@ — 6
Sheet, Am., Single Double and Treble	— —	@ — —
Rails, English (gold)	per ton — —	@ 56 —
Rails, American	80 —	@ — 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. — 17	@ — 22
English Spring (1st & 2d qlty.)	— 11	@ — 12
English Blister (1st & 2d qlty.)	— 12	@ — 19
English Machinery	— 13½	@ — 15
German	— 14½	@ — 16½
American, Blister	— 11	@ — 13
American, Cast, Hammered	— 17	@ — 21
American, Cast, Rolled	— 12	@ — 14
American Spring	— 10	@ — 12
American Machinery	— 13	@ — 14
Milan (in bond)	— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb. — —	@ — 45
Sheathing, Yellow	— —	@ — 34
Pig, Chile	— —	@ — —
Bolts	— —	@ — 45
Braziers'	— —	@ — 45
American Ingot (cash)	28 @ —	29½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — —	@ — —
Spanish	8 25	@ 8 45
German Refined	8 25	@ 8 45
English	8 25	@ 8 45
Bar	per lb. — —	@ — 9
Pipe and Sheet	— —	@ — 11½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb. — —	@ — 22½
Straits	— 21	@ — 21½
English	— 21	@ — 21½
Plates, Charcoal I. C	per box 13 —	@ 13 50
Plates, I. C. Coke	10 —	@ 12 50
Terne, Coke	9 50	@ — —
Terne, Charcoal	12 —	@ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb. 6 50	@ — —
Clinch (cash)	8 —	@ 8 25
Copper	— —	@ — 50
Ausable Horse, Norway Iron, Forged	— —	@ — 35
Zinc Nails (6 mos.)	— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 28½	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73	@ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— —	@ — —
Naptha, Refined (60@63 gravity)	— 40	@ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending May 2.

	Th. 26	F. 27	Sat 28.	M. 30.	Tu. 1.	W. 2
Atlantic M. S. S. Co	126	121½	----	----	----	125
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	94	----	----
California 7s	----	----	108	----	----	----
Canton Co.	57½	56½	57½	57½	57	58½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	90	90½	90	90½	91	91½
" " pref.	----	95½	----	96	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	86½	----	----	----
Chicago, Burl. & Q.	123	117	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	29⅞	29½	28½	28⅞	28	29⅛
" " pref.	59½	58½	----	58½	58½	59½
" " 1st M.	89	84	----	----	85	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	123½	123	----	123⅝	----	122½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	83⅛	82⅞	82½	81½	80½	82½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	78½	----	----	----	----	----
Clev. and Toledo	105x	104½	104½	104½	----	104½
" " S. F. 7 p.c.	----	----	97	----	96	----
Cumberland Coal, pref	45½	45	45½	45½	45½	45½
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	73⅞	74½	74½	73⅝	74	75½
" pref.	78	78	78⅛	77⅞	77½	----
" 1 M. 7 p.c. '67	----	----	----	----	97	97⅛
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	95½	94½	94½	95½
" 4 M. 7 p.c. '80	91	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	110½x	110½	109½	111	110½	110½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	102½	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	119	124	121½	122	120½	118½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	42	40	----	40	40	40
" " 2d "	----	----	----	----	----	20
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	12	12½	----	13	----
Michigan Central	107½	107	----	----	103	108
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	84	82½	82½	79⅝	78½	79
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	96	----	----	----	----
" " 2 M.	88½	----	88½	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	95½	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	58	----	----	77	----
Missouri 6s	74⅞	74½	74½	74	74	74
" iss. to H. & St. J. R.	----	----	----	----	77	----
" " Pacific	75	----	74½	74	----	----
New York Central	93⅝	92½	93½	93	92½	92⅝
Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	102½	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	100	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	83½	----	84	84	83½	84½
Ohio & Miss. cer.	26½	26½	26⅝	----	----	26
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	125	----	----	----
Panama	----	----	----	255	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	105⅛	105½	105½	106	105⅝	106⅛
Pitts. Ft. W. & Chicago	99x	98½	98½	99	98	98½
" 1M. 100	----	----	----	100½	100½	----
" 2M. 94	95	----	----	----	----	93½
" 3M.	----	----	84	84	----	----
Quicksilver Mining Co.	53	53	54½	53	54½	54½
St. L., Alton & T. H.	36	----	----	----	----	34
" " pref.	66½	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	76	----	80	80	----	----
" Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	91	91	----	91	90½	90½
Tol. Wab. & Western	----	38½	----	----	----	----
" Pref.	----	63	----	----	----	----
" 1M. ex.	----	----	90	----	----	----
" 2M.	----	77	78	77½	73½	73½
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	69	68½	68	67	67½	68

New York Stock Exchange.

Actual Sale Prices for the week ending May 2.

	Th 26	F.27	Sat.28	M.30.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.....	97	----	----	----	----	----
U. S. 5s, 1871, coup....	----	----	----	----	----	----
U. S. 5s, 1874, reg.....	----	----	----	----	----	----
U. S. 5s, 1874, coup....	95⅛	----	----	----	----	----
U. S. 5s, 1865, coup....	----	----	----	----	----	----
U. S. 5s, 10-40s., coup..	95⅛	95⅛	95⅝	95½	94⅝	94⅝
U. S 5s, 10-40s, reg.....	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	108½	----	108½
U. S. 6s, 1881, cou. 108½	108½	----	----	108	108	
U. S. 6s, '81, O.W.Ly....	----	----	----	----	----	----
U. S. 6s, 1881, " ly....	----	----	----	----	----	----
U. S. 6s, 1867, reg.....	----	----	----	----	----	119
U. S. 6s, 1868, reg.....	----	----	----	----	----	----
U. S. 6s, 1868, coup.	114⅛	----	----	----	115	115
U. S. 6s, 1 year certif....	----	----	----	100⅛	100⅛	----
U. S. 6s, 5-20s, c. 1862..105⅞	106⅛	106⅛	106	102x	101⅛	
U. S. 6s, 5-20s, c. 1864.105⅞	105⅞	105⅞	----	101⅛x	101⅛	
U. S. 6s, 5-20s, c. 1865.105⅛	106	----	105⅞	101⅛x	101⅞	
U. S. 6s, " reg.....	102⅛x	----	102⅛	----	102	
7.30 Notes, 1st series. 101⅛	101⅛	101⅛	101⅞	101⅞	101⅛	
" " 2d series..101⅛	101⅛	101⅛	101⅛	101⅛	101⅛	
" " 3d series..101⅛	101⅛	101⅛	101⅛	101⅛	101⅛	
American Gold..... 126⅛	----	129⅛	----	125⅛	127⅛	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 1.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.1
Cattawissa	----	----	----	----	----	----
" preferred .. 31⅞	----	30⅞	29⅝	30⅛	29⅛	
Camden & Amboy 120	120	120	----	120⅛	120⅛	
" " 6s,'67.....	----	----	----	----	----	----
" " 6s,'70.....	----	----	----	----	----	----
" " 6s,'75.....	----	----	----	----	----	----
" " 6s,'83.....	84	----	----	----	----	----
" " 6s,'89.....	----	----	----	----	----	----
" mort. 6s,'89....	----	95	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal 49⅛	49⅛	----	50	----	51	
Elmira & W'mport	----	----	----	----	----	----
" " pref.....	----	43	----	----	----	----
" " 7s.....	----	----	----	----	----	----
Lehigh Navigation 54⅛	54⅛	54⅛	54⅛	54⅛	54⅛	
" " 6s,'70.....	----	----	----	----	----	----
" " 6s,'84.....	----	----	----	----	----	87⅛
Lehigh Valley R. R.....	----	----	61⅛	61⅛	61⅛	
" " 6s.....	----	----	----	----	----	----
Little Schuylkill R. R.. 32⅛	32⅛	----	33	35	----	
" " 7s.....	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.....	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	75	----	----
" pref.....	----	----	----	----	----	----
" " 6s '76.....	----	----	----	----	----	----
North Pennsylvania	40	----	----	----	----	----
" " 6s.....	----	----	----	----	----	----
" " 10s.....	----	----	----	----	----	----
Northern Central.....	45⅛	45⅛	45⅛	----	----	----
Pennsylvania R. R. 56⅛	58⅛	56⅛	53⅛	54⅛	56⅛	
" 1st m...100	100	100	----	----	----	----
" 2d m.....	----	94⅛	----	94⅛	----	
Penn. State, 5s.....	----	----	----	89	88⅛	
" " 5s, coupon.. 87	88⅛	----	----	----	88	
" " 6s, W. L.	----	----	----	----	101	
Philadelphia City, 6s ... 90	90	90	----	91	90	
" " new.. 95	95⅛	95⅛	95⅛	96	97	
Philad., Germ. & Nor.. 55	----	----	----	----	55	
Phila. & Reading 52⅛	52⅛	52⅛	52⅛	53	52⅞	
" " 6s,'80.....	----	----	----	----	----	----
" " 6s,'70.....	----	----	----	----	----	----
Philadelphia & Erie 34	34⅛	33⅛	34⅛	34	33⅛	
" " 6s.. 90	----	----	----	90	----	
Philad. & Sunbury, 7s.....	----	----	----	----	----	----
Schuylkill Navigation.....	28⅛	----	----	28⅛	----	
" " pref. 34⅛	34⅛	35	35	35⅛	35	
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	15⅞	16	----	----	----	----
" " 6s '78..... 62⅛	----	62	----	----	----	----
Union Canal, pref.	4⅞	----	----	----	----	----
" " 6s '83 23	25	----	----	----	----	----
West Br. Canal 6s '78.....	----	----	----	----	----	----
Wyoming Valley Canal. 60	----	----	----	----	----	----
" " bonds.....	----	----	----	----	----	----
Hestonville, (Horse).....	43	43	----	43	----	
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	72	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	39⅛

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 1.

	W.25.	Th.26	F.27.	Sat.28.	M.30.	Tu.1
Baltimore City 6s, 1875.....	96⅛	----	96	----	----	
" " 1886.....	----	----	----	----	----	----
" " 1870.....	95	----	----	----	----	----
" " 1890.. 99⅛	99⅛	----	----	99⅛	----	
Balt. and Ohio.....110	----	----	110	----	110	
" " b'ds,'62.....	----	----	----	----	----	----
" " " '67.....	----	----	----	----	----	----
" " " '75.....	----	94⅛	----	----	----	----
" " " '80.....	----	----	----	----	----	----
" " " '85.....	----	----	----	----	----	----
Northern Central.....	45	----	45	----	----	----
" " b'ds, '85.....	----	----	----	----	----	----
" " " 95.....	----	----	----	----	----	----
City Passenger R. R.....	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 2.

	Th. 26	F.27.	Sat.28.	M.30.	Tu.1.	W 2
Boston and Lowell.....	97	----	----	----	----	97⅛
Boston and Maine 120	----	----	120⅛	----	----	
Boston and Providence 136	135	----	----	----	136	
Boston and Worcest.....	----	----	----	----	----	138⅛
Cheshire, pref..... 45⅛	----	----	----	----	----	----
Concord	65	----	----	----	----	65⅛
Connecticut River	----	----	----	----	----	----
Eastern, Mass. 101⅛	----	----	102	----	102⅛	
Eastern, N. H.....	----	----	----	----	----	----
Fitchburg 107⅛	107⅛	----	----	----	107⅛	
Manchester & Lawr'ce.....	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	90⅛	----	----	91⅛	92	
Old Colony and Fall R..104⅛	105	105	----	105⅛	105	
Ph., Wil. & Baltimore . 62⅞	62⅛	62	61⅝	62	62⅛	
Portl'd, Saco & Porta...100	----	----	----	----	----	----
Vermont & Canada 98	----	97⅛	----	----	----	
Vermont & Mass..... 49⅛	----	----	----	----	47	
Western.....	137	----	----	----	----	----
Broadway (Horse).....	----	----	----	----	----	----
Cambridge " 91	----	----	----	88	91	
Metropolitan "	48⅛	----	----	----	----	
Middlesex "	----	----	----	40	40	
Central Mining Co.	----	----	----	----	----	----
Copper Falls " 42	42	----	42	----	44	
Franklin " 41	----	----	41	40⅛	41	
Huron "	----	----	----	----	----	----
Isle Royale "	11⅛	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	11⅛	----	12⅛	11⅛	
Pewabic "	----	----	34	34⅛	----	
Pittsburg "	----	----	47	----	----	
Quincy "	46	45	46	45	46	
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 18th of April.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	69⅜	"	70⅛
Virginia State 6s	50⅛	"	51
Do. 6 per cent.	50⅛	"	51⅛
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.....	73	"	75
Do., 2d mort., 1881.....	71	"	73
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882.....	71	"	73
Do., Consolidated mort., 1890.....	64	"	66x
Erie shares, $100 (all paid)	53⅛	"	54
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867.....	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883.....	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875.....	72	"	75
Illinois Central 7s, 1875.....	65	"	70
Do. do. $100 shares, all paid.....	80	"	80⅛
Marietta and Cincinnati Railroad Bonds.....	68	"	70
Michigan Central 8s, Convertible, 1869.....	—	"	—
Do. do. S. F. 1st mort., do., '62. x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885...	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864.....	—	"	—
Do. do. 7s, S. F., 1876.....	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares.....	65	"	70
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible.....	—	"	—
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	38	"	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	72	"	74

American Railroad Journal.

Saturday, May 5, 1866.

Stock Exchange and Money Market.

The market remains in the very best condition for all the interests of the country. Those persons who were terrified at the possibility of contraction might have saved their breath. It has not taken place; and though it is understood that the public debt has been diminished sixteen millions in the last month, the volume of currency is not apparently lessened, and interest has actually been as low as 3½ per cent. There is evidently an excess of money in the market, and the only wonder is that speculation has not grown rampant and prices gone back to the times of inflation. On the contrary, these last are steadily declining, although combinations continue strong enough to retain enormous profits in many of the necessaries of life. Butter at 75 cents per lb. tells on the comforts of many thousands of families; and the dairymen get enough from the products of a single milch cow to buy a score of them in the course of a year. It is to be hoped they at least are satisfied. Cotton in the staple has fallen in this market, and slightly advanced in the foreign one. American securities advanced on this side in the face of a temporary decline abroad; where, by the last advices, they had recoved to 70½ cents and rising. The return avalanche of our bonds has not yet occurred; and if it did, this market is in a condition to melt it down without making a freshet or a torrent. The news looks more peaceful, the people of Germany showing a disposition to object to a war for the benefit of any of the reigning families; yet it is evident, from the latest accounts, that France, Russia and Italy are armed to the teeth, and ready to take advantage of the possible rupture between Prussia and Austria. It is noticeable that the British Government has declared its favorable opinions of the position occupied by Austria, which is rather unexpected considering the family relations between England and Prussia through the Royal families. Our turn may now come through the Mexican imbroglio; as it is understood that our Government has remonstrated with the Austrian against its interference in behalf of Maximilian, and the Austrian Minister at Washington is preparing to return home in expectation of receiving his passports. It is also understood that MR. SEWARD has proposed a friendly arrangement of the French claims on Mexico by a treaty with Juarez, and a payment in money for their acquittance in full. If he succeeds in this, he may take high rank among the diplomatists of the age, and will deserve well of his country. MR. SEWARD'S horizon grows larger as he rises and gets older. Would that all our public men improved in this particular.

The financial situation in a country like ours, where there is so much discussion and so much legislation, of course depends very much on the course taken by politics. This is perhaps the only real danger to which we are exposed. The latest plan of reconstruction as reported to Congress is therefore quite likely to have some effect on the public credit. To ask the eleven Southern States to adopt an amendment to the constitution by which they shall cut themselves off from participating in the affairs of the Government for many years is asking more than we expect from them, and will most assuredly be denied. It is really a great pity that the trust in our long established institutions, in the good sense of majorities, in their rightful power and their common sense cannot be continued a little longer. No one can have read the history of the Parliaments in the time of the Commonwealth of England, and observed how one wrong after another was committed in the name of liberty against liberty by committees and men of the people so called, without seeing the danger we are exposed to in the same manner, by the same processes, and system of legislation. The most palpable violations of law were constantly committed in the forms of law, and the rule and sway of parliamentary Committees were worse than the acts of the Star Chamber itself. Let us be careful that we are not led into revolution by the tactics or the ambition of any Congressional Committees.

"Who narrow their mind
And to party give up, what is meant for mankind."

One of the great topics of discussion among our financial men is the policy of the Treasury department with regard to funding the short obligations of the nation, altogether about 1,200 millions, and now rapidly maturing. It is understood that the Secretary expects to get a 5 per cent loan taken without difficulty. The opinion in the street is that he will not be successful; that the rate offered is not enough to make the conversion prompt, cheerful and tempting. The 5 per cents will be under par with the competition all around them, and the saving of one per cent. or 12 millions per annum, is of no account in comparison with the advantage of getting the debt out of the way for a term of years, and settling the question for a long period. It is maintained that this policy will give great certainty and stability to the finances of the people as well as the government, and have a most favorable effect on the general business of the country. On the other hand, it is asserted that the attempt to get off a loan at 5 per cent. will drag, if it does not actually fail.

The Treasury Department finds its receipts so large and so reliable that it has determined to discontinue the receipt of deposits on interest, thus demonstrating its strength and saving money. Its balance in the Sub-Treasury in this city on Tuesday last was $98,985,378 89, while the Government balance in the Bank of England on the 11th of April was but a little more than twenty millions of dollars, and that in the Bank of France at the same time only between two and three millions! The superiority of our system of finance, so far as results are sought, is thus made apparent. Indeed in the example of revenue this superiority shows itself. We collect nearly 40 per cent. more annual revenue than the Imperial Government, a proof of the resources of the Country, and the cheerful patriotism of the people.

The return of the associated banks for the week ending the 28th of April, exhibit the continued ease of the market. The loans showed an increase of $2,950,629; deposits, $5,909,996; legal tenders, $2,936,334; and circulation, $531,423; with a decrease in specie of $1,251,526. The total of the specie reserves is a little below eight millions, thus showing that the banks have no fear of being called on to redeem their notes, well understanding the Government must first set the example, but taking care to increase their legal tenders, on which they can fall back in case of any difficulty.

The gold market has again declined. It fell the early part of the week 2½ per cent., so that it is evident the payment of the large sums for interest on the 1st inst., by the Treasury had some effect, and had not been discounted as was alledged by the gold operators some time in advance. Thus one after the other the predictions of the friends and champions of an inflated currency fall before the contradiction of events and facts. What new device they will adopt remains to be seen. The fall of gold puts millions of dollars in the pockets of the people, raises the value of our securities, enhances the credit of the country, and gives its money a greater purchasing power. Should we regret this? We think not. Every man who has a greenback in his pocket is richer as gold falls; while on the other hand, as it rises he grows poorer, and goes more and more into the hands of the class of dealers who take advantage of the circumstance to demand larger profits. The true and real foundation on which public and private prosperity rests, is not on the changing and speculative values of a paper currency, but on the realization of industry and labor in actual money of a fixed and reliable value; a common standard by which we may estimate our wants, our receipts and our gains. All property, to be permanent, must be adjusted by this measure. The general stock market has improved in firmness of tone.

We observe that the foreign holders of the confederate cotton bonds have made an effort to obtain relief from the United States Government, under the assurance of extending further pecuniary aid to the Southern States to the extent of one hundred millions of dollars. Their application having been submitted by the President to the consideration of the Secretary of State, that functionary in a long report has utterly declined to listen to the application, and in a very able manner demolished the whole scheme, leaving not a wreck of it behind. Mr. SEWARD is displaying in a new field all this well known ability on other topics. Age seems as yet to have in no way impaired his rhetoric or powers of analysis. We have not been in the practice of eulogizing Mr. Seward, but we cannot withhold our approbation when he is as clever and successful as he has shown himself to be on the Mexican question, and on the present occasion.

In our last number we mentioned the circumstance, that flour was being imported into this country at a profit. We learn that not less than five or six cargoes of the French article are on their way to the United States. It is worth in Liverpool, and sells for 23 to 24 stg. per bbl., of 196 lbs. At $10 per bbl here, it will pay a profit of 5 stg. per bbl., exclusive of duty and charges. It is rather disgraceful to this country that it cannot supply itself with its own bread. We are, however, happy to state that the wheat crop of Wisconsin at least promises to be unusually large the present year, and so in the grain regions of Pennsylvania.

The New York exports, exclusive of specie, for the week ending May 1st, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,008,843	$4,718,633
Prev. reported	60,116,159	79,464,892
Since January 1	$62,125,002	$84,183,526

The New York imports compare as follows:

	1865.	1866.
Dry goods	$425,924	$1,906 886
Gen. merchandise	696,636	4,322,749
Total for the week	$1,122,560	$6,229,635
Prev. reported	43,765,244	110,739,557
Since January 1	$44,887,804	$116,969,192

Exchange took an upward rise on the late foreign news, but we think it will settle back to the old figures. The large supplies of cotton and the certainty of a heavy crop the present year must keep it very nearly where it now is.

The Costa Rica brought on Tuesday from Aspinwall, $1,318,270 California gold. The receipts for the present year from that quarter, from January to May 1st, are $12,078,929, against $7,471,294 for the same period the past year, showing an increased importation of $4,607,635. This year's supply will undoubtedly be a large one.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. 7s, Bounty Loan, 103¾; do., 6s, 1873, 94; Brooklyn Park Loan, 86; do., Water Loan, 93; Milwaukee and St. Paul, 50; do., pref., 63½; New Jersey Central 110¼; do., 1st mort., 101; New York and New Haven R. R., 98; Indianapolis and Cincinnati, 65; Chicago and Great Eastern, 43; Chicago and Milwaukee, 60; Stonington, 101; McGregor Western 1st mort., 65; Boston Water Power, 35½; Pacific Mail Scrip, 218; Brunswick Land, 10; American Coal, 62; Wyoming Valley Coal, 40; Spring Mt. Coal, 52½; Spruce Hill Coal, 5½; Central Coal, 44; Ashburton Coal, 14½; Mariposa pref., 23; Western Union Tel., 59¼; do., Russian Extension, 107; Metropolitan Bank, 123; Bank of Commerce, 109½; Central Bank, 107; 4th National Bank, 104; Union Trust, 95; Am. Ex. Bank, 110; Gallatin National Bank, 103; Bank of North America, 106; 9th National Bank, 110; Ocean Bank, 101; Shoe and Leather Bank, 110; Importers and Traders Bank, 107; Bank of New York, 116½; Mechanics Bank, 113.

Philadelphia.—Sunbury and Erie 7s, 95; Allegheny Co. 5s, 73; Union R. R., 35⅛; 13th and 15th streets, 19¼; Fulton Coal, 6¾; Big Mt, 5; New Creek, ⅞; N. Y. and Middle Coal Fields, 7⅛; Preston Coal, 15; Ætna Mining, 4½; Keystone Zinc, 1; Northern Liberty Gas, 25¼; Girard Bank, 57; Mechanics Bank, 30; Maple Shade, 3; Ocean Oil, 8½; Sugar Creek, 1.56. The latest quotations are: City 6s, 91@91¼; do., new, 96¾@96⅞; State 5s, 88@88½; do., coupon, 87½@89; do., 6s, W. L., 101@102; Phila., Wil. and Balt., 62½; Reading, 53½@53⅝; do., 6s, 1870, 92@93; do., bonds, 88@90; do., con., 104@107; Camden and Amboy, 120¾@121; Penn R. R., 56⅛@56¼; do., 1st mort., 99⅞@100; do. 2d mort., 94@95; Little Schuylkill R. R., 35@37; Morris Canal, 75@77; do., pref., 115@117; do., bonds, 89@90; Wyoming Valley Canal, 61@63; do., 6s, 75@82; Susquehanna Canal, 15¾@16¼; do., 6s, 61½@63; Sch. Nav., 27¼@28½; do., pref., 34¾@34⅞; do., 6s, 1882, 79@83; Union Canal bonds, 24¾@25; Delaware Div. Canal, 51@52; do., bonds, 80@80; Elmira and Williamsport, 30@30; do., pref., 42½@45; do., 7s, 1873, 94¼@95; Lehigh Coal and Navigation, 54½@54¾; do., bonds, 1884, 87½@88; North Pennsylvania, 39@40; do., 6s, 89½@89½; Philadelphia and Erie, 33@33⅛; do., 6s, 90@91; Minehill, 55@57; Catawissa, 38@40; do., pref., 30¾@31½; Lehigh Valley, 61½@61⅝; do., bonds, 92@92½; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 73@74; West Philadelphia, 68@70; Spruce and Pine, 39@40; Green and Coates, 30@32; Chestnut and Walnut, 51@52; Thirteenth and Fifteenth, 19@19¼; Girard College, 25@32; Tenth and Eleventh, 52@53; Norristown, 54@55; Union, 35@35¼; Hestonville, 41½@42½.

Boston.—Ogdensburg 1st mort., 93½; do., 2d mort., 37½; Rutland and Burlington 1st mort., 85; do., 2d mort., 7s, 38½; Vermont Central 1st mort., 93; do., 2d mort., 25⅜; Conn. and Pass. Riv. 6s, 1876, 90⅜; Boston, Hartford and Erie

7s, 1st mort., 48¼; Granite Railway, 53; Ogdensburg and Lake Champlain R. R., 39¼; South Shore R. R., 7; Cape Cod R. R., 67¼; Lynn Horse R. R., 64; Massachusetts 6s, 1876, gold, 107; do., 1868, 116; do., 5s, 1894, 94¾; Rhode Island 6s, 1894, 94; Albany 6s, 1893, 95; Lawrence 6s, 1874, 94½; Bath 6s, 1870, 94; Roxbury 6s, 1876, 97¼; Hartford 6s, 1875, 94½; Lynn, 5½s, 1882, 89; Chicago 7s, Water Loan, 93½; Boston 6s, 1876, 100; Cambridge 5s, 1884, gold, 93; Hallowell 6s, 90¾; Brooklyn 6s, 1896, Water Loan, 90; Boston Water Power Co., 36; Cary Imp., 11½; Waverly Land, 2⅝; East Boston, 9; Union S. S. Co., 96; Boston and Nova Scotia Gold, 1.37½; Smith and Parmalee Gold, 8.70; Mammoth Vein Coal, 2⅜; Boston and Lackawanna Coal, 8; Mt. Pleasant Coal, 21¾; Short Mt. Coal, 19.75; Oil Creek, 0.70; Pit Hole Creek, 2.75; Pepper Well, 4.90; Suffolk and Oil Creek, 0.15; Mass. and Oil Creek, 0.13; Buchanan Farm, 0.40; New England, 0.12; Tack, 0.07; United States, 9.25; Excelsior, 0.70; Bennchoff Run, 10.75; Crescent, 1.00; Boston Gas, 755; Globe Bank, 122¾; Bank of Commerce, 112; Market Bank, 102¾; Merchants Bank, 110½; Boston Bank, 106½; North Bank, 103¾; 3d National Bank, 101¼; Bank of North America, 100; Eagle Bank, 109¾; Exchange Bank, 133; Columbian Bank, 112½; Old Boston Bank, 64¾; Eliot Bank, 115; Atlantic Bank, 113; Blackstone Bank, 120¼; City Bank, 106; Continental Bank, 107½; Bunker Hill Bank, 115¼; State Bank, 107; Tremont Bank, 114¼; Atlas Bank, 110; Union Bank, 115; Bay State Mining Co., 11; Boston, 50c.; Calumet, 8½; Dudley, 75c.; Dana, 1⅝; Hancock, 19; Hanover, 1⅛; Manhattan, 1½; Madison, 1½; North Cliff, 1; Petherick, 4; Pontiac, 1; Superior, 3¼; South Side, 2¼; St. Clair, 2; Star, 1⅛; Toltec, 1.

Baltimore.—Virginia 6s, registered, 43¼; Maryland 6s, 1870, 100; Marietta and Cincinnati bonds, 79½; N. W. Va. 1st mort., 96; do., 2d mort., 93; Santa Clara Mining Co., 7½; Am. Gas Coal, 0.65; Atlantic Coal, 1.05; Penn. Oil, 0.45; Baltimore Chrome, 0.65; Bankers' and Brokers' Tel., 9; Bank of Baltimore, 107¼; Union Bank, 75; Farmers' and Merchants' Bank, 43; Exchange Bank, 101; Franklin Bank, 12½. The latest quotations are: Balt. and Ohio, 109¾@110; do., 6s, 1867, 97@98¼; do., 1875, 94@95; do., 1880, 94@95; do., 1885, 93½@94; Northern Central, 44¾@45; do., bonds, 1885, 84@84¼; N.W. Va. 1st mort., 1873, 95½@96; do., 2d mort., 94@97; do., 3d mort., 93@95; Marietta and Cincinnati 7s, 1891, 79@79½; Central Ohio, 22@25; do., 1st mort., 78@79¾; Western Md. bonds, 76@80; do., guar., 92½@97; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 95@95½; do., 1873, 95@98; do., 1875, 96@96½; do., 1886, 97@99; do., 1890, 99⅜@99⅝; do., coupon, 96½@99; do., Park, 98@99½; do., 1892, 92½@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18½@19; Canton Co. 56@58; Gardner, 0.80@0.90; Am. Gas Coal, 0.60@0.65; Maryland, 0.15@0.25; North State, 0.15@0.15; Springfield, 0.15@0.15; George's Creek, 108@111; Santa Clara, 7¾@8; Balt. Chrome, 0.55@0.70; Bare Hill, 0.90@0.95; Atlantic Coal, 0.95@1.00; Mineral Hill, 0.60@0.80; Baltimore Coal, 140@200.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	April 1, 1866.	May 1, 1866.
Debt bearing int. in coin.	$1,180,236,341 80	$1,186,092,841 80
Debt bearing interest in currency..	1,186,207,011 36	1,188,313,544 62
Matured debt not presented.....	930,679 64	877,729 64
Debt bearing no interest.	460,419,864 02	452,392,755 54
Total.	$2,827,793,896 82	$2,827,676,871 60
Coin in Treasury.....	$62,069,700 80	$76,676,407 02
Currency ...	60,077,680 01	61,310,621 80
	$122,147,380 81	$137,987,028 82
Debt less cash in the Treasury.....	$2,705,646,516 01	$2,689,689,842 78

The total debt shows a decrease since the 1st of April, of $117,025 22. The balance in the Treasury shows an increase, as compared with April 1st, of $15,839,648 01. Deducting the amount on hand from the aggregate debt, both on the 1st of April and the 1st of May, the decrease of debt would be $15,956,673 23. The total debt on the 31st of August last, stood at $2,757,689,571 43. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt, both on the 31st of August, 1865, and the 1st of May, 1866, and the actual increase in the Public Debt since that period has been $20,218,326 48. Omitting the cash in the Treasury in August last, the result will be about as the *Times* stated it in its article of Thursday last, viz: "A net reduction in eight months of $68,091,348." Not taking into account the cash in the Treasury in either instance, the total debt would show an increase since August 31, 1865, of $70,104,325 34.

Smithfield Gold Mining Company.

It is known that during late years we have frequently called the attention of our readers to the great mineral wealth of Colorado, and have advised capitalists to turn their attention in that direction. We have before us a pamphlet showing the formation of a Company called the Smithfield Gold Mining Company, intended to operate on mines in Gilpin Co., with a capital of $400,000 and 100,000 shares with its principal office at 48 Broad street, New York. The President is Edwin Chapin, and the financial agent and General Superintendent is G. D. Chapman, of the firm of Little, Chapman & Co., who will receive subscriptions for the stock. The pamphlet issued by the company contains a brief account of Colorado, testimonials as to the mineral wealth of the country, description of the mines and location, proposed operations, different processes in use for the reduction of the ores, and the articles of association, all very interesting and satisfactory. See advertisement.

Hoffman Rosendale Cement.

The Rosendale Cement made by the Lawrence Cement Co., and sold at 68 William street, is advertised in another column. It is the standard article of its kind in use at the Navy Yard, Brooklyn, and is admirably adapted to a large variety of work, indispensable in the construction of railways, bridges and docks.

Union Pacific Railroad.

The message of the President to Congress submitting a communication from the Secretary of the Interior in relation to the Union Pacific Railroad Company relates to the Eastern Division, or Kansas Branch, of which John D. Perry is President. It appears from this communication that "the company were required to complete one hundred miles of their road within three years after their acceptance of the conditions of the original act of Congress. This period expired December 22, 1865. Sixty-two miles had been previously accepted by the Government, and since that date an additional section of twenty-three miles has been completed. Commissioners appointed for the purpose have examined and reported upon it, and an application has been made for its acceptance. The failure to complete one hundred miles of the road within the period prescribed renders it questionable whether the executive officers of the Government are authorized to issue the bonds and patents to which the company would be entitled if this, as well as other requirements of the act, had been observed. This failure may to some extent be ascribed to the financial condition of the country incident to the recent civil war. As this company appear to be engaged in the energetic prosecution of the work, and manifest a disposition to comply with the conditions of the grant, the President recommends that the time for completing that part of the road be extended, and that authority be given for the issue of bonds and patents on account of the section now offered for acceptance, notwithstanding the failure, should the company in other respects be thereunto entitled."

The Union Pacific Railroad proper, of which General Dix is president, is required to complete one hundred miles of track by the 27th of June next. Sixty-five miles have been accepted by the government; about seventy-three miles have been finished, and the company is laying one mile of track per day. The requirements of the law will be complied with by the 10th of June at farthest.

Railroad from La Crosse to Winona.

A meeting of the corporators of the La Crosse Trempeleau and Prescott Railroad was held in Milwaukee on the 20th ult., when a complete reorganization took place. The following is the new Board of Directors:

Angus Smith, President, Alex. Mitchell, and S. S. Merrill, Milwaukee; Jesse Hoyt, A. H. Barney, Russell Sage, and W. S. Garnee, New York.

It is the intention of the company, as now organized, to proceed without delay to the construction of the road, from a point three or four miles east of La Crosse *via* Trempeleau, to Winona.

☞ The Baltimore and Ohio Railroad Company has just completed arrangements to forward freight to Alexandria, Lynchburg, Knoxville, Dalton and Atlanta, and to points on the Orange and Alexandria, East Tennessee and Virginia, East Tennessee and Georgia, and Western and Atlantic railroads.

☞ It appears that the Government owns $200,000 worth of stock in the Dismal Swamp Canal, $450,000 in the Chesapeake and Delaware Canal, $1,000,000 in the Chesapeake and Ohio Canal, and $300,000 in the Alexandria Canal companies.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad, for the week ending April 21, 1866.... $10,652 67
Corresponding week previous year.... 7,715 67

Increase..... $2,937 00

Receipts from Jan. 1, to April 21:
1866 ..... $149,041 09
1865 ..... 136,650 88

Increase $12,390 21

The traffic of the Great Western Railway of Canada, for the week ending April 27th, 1866, were $71,717 09
Corresponding week of 1865 ..... 66,895 76

Increase..... $4,821 32

The earnings of the Grand Trunk Railway of Canada for the week ending April 21st, 1866, were $125,327 00
Corresponding week of previous year.. 124.210 00

Increase $1,117 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in April, 1866 .. $19,053 00
Corresponding week previous year.... 16,849 79

Increase..... $2,203 21

Commencing 1st Jan. 1866.. ..... $318,615 00
Commencing 1st Jan. 1865..... 333,424 63

Decrease..... $14,809 63

The earnings of the Chicago and Great Eastern Railway for 8d week in April were.... $25,639 78
Same period last year..... 15,620 30

Increase in 1866..... $10,019 48

The earnings of the Michigan Central Railroad for the 3d week in April, 1866, were ... $80,107 33
Corresponding week of previous year.. 71,020 77

Increase..... $9,086 56

The earnings of the Chicago and Alton Railroad for the third week in April, 1865, were $75,573 00
Corresponding period previous year.. 58,720 00

Increase..... $16,853 00

The earnings of the Chicago and Rock Island Railroad for the 3rd week in April, 1866, were $50,574 00
Corresponding week of previous year.. 42,693 00

Increase..... $7,881 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Apr., 1866, were..... $98,593 34
Corresponding week of 1865 ..... 75,897 22

Increase..... $22,696 12

Commerce of Baltimore.

The following statement has been furnished by the collector of the port, of the number of vessels, American and foreign, cleared and entered at Baltimore since 1862, inclusive:

	American		Foreign	
	Cleared.	Entered.	Cleared.	Enter'd.
1862.....	3,049	1,013	169	162
1863.....	4,340	1,545	193	190
1864.....	3,644	2,636	235	213
1865.....	3,944	3,167	231	271
Janu'ry,'66	154	160	25	20
	15,131	8,521	853	856

The above shows the total number of 25,361 vessels, American and foreign, entered and cleared during the period indicated, with generally a gradual progression, the value of which is especially shown, as regards foreign trade by the figures from the custom house as to the customs receipts. The increase of import duties indicates an advance in foreign trade of over two millions in 1864, three millions in 1865, with like encouragement for the current year as attested by the figures for January, February and March. The amount of duties collected from importations in 1862, was $1,963,460 24; in 1863, $1,956,959 27; in 1864, $2,207,209 15; in 1865, $3,039,597 64; in 1866—January, $318,192 73; February, $322,549 83, and March, $318,085 01—total, $9,588,827 57.

Railroad Prospects in Virginia.

By a law passed at the late session of the Virginia Legislature, the charter of the Covington and Ohio Railroad Company, a great unfinished line projected to reach the Ohio river across that State, is shortly to be sold at the best rates attainable, to any competent parties who will agree to contract to complete the line within three years. The Staunton *Vindicator* says it learns from the best authority that capitalists of New York and Liverpool are willing to accept the charter on these terms, and it adds:

We are pleased to learn also that the president of the Baltimore and Ohio Railroad Company has expressed his willingness to lend the sum of $200,000 to the Manassas Gap Railroad Company to be expended in the construction of a railroad from Winchester to Strasburg, for which the Legislature granted a charter at the last session to the Manassas Gap Railroad Company. We have also been informed that the Manassas Gap Railroad Company report that they have rails sufficient to lay the road from Strasburg to within fifteen miles of Harrisonburg. The Baltimore and Ohio Railroad Company will have their engineers here in a short time to survey the road from Harrisonburg to Salem. We are greatly encouraged to hope that arrangements will be made before long which will ensure the construction of the Valley railroad from Harrisonburg to Salem.

Railroad Legislation for the State of New York.

We have selected from the numerous acts, passed by the Legislature during its recent session, the following as having particular reference to the Railroads and other internal improvements of the State:

TITLES OF ACTS.

608. To authorize the town of Nelson, county of Madison, to raise money for surveying a railroad through said town.

620. To authorize the Warwick Valley Railroad Company to extend their railroad to the line of the State of New York.

624. To authorize the towns of Wilna, Champion, Rutland, Watertown, Houndsfield, Philadelphia, Theresa, Clayton, Alexandria, Orleans, Brownville, Antwerp, Pamelia and Le Ray in the county of Jefferson, and the towns of Greig, Watson, New Bremen and Croghan in the county of Lewis, to issue bonds and subscribe and take for said towns capital stock in the Utica and Black River Railroad Company.

625. To authorize the towns in the counties of Jefferson and Lewis to issue bonds and take stock in the Black River Valley Railroad, or in any other company now organized or that shall be legally organized within two years after the passage of this act, for the purpose of building a railroad from the vicinity of Boonville, Oneida county northwesterly through or into both or either of said counties to the navigable waters of Lake Ontario.

635. For the incorporation of the Skaneateles Railroad Company and to authorize the same to construct and operate a railroad from the village of Skaneateles to Skaneateles Junction.

645. To facilitate the construction of the Ithaca and Towanda Railroad and to authorize towns to subscribe to the capital stock thereof.

648. To authorize certain towns in the counties of Ulster, Delaware, Greene and Schoharie to issue bonds and take stock in the Rondout and Oswego Railroad.

649. To provide for the extension of the Chenango canal, pursuant to chapter 115 of the laws of 1863.

659. To authorize the construction of a railroad from the village of Horseheads to the city of Elmira, in the county of Chemung, and in and through the streets of said village and city.

662. To facilitate the construction of the Skaneateles Railroad and to regulate the weight of rails for the same.

664. In relation to the Utica, Chenango and Susquehanna Valley Railroad Company, empowering it to apply for appraisal of land on complying with certain conditions.

672. For the consolidation of the Buffalo and Washington Railroad Company with the Sinnomahoning Portage Railroad Company of Pennsylvania.

680. For the relief of the Brooklyn City and Newtown Railroad Company.

689. To amend an act entitled "An act to incorporate the Malden Railroad Company," passed May 5, 1863.

695. In relation to the safe keeping and filling of assets to town subsciptions to facilitate the completion or construction of certain railroads in this State.

697. Supplementary to the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850.

738. To authorize the construction of a railroad on Hudson avenue and other streets and avenues in the city of Brooklyn.

749. To authorize the formation of a Railroad Company from the village of Hempstead to the village of Jamaica, in the County of Queens.

27. To amend the charter of the Ogdensburg and Lake Champlain Railroad Company.

33. To authorize a survey of the Hudson River from Troy to Fort Edward, and also of the Champlain canal, from Troy to Whitehall.

34. To amend an act to authorize the construction of a railroad from Dunkirk to Fredonia passed April 21, 1864.

46. In relation to the connection between the Plattsburgh and Montreal Railroad and the Ogdensburgh and Lake Champlain Railroad Company.

50. To authorize the city of Utica to take stock in the Utica, Chenango and Susquehanna Valley Railroads and to sell its bonds to provide for the payment thereof.

60. Making appropriations for the payment of the principal and interest of the Canal Debt commencing on the first day of October, 1866, and to provide for the payment of the debt contracted under section 10 of article 7 of the Constitution.

80. To amend chapter 507 of the laws of 1863, authorizing the formation of the East New York and Jamaica Railroad Company.

110. For the relief of the Kingston and Rondout Railroad Company.

135. To extend the time for the completion, and to increase the capital stock of the Southside railroad of Long Island.

156. To provide for the completion of the improvement of the Champlain canal, and to increase the revenue of the Sinking Fund under section three of article seven of the Constitution, so as to make the fund sufficient to preserve the public faith.

160. To facilitate the construction of the Schoharie Valley Railroad, and to regulate the weight of rail and the fare on the same.

197. To authorize the construction of a railroad from the village of Seneca Falls to the village of Waterloo, in the County of Seneca.

304. To reappropriate money for the extension of the Chenango canal, for the improvement of the Champlain canal, and for furnishing water for

the summit of the Genesee Valley, and for building five locks on the same.

259. To amend an act entiled "An act empowering Railroad Companies to employ Police force," passed April 29, 1863, so as to include steamboat companies.

364. To authorize certain towns in the counties of Oneida, Herkimer, Madison, Otsego and Chenango to issue bonds and take stock in the Utica, Chenango and Susquehanna Valley railroad.

366. For the relief of the Brooklyn and Rockaway Beach Railroad Company.

368. Authorizing the construction of a railroad through certain streets in the city of Poughkeepsie and through certain streets and roads in the town of Poughkeepsie, in the county of Dutchess.

373. To authorize any town in the counties of Columbia or Rensselaer to aid in the completion of Lebanon Springs Railroad.

375. To further confirm certain acts of the Common Council of the city of Buffalo in relation to a Railroad in Seneca street in said city.

384. To authorize the construction of a railroad through certain streets in the city of Syracuse, and to Onondaga Valley, in the county of Onondaga.

388. In relation to the Genesee and Water street Railroad Company in Syracuse.

398. To facilitate the construction of the New York and Oswego Midland Railroad, and to authorize towns to subscribe to the capital stock thereof.

426. To permit the town of Lowville to subscribe for stock in a railroad company and to raise money to pay such subscription.

430. To facilitate the construction of the Buffalo and Oil Creek Cross Cut Railroad, and to authorize towns to subscribe to the capital stock thereof.

433. To facilitate the construction of the Southern Central Railroad, and to authorize the towns to subscribe to the capital stock thereof.

479. In relation to the Buffalo Street Railroad Company and for the relief of the same.

486. Authorizing the Plattsburgh and Montreal Railroad to reduce the number of its directors.

488. To extend the time to complete the Cherry Valley and Mohawk River Railroad and to increase the capital stock thereof.

491. To continue the improvement of the navigation of the Hudson River, to make an appropriation therefor, and to continue in office the Commissioners appointed by an act passed April 13, 1863, for the expenditure of the same.

494. To amend an act entitled "An act to incorporate the Hudson and Harlem River Canal Company," passed May 2, 1863, and the amendments thereto, passed April 21, 1864.

544. In relation to the Oswego and Rome Railroad.

546. To provide for the construction of a railroad from the city of Poughkeepsie to the Connecticut or Massachusetts line, and to authorize towns to subscribe to the capital stock thereof.

558. To authorize the construction of a railroad from the village of Carthage to the Oswegatchie river at or near Harrisville.

570. To authorize the President, Directors and Company of the Junction Canal Company to construct a railroad.

582. To amend chapter 340 of the laws of 1863 relative to a railroad in certain streets in the city of Syracuse and town of Onondaga.

Winchester and Potomac Railroad.

This well known road, which suffered so much during the war, is about being re-opened in its entire length. We learn that the track will be completed into Winchester on Wednesday, and on Thursday next passenger and freight trains will run to and from Winchester depot direct. The road is being temporarily worked under contract by the Baltimore and Ohio Company, but has an independent organization with Mr. J. H. Sherrard, of Winchester, as its President. New and substantial station buildings are being put up at Winchester, Charlestown and other points, which will add much to the beauty and completeness of the road. The completion of the road has been done by the Baltimore and Ohio Company.—*Balt. Sun*, May 2.

Pacific Railroad Enterprise.

Nothing indicates more strongly the energy of the American people, than the numerous plans now under consideration for continuing the railroads which intersect the country east of the Mississippi, across the continent to the Pacific shore. The war had hardly closed before the determination was renewed and strengthened to traverse the vast interior of the country, sparsely settled, and in many parts scarcely explored as it is, by various lines fitted to develop the resources of the newer States and Territories, and to augment the commerce of the older portion of the Union.

It has been generally conceded that there would be eventually three trunk railways to the Pacific Ocean. The first of these, which will, we hope, soon be commenced, is the Northern; but it might with propriety be called the Central, for its route will be just half way between Vera Cruz, at the southern base of the continent, on the 20th parallel, and the Arctic coast on the 70th. The line of the 45th parallel will, in reality, be the central route in situation, although it will be the northern in relation to the others. It crosses what is called the desert country, or the plains at the narrowest part, and has the advantage of river communication, more or less, through the entire distance from Lake Superior to Puget Sound. The second of the Pacific railroads is the Union, or as it is generally known, the Central, starting from Omaha, passing south of west to Fort Kearney, where it will meet a branch from St. Louis by way of Atchison; thence west to Virginia Dale, where it will connect with Denver, the capital of Colorado; by Bridger's Pass to Salt Lake City, and through the Humboldt ranges to Carson, Sacramento and San Francisco.

With regard to the southern line to the Pacific there is some conflict of opinion, and some rivalry in determining the precise course which it shall take. The original Southern Pacific Railroad was projected to run near to the 32d parallel, and but for the civil war it would doubtless have been commenced long since. Taking Shreveport, on the Red River, as its starting point, its route was laid almost due west to El Paso, on the Rio Grande, thence through New Mexico and Arizona to San Diego, in California. It was to follow the Rio Gila, crossing the Colorado near the confluence of the two rivers. Its incorporation was pending in Congress at the time of the passage of the act of secession from the Union by the State of Texas. Its friends are now desirous to renew the efforts which were then suspended; but we believe nothing has yet been done to that end.

Another Southern line is seeking legislative aid at Washington; and, in fact, a bill has already passed the Senate giving it organization, and making to it large concessions of the public lands. It is proposed that this road shall take its departure from Springfield, in the State of Missouri, passing by way of Santa Fe through the centre of New Mexico and Arizona, on the 35th parallel, crossing the Colorado River at Williams's Fork, penetrating the Sierra Nevadas at Walker's Pass, and following the San Joaquin River to San Francisco. Of this line it may be said that it will traverse a territory, the wants of which can be equally well supplied by the more Southern line, which, like that from Lake Superior, has the advantage of valuable river navigation along its route. Mr. Bowles, in his very interesting book, "Across the Continent," tells us that the Colorado River is navigable by steamboats during the entire year for four hundred miles, or to within six hundred miles of Salt Lake City; and that the merchants of Utah and the adjacent Territories expect to make this navigation available, greatly to their advantage. While the line by El Paso, by the rivers which run longitudinally, would accommodate this country to the north, it would also open a vast and fertile district, whose products by means of it could pass at once to the Mississippi River, and from thence to New Orleans, Savannah or Charleston by direct routes and thus to the cities of the North. The eastern terminus of the Springfield road would of course be at St. Louis, which is recognized also as one of the principal termini of the Union Pacific Railroad. The interest of our internal commerce would seem to be better promoted by keeping the termini of the various trans-continental railroads distinct and far apart from each other; and especially is it desirable that the Southern line should join the Mississippi River as near to its mouth as may be practicable, and thus turn to the best account the shortness of its distances between navigable rivers, and the directness of its course from ocean to ocean. Judging, therefore, for what we believe to be the best for the great system of railways now being developed, and for the highest benefit of the whole nation, we should advise postponement in the location of the Southern Pacific Railroad until circumstances shall favor its construction on the direct line from the lower Mississippi to the California coast.—*Boston Journal.*

Manassas Gap Railroad.

The Manassas Gap Railroad Company, at its late meeting in Alexandria, adopted measures which look to the sale of all the property of the company west of Strasburg, to the Valley Railroad Company. The objects sought by the Manassas Company are the extinguishment of its mortgage debt, and the providing means for the efficient equipment of the road between Strasburg and Alexandria, to which limits the Manassas Company proposes to restrict itself.

Lynchburg and Danville Railroad.

We conversed yesterday with a gentleman now in this city, who represents a number of capitalists of New York who are desirous of making investments in Southern enterprises. His attention has been attracted to the Lynchburg and Danville Railroad project, and he is now instituting inquiries concerning that proposed enterprise, with the view of taking hold of it if the inducements are such as to justfy the step.—*Lynchburg Virginian.*

☞ In the U. S. House of Representatives on the 30th ult., Mr. Garfield, of Ohio, introduced a bill to construct a continuous line of railroad from Washington to the Northwest. [This bill recites that as there will be a continuous line of railway from Washington to Cumberland, Md., when the Washington and Point of Rocks Railroad is completed, and as there is therefore a link to be filled between Cumberland and Pittsburg, it is declared by the bill that full authority be given to the Pittsburg and Connellsville Railroad Company to complete their road between Connellsville and Pittsburg, and the same is made a United States military and postal road.] Mr. Garfield also introduced a bill to aid in the construction of a railroad from Pittsburg, Pa., to Cleveland, Ohio. [This bill declares the Cleveland and Mahoning Railroad to be a military and postal road, and authorizes the company to construct its road between the two points named.] Both bills were referred to the select committee on military and postal railroads.

☞ At the annual meeting of the Michigan Southern and Northern Indiana Railroad Company held at Toledo, O., on the 26th ult., the old Board of Directors was re-elected with a single exception, viz: Jesse Hoyt in the place of Wm. Williams. Le Grand Lockwood, of New York, was elected Treasurer *vice* Henry Keep, who declined a re-election. E. B. Phillips is President, D. P. Barhydt, Secretary, and Chas. F. Hatch, General Superintendent.

The James River and Kanawha Canal Co.

The Directors of this company met in Richmond on the 18th ult., and were in session two days. The President, Colonel Ellis, laid before the Board the following letter:

"LONDON March 24, 1866.

"*Gentlemen*—I have received on the 19th instant a copy of your resolutions of the 22d February ult. In reply, I beg leave to say we accept the charter. It is difficult to say now when we will take the building of the canal. It depends, in a great degree, upon the promptness with which you will furnish us with the information and documents we want. We assure you that we are doing all in our power to meet your views. I am, with great respect, gentlemen,

"Your very obedient servant,

"E. BELLOT DES MINIERES."

The Board then passed a resolution authorizing the President "to appoint D. S. Walton, or some other competent engineer, as an assistant to the Chief Engineer, in preparing the detailed estimates, &c., of the line of the canal from Covington to the Greenbrier river;" also, a resolution authorizing the Engineer "to employ Mr. Francis Peppercorn as a draftsman for the purpose of preparing the maps of the line of the canal as located between Buchanan and Greenbrier river."

The following resolutions respecting freight were also adopted by the Board:

Resolved, That on all freight coming down the canal from Lynchburg, or beyond, to Richmond, and on all going up the canal from any point east of Richmond, to or beyond Lynchburg, there shall be a deduction of 20 per cent. from the tolls on the first and second class goods, and on manufactured tobacco, flour, corn and hay; provided, the owners of freight boats shall satisfy the toll-gatherers that they have reduced their charge for freight in each case to 12½ cents per 100 pounds on first-class goods; 10 cents per 100 pounds on second-class goods, and on manufactured tobacco; 8 cents per 100 pounds on flour and corn, and 16 cents per 100 pounds on hay, between Richmond and Lynchburg, and making a rateable reduction in existing charges to and from points on the canal beyond Lynchburg.

Resolved, That in cases above mentioned no charge shall be made for lock-toll or dockage.

The President, in accordance with the resolution concerning the appointment of an assistant engineer, has appointed Mr. Walton, who is well-known for his high reputation as a hydraulic engineer. The chief engineer, in accordance with the resolution concerning the employment of a draftsman, has appointed Mr. Peppercorn.

☞ At a public meeting of the citizens of La Crosse on the 15th inst., it was *Resolved*, That the Mayor and Common Council be requested to cause an accurate survey to be made of a line of railroad from opposite La Crosse to Winona at the earliest moment possible.

☞ The last stretch of the telegraphic cable connecting Vancouver's Island with the main land was safely landed at Sadd Bay, San Juan Island, on the 24th of April; the signals were found perfect and direct communication was had with Portland and New Westminster after which Victoria was connected. Congratulatory messages were then passed from place to place.

☞ The Oshkosh (Wis.) *Northwestern* says that at a recent meeting of the citizens of that place, "there was a favorable expression by some of the most influential men to build a railroad from Oshkosh to Omro, to connect the Ripon and Milwaukee Railroad at that town."

☞ A consolidation of the earnings of the Milwaukee and Prairie du Chien Railroad with those of the Milwaukee and St. Paul Company has been effected on the following conditions: The earnings are to be managed by an Executive Committee, consisting of the President and one Director of each road. The expenses are fixed at 65 per cent. The remainder, 35 per cent., is to be divided between the two roads according to mileage, which is 235 miles, or 46 per cent. for the Prairie du Chien, and 275 miles, or 54 per cent. for the Milwaukee and St. Paul. It is immaterial, now, over which road the business goes. This will largely reduce the operating expenses of the two companies, and, of course, add thus much to the net results. By the great saving resulting from this agreement, the joint companies will be enabled to do the business of the public at reduced rates.

FOR SALE

25 PLATFORM CARS—Compromise Gauge—Very best make and material. Capacity 15 tons warranted.

KASSON & CO.,
58 Beaver Street, N. Y.

3t18

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, May 1, 1866.

The Annual Meeting of the Shareholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the City of Chicago, on Wednesday, the 30th day of May, 1866, at 3 o'clock P. M.

The transfer books of the company will be closed at the close of business on the 19th instant and re-opened on the 2d day of June next.

L. A. CATLIN,
Secretary.

4t18

THE SMITHFIELD
Gold Mining Company,

INCORPORATED APRIL 3D, 1866.

Capital - - - - $400,000

IN SHARES OF $4 EACH.

Property Located in Gilpin County,

COLORADO.

Principal Office No. 48 Broad Street.

1m18 NEW YORK CITY.

E. J. M. DERRICK,
ARCHITECT AND CIVIL ENGINEER,

Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

REFERENCE:

R. H. BERDELL, Esq., President Erie Railway.
CHAS. MINOT, Esq., Consulting Engineer Erie Railway.
JOHN HOUSTON, Esq., Chief Engineer Erie Railway.
M. LANE, Esq., Chief Engineer Nassau Water Works, Brooklyn.
PETER COOPER, Esq., New York.
A. S. HEWITT, Esq., New York.
E. H. MILLER, Esq., New York.

SALE
OF THE
Southwest Pacific Railroad,
Heretofore called the Southwest Branch of the Pacific Railroad.

OFFICE OF THE BOARD OF COMMISSIONERS FOR THE SOUTHWEST PACIFIC RAILROAD,
ST. LOUIS, MO., March 2, 1866.

THE UNDERSIGNED HEREBY GIVE PUBLIC notice that, in pursuance of an act of the General Assembly of the State of Missouri, entitled "An act to provide for the sale of certain Railroads and property by the Governor, to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch Pacific, the Platte County, the St. Louis and Iron Mountain, and the Cairo and Fulton Railroads, of Missouri," approved February 19th, 1866, the undersigned have been duly appointed, confirmed, qualified and established a Board of Commissioners, under the terms and provisions of said act, with full authority to take possession of, manage and operate said Southwest Pacific Railroad, (heretofore called the Southwest Branch of the Pacific Railroad,) and to buy in and resell, or to sell and dispose of the same to others, with all and singular, the lands heretofore appropriated to the construction of said railroad and belonging to the Pacific Railroad, for the use and benefit of said Southwest Branch, at the time of its default, as provided by the act of said General Assembly, entitled "An act to accept a grant of land made to the State of Missouri by the Congress of the United States, to aid in the construction of certain railroads in this State, and to apply a portion thereof to the Pacific Railroad," approved December 25th, 1852; also, with all and singular the rolling stock and other personal property, machine shops, depots, real estate, leasehold or other interest therein, and all the rights, privileges and franchises to said Southwest Pacific Railroad (heretofore known as said Southwest Branch of the Pacific Railroad) appertaining or in any wise belonging.

And the undersigned, Commissioners as aforesaid, in further pursuance of the terms said act, approved February 19th, 1866, do hereby invite written and sealed proposals for the purchase of said Southwest Pacific Railroad, (heretofore known as the Southwest Branch of the Pacific Railroad,) and all the other property, appurtenances, privileges and franchises aforesaid; in which proposals must be stated the price bid for the same, and that such proposal is based upon the following terms and conditions, viz:

First, The price or consideration bid, shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first instalment payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually; provided that all sums bid, may be paid at any time, in either cash or the bonds or other liabilities of the State or bonds guaranteed by the State.

Second, The roads and all rolling stock belonging thereto, shall be kept in good serviceable condition, during the progress of the work, to completion of said roads.

Third, The said Southwest Pacific Railroad (formerly known as the Southwest Branch of the Pacific Railroad) shall be finished to a point opposite the town of Lebanon, in Laclede county, within three years; to the town of Springfield in Greene county, within four years, and to the western line of the State, in five years after the date of sale; and that if the bid be accepted, the bidder or bidders shall expend at least five hundred thousand dollars in each and every year between the date of sale and date fixed for the completion aforesaid in the work upon the graduation, masonry or superstructure of said extension. Provided, that the faithful annual expenditures required as aforesaid, shall entitle the Company to an extension of time of payment of principal of purchase money due, that year, until two years after maturity of last instalment; and provided, that an annual statement of expenditures on the road shall be made under oath by the Treasurer and two Directors thereof, and filed with the Secretary of State.

Proposals will be received until the 9th day of May, A. D., 1866.

They must be directed to P. Jos. Osterhaus President of the Board of Commissioners of the Southwest Pacific Railroad, St. Louis, Mo., and endorsed "Proposals for purchase of Southwest Pacific Railroad."

Awards must be approved by the Governor before they will be binding upon the State.

The undersigned Commissioners, as aforesaid, reserve the right to reject any and all proposals not satisfactory.

Copies of the act, approved February 19th, 1866, under which this Board is acting, can be obtained upon application to the Commissioners.

As soon as practicable a catalogue of the rolling stock and personal property to be sold, will be issued, and can also be had upon application to the Commissioners.

P. JOS. OSTERHAUS,
ROBT. J. McELHANY,
A. W. MAUPIN,
Board of Commissioners.

St. Louis, March 2d, 1866. 8t11

"THE CORK CAR SPRING COMPANY OF PHILADA."

OFFERS TO RAILROAD COMPANIES AND CAR BUILDERS, THEIR

CORK SPRINGS,

FOR FREIGHT AND PASSENGER CARS, TENDERS, &C.,

in the belief that they will be found to be the most **ELASTIC, LIGHTEST AND CHEAPEST SPRING** yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set.

After being thus prepared, they are soaked or boiled in oil or molasses and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Rail Road men needing an **EFFICIENT AND CHEAP** spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in heighth and 8 to 10 inches in diameter.

PRICES AND DESCRIPTION.

No. 1,	10	in.	Diameter,	9	in.	overall,	$40	per sett of	4	Springs.	No. 5,	7½	in.	Diameter,	6½	in.	overall,	$30	per sett of	4	Springs.
2,	10	"	"	6½	"	"	35	"	4	"	6,	10	"	"	8	"	"	40	"	4	"
3,	8	"	"	11	"	"	36	"	4	"	7,	7½	"	"	8	"	"	35	"	4	"
4,	8	"	"	9	"	"	35	"	4	"											

PHILIP S. JUSTICE, President.

No. 14 N. Fifth Street, Philadelphia. **No. 42 Cliff Street, New York.**

UNITED STATES

STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia. 42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

PATENT SELF-LUBRICATING

STEAM ENGINE PACKING.

MANUFACTURED BY

Lubricative Packing Co., of Philadelphia.

Smooth, Soft, Tight, Durable and Clean.

SAVING FROM 100 TO 300 PER CENT.

A PERFECT LUBRICATOR!

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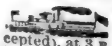
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On and after Monday Feb. 12th, the Express Train will be Discontinued.



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Freight for Camden and Intermediate Stations.

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Cash Capital and Accumulation over

$1,800,000

The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.

The dividends are paid in the life time of the assured, thus aiding them to pay future premiums.

POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec.

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Manufacturers of BAR IRON, BRAZIERS' RODS,

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Iron and Steel Wire of all kinds.

GUN-BARREL AND COMPONENT IRON,

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1,000,000 CHESNUT AND OAK RAILroad Ties. Will sell in lots to suit purchasers, delivered in amounts by the month, and cut in lengths to suit broad and narrow guage tracks. Address

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328 Walnut St., Philadelphia, or Astor House, New York.

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Stock and Note Brokers,

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OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

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BARROW IN FURNESS,

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MANUFACTURERS OF

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HOMER RAMSDELL, President.
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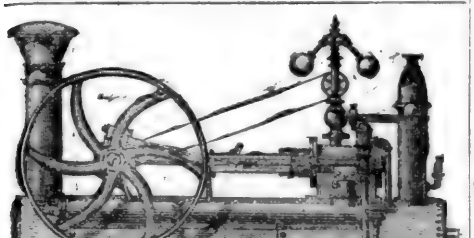
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We have now Manufactured Portable and Stationary Steam Engines, from **four to forty Horse Power,** adapted to all purposes where Steam Power is required Also Steam Pumps and Fire Engine, for use on board Vessels, in Factories, Mills and Public Buildings as Boiler Feeder, Bilge Pump or Fire Pump. It can be used to drive a Blower or other Light Machinery; and mounted on Small Portable Boilers, it forms a most suitable Pumping Engine for Wood and Water Stations on Railroads. Page's Patent Trip Hammers, especially adapted to Railroad Shops. Send for Circular to

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Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.
July 19th, 1865.

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THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

MAY.

1st—ARIZONA, connecting with GOLDEN CITY.
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21st—NEW YORK, connecting with CONSTITUTION.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS; 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Baggage checked through. One hundred Pounds allowed each adult.

An experienced Surgeon on board. Medicines and attendance free.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River, New York.

3m9 F. W. G. BELLOWS, Agent.

Pacific Mail Steamship COMPANY.

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To South and Central American Ports.

HAVING CONCLUDED ARRANGEments with the

PACIFIC STEAM NAVIGATION COMPANY,

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CENTRAL AMERICAN STEAMSHIP COMPANY,

We are now prepared to receive and forward WITH DESPATCH all kinds of goods to and from points on the SOUTH PACIFIC and CENTRAL AMERICAN COAST, under THROUGH BILLS OF LADING, at

GREATLY REDUCED RATES.

For further particulars, classification of goods, and rates, apply at our office,

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WELLS, FARGO & CO.,

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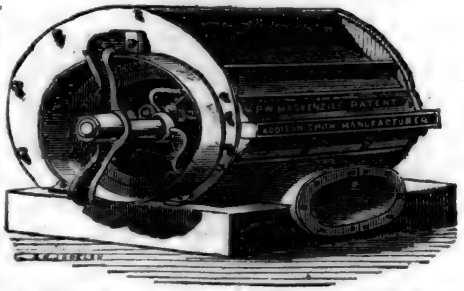
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THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison.

We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

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On and after September 25, 1865, trains will leave New York, via

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Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

☞ Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H P. BALDWIN, General Ticket-Agent,

NEW YORK, September 16, 1865.

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, May 12, 1866.

The Fisheries of Maine.

We have recently read with interest an article in the Boston *Journal*, a paper we habitually like, on the fisheries of the State of Maine, and was not before aware of their great importance. The general subject has always attracted the attention of those political economists and statesmen who have from time to time influenced the conduct of our public affairs, and mere politicians have seen in it great influences to bear on the tranquillity of our foreign relations. The census report of 1860 gives us some idea of the extent and value of our fisheries. The States engaged in them were Maine, New Hampshire, Massachusetts, Rhode Island, New York, New Jersey, Maryland, Indiana, Michigan, Wisconsin, Virginia, North Carolina, Florida, Texas, California, Oregon and the Territory of Washington. The value of the codfish, mackerel, &c., annually taken by the Maine fishermen was $1,050,000, of shad by those of New Hampshire, $64,500, of the whale by those of Massachusetts, $6,526,238, and of codfish and mackerel, $2,774,204. Of the whale the Rhode Islanders took the value of $246,350, and of codfish and mackerel, $62,400. The New York fishermen took $14,955, of codfish and mackerel, of shad, $6,815, and of white fish, $36,000. Of oysters they dredged to the value of $93,270. The New Jersey fisheries were of the value, in shad, $41,617, and $167,660 in oysters. Maryland reported $5,800 in shad, and $15,305 in oysters, Indiana, $17,500 in white fish, Michigan, $250,467 of the same, and Wisconsin, $83,512 of the same kind of fish also. Virginia returned $33,600 as the value of her shad fishery, and $53,145 of the oyster trade. Florida, $68,952 of shad. Texas, $6,093 of oysters, Oregon, $13,450 of salmon, California, $18,000 of whales, $77,000 of white fish, $18,950 of salmon, and Washington Territory $18,900 of salmon, and $44,597 of oysters.

It appears that in the aggregate product of the fisheries, there was an increase of 28.5 in their value as ascertained in 1850, ten years before, and the total value in 1860 was, (including oysters, $382,170, and supposed to be far under the real value, and $7,521,588 as the product of the whaling business,) $12,294,092.

The port of Gloucester which is the principal distributing fish market in the Union, has risen to the third rank among the New England ports. Massachusetts stands first among the fishing States, and Maine is second, and not far behind. The value of the codfish, mackerel and herring, being $1,050,755 as already stated, North Carolina catches the most shad, New Jersey, New York and Virginia take the most oysters.

Maine possesses in many respects a decided superiority over all the other Atlantic States. Her coast including bays and harbors, coves and indentations is three thousand miles in lineal extent. The interior waters are also numerous and extensive. Thus the county of Kennebec, besides its rivers and streams has forty-nine lakes and ponds, many of them of considerable size. The seaboard fishing besides shad, codfish and mackerel, embraces the following kinds, the menhaden or pogey, taken principally for the oil and as a fertilizer, the herring, caught, pickled and smoked in immense quantities, the striped bass or rock fish, the horse mackerel, haddock, blue fish, frost and white perch, the blue back trout and the salmon are obtained in various parts of the interior.

It appears that there is a State office which has the inspection of the fisheries, and from returns in 1862-'64 and 1865, several years later than the census, we take the following statement:

In the year 1862 the number of barrels of pickled fish that were inspected was of herring, 1,134 bbls.; cod, 624; haddock, 1,047; mess shad, 548; swordfish, 6; alewives, 62; napes and fins, 13; tongues and sounds, 14; menhaden, 95; boxes of smoked herring, 12,840.

In 1864, as follows: shad, 514½ bbls.; herring, 2871¼; swordfish, 28; haddock, 859; cod, 183; blue fish, 225.

In 1865, as follows: shad, 1,039 bbls.; herring, 16,580½; tongues and sounds, 38; swordfish, 19; haddock, 1,116; alewives, 3; menhaden, 1,830; cod, 558; napes and fins, 4.

The number of barrels of inspected mackerel returned in 1862, was 51,947½.

In 1864 and 1865 the returns were as follows:

	1864. Bbls.	1865. Bbls.
Belfast	1,624½	373
Boothbay	1,154½	4,001½
Bucksport	.....	759
Camden	545¼	2,450
Cranberry Isle	199	.....
Deer Isle	10,303½	9,032
Eastport	465	145½
Frankfort Mills	.....	490
Harpswell	.....	1,175
Lubec	31	.....
Matinious	239½	4½
North Haven	1,256	682
Orland	347	99½
Portland	27,766⅜	30,438⅜
Southport	5,606⅜	3,662¼
Swan's Isle	215	359
Vinalhaven	44	247
Westport	.....	377¼
Total	49,797½	54,215¾

It is understood that there is an evident decrease in the supply of fish in the interior waters, attributable to the construction of dams and mills which interfere with the haunts and habits of the fish. It is also understood that though the oyster was once abundant on the coast of Maine, at least one kind, there is now no supply whatever beyond that obtained from Southern beds, by transportation. It is to be regretted that some steps have not been taken by the present Congress to arrange the fishery question with Great Britain, now at loose ends in consequence of the termination of the reciprocity treaty. Maine and Massachusetts as well as New Hampshire have a direct interest in the deep sea fisheries and the bank fisheries.

It is well understood by persons most familiar with the interests, wishes and policy of the maritime British provinces, that they would be willing to give us the right of fishing and drying our fish, as engaged under the treaty of 1854, if we would admit the coal, plaster and lumber of these provinces into the United States at a moderate duty. But statesmanship is ignored for partizanship, and the very States that should have influence enough to secure these commercial advantages are represented in Congress by mere partizans and party men. So Maine and Massachusetts will find that fishing in troubled waters will not pay in the end.

Debt of Milwaukee.

From the Report of the Comptroller we learn that on the 22d of March ult., there was in the Treasury an actual balance of income over expenditures for the past year of $636 49. The bonded and floating indebtedness of the city is stated by the Comptroller to be as follows:

Old bonds issued for school houses, fire department, dredging, bridges, redemption and sinking fund	$49,000 00
Ward bonds	3,000 00
Readjustment bonds	791,000 00
Readjustment scrip	7,445 93
Total	$850,445 93
Add on bonded debt, not readjusted and still due to June 1, 1861, (when readjustment act took effect)	5,000 00
Old Treasury warrants outstanding, judgments and unsettled claims, etc.	148,407 11
Total	$1,003,853 04

RAILROAD BONDS.

Total issue to railroad companies	$1,614,000 00
Deduct amount to Beloit and Superior Railroad Companies, declared void by United States Court	200,000 00
	$1,414,000 00
Of these bonds there have been retired	890,500 00
Leaving outstanding of legal bonds issued	$523,500 00

Which are all amply secured by mortgages upon the several roads to which they were issued, and the interest promptly paid by the different companies.

On the first day of June proximo there will be retired of the readjustment bonds $24,000 in amount, pursuant to the provisions of the law creating them; making an aggregate of $120,000 of old city indebtedness redeemed in cash during the past four years, and without the incurring of any new debt.

Lake Superior Copper Mines.

A writer in the Detroit *Post* states that the amount of capital invested in the Lake Superior Copper Mines is about $30,000,000, while the present market value of the stock is not over $10,000,000—which depreciation he attributes to the pressure of taxes, and the high price of labor, supplies, &c. The product of copper increased from $8,000,000, in 1862, to $15,000,000 in 1863; but that of 1865 will not exceed $12,000,000, and a still further decrease is anticipated. The same writer avers that it would not be difficult to prove that the losses in the Lake Superior mines, during the last year, have exceeded all the capital invested in foreign ores. The heavy taxes imposed by Government on domestic copper must be met by corresponding duties on the imported article, in order to render copper mining at all profitable.

Atlantic and Great Western Railway.

The annual meeting of the share and bondholders of this company was held in London on the 29th of March. From the reports and statements of accounts which was presented we learn that the traffic receipts for the year ending December 31, 1865 (exclusive of Oil Creek Railway earnings) were:

Quarter ending.	Miles worked.	Receipts from freight.	Receipts from pass.	Total receipts.	Equal per mile per annum to	Per cent of expenses.	Earnings less expenses.	Equal to a net profit per annum of
March	322	$808,847	$260,150	$1,068,997	$18,279			
June	322	814,816	497,521	1,238,337	13,383			
Sept.	490	1,095,157	536,790	1,631,947	13,322			
Dec.	490	1,211,951	660,001	1,871,952	15,280			
		$3,956,771	$1,854,462	$5,811,233			$2,125,200	$3,686,033
March		$788,865			9,800	73.79		
June		897,571			11,150	72.48		
Sept.		924,692			7,548	56.66		
Dec.		1,074,905			8,774	57.42		
							797,047	3,188,188

The receipts of the company from all sources from January 1, to Sept. 30, 1865 were as follows:

Amount of traffic for December, 1864, received in 1865		$14,112 00
Freight earnings		2,744,820 38
Passenger traffic		1,145,052 12
Car service		46,571 36
Other sources, including rents		2,837 12
		$3,953,392 98
Expenditures, viz:		
Working expenses	$2,611,128 16	
Rent of Cleveland and Mahoning Railway for nine months	204,804 00	
		2,815,932 16
Balance to capital		$1,137,460 82

From date of consolidation in October, 1865, to December 31, 1865, the receipts were:

From freight earnings		$1,211,950 80
" passenger traffic		612,956 35
" car service		43,113 69
" other sources, including rents		3,930 89
		$1,871,951 73
Expenditures, viz:		
Working expenses	$1,074,905 00	
Rent of Cleveland and Mahoning Railway for three months	69,423 00	
Three months' interest on $19,358,000 Divisional and Consolidated bonds payable in sterling	406,158 00	
Three months' interest on $6,842,000 bonds payable in currency	119,735 00	
Three months' interest on $1,919,000 preferred stock	33,582 00	
		1,703,808 00
Balance to capital		$168,148 73

We give elsewhere the Report of Sir Morton Peto, Chairman of the Board of Control. The President, S. S. L'Hommedieu, Esq., in his report, says:

The earnings for the year have more than realized expectations, and when it is considered that the road was not opened fully to Dayton and Cincinnati until May, we think its friends have much cause of gratification. It may be said with truth that there is no similar instance in the history of the roads of this or any other country where as large earnings were obtained the first year on the same number of miles.

The through passenger traffic of the broad gauge line between New York, Cincinnati, St. Louis, Chicago, and the Great West, should be five fold greater than it has been the past eight months. All that is requisite to accomplish this result is for the Erie Company to agree to run carriages through to Cincinnati and Cleveland over the Atlantic and Great Western Railway without change at Salamanca as at present, on their own independent time.

In adopting a policy of this kind, they would gain five to one over their route by way of Dunkirk, where a change of cars from the broad to the narrow gauge necessarily takes place.

The route to Cincinnati, Louisville, and the south-west, *via* Erie and Dunkirk, has never been a favorite one with the traveling public, nor do we think it can be made so. The recent opening of the short line to Cincinnati, by way of Pittsburg and the Pan Handle Road, should prompt our friends of the Erie to use and give preference to this their best line to Cincinnati and the south-west.

The fact that the Atlantic and Great Western Railway with the Erie presents a uniform 6 feet gauge, and the general expectation and desire of the travelling public that it should be used as a great through passenger route, would seem to be conclusive as to the proper policy to be pursued.

The amount of earnings from freight the past year would have been greater had the road been sufficiently supplied with sidings and rolling stock. These are now being furnished, and we reasonably anticipate an important increase of traffic the present year.

The oil business of the road is steadily on the increase. Two short but important lines of road, one from Pit Hole to Oil City, and the other from Pit Hole to Reno station will be completed within the next sixty days, thus saving the shipper the great expense of waggoning the oil to our line of road. Other arrangements have been made with oil tank companies for supplying cars to carry oil in bulk, which, it is believed, will be of advantage to the public, the shipper, and the railway companies.

The completion of the branch to Buffalo is a matter almost of vital importance to this road. As we are now situated, we are confined in a measure to a business with but one of the important cities of the East. The trade and passenger traffic between the West and New England, together with that of Western districts of the State of New York, Niagara Falls, and Canada, is not second to that with the City of New York, which alone we now possess.

Until this branch to Buffalo is opened, we are shut out of a large and profitable traffic. I submit a memorial from the leading merchants of that flourishing city on the subject.

Since the last annual statement an important measure has been accomplished in the consolidation of our several Railway Companies in New York, Pennsylvania and Ohio into one corporation.

It is only necessary to mention the fact; the wisdom of the measure will be clear to all—it was determined at once to issue Consolidated Securities, for conversion of all previous issues of Bonds and Shares by the several divisions, and to provide means for the completion of the works.

The New Lisbon Branch from Niles to New Lisbon, and the Silver Creek Branch from Wadsworth, both in the State of Ohio, will bring a great accession of coal and iron traffic.

In order to secure a new outlet to New York, a lease of the Morris and Essex Railway for 999 years has been entered into in order to secure an entrance into Philadelphia.

The Catawissa Railway, the key to these new routes into New York and Philadelphia was also leased by the Western Central Railway, of Pennsylvania under the guarantee of the Atlantic and Great Western; but this issue has met with serious opposition from the Pennsylvania Central Railway, which may cause important changes to be made in the proposed arrangements; but it has not been considered necessary to suspend the great improvements making in the Morris and Essex Railway, to fit it for the enormous coal traffic which we shall unquestionably receive, whether the Catawissa lease be sustained or set aside, as soon as the piers and docks at New York are completed.

The Oil Creek Railway having passed from its close connection with the Atlantic and Great Western into other hands, its earnings are not now included in our receipts. The direct connections made with Oil City by the extension of the Franklin Branch of the Atlantic and Great Western Railway and the completion of the two short railways leading to the heart of the oil regions, will more than compensate for our loss of control over the Oil Creek Railway.

The policy of our company is to cultivate amicable relations with all other companies, to interchange business with all, and to maintain with them rates to a fairly remunerative point.

From the Report of D. McLaren, Esq., General Superintendent, we learn that the number of engines owned by the company December 31, 1865, was 139, of which 121 were broad and 18 narrow gauge. The number of miles run by engines in 1865 was: by passenger engines, 712,053 by freight, 1,262,445; switching, 405,645; gravel, 160,644; fuel, 85,284; other, 21,638—total, 2,647,709, of which 2,247,256 was by broad, and 400,453 by narrow gauge engines.

The number of cars owned by the company December 31, 1865 was: passenger coaches 81; sleeping do., 6; emigrant cars, 9; post office cars, 3; baggage cars, 35; express cars, 8; caboose cars, 58; box cars, 748; stock cars, 927; flat and coal cars, 1,280—total, 3,155; of which 2,491 were broad and 664 narrow gauge. The number of miles run by cars was: passengers, etc., 3,081,552; freight, 17,785,383; gravel, 1,652,882; fuel, 1,022,184—total, 23,542,001, of which 20,670,621 was by broad and 2,871,379 by narrow gauge cars.

The Chief Engineer T. W. Kennard, Esq., reports the entire line in good condition in every respect, and that all renewals required to keep up the track in a thorough state of efficiency during the year have been made, and the same charged to transportation expenses. He then adds:

Very considerable extra accommodation in rolling stock, sidings, permanent engine houses, and machine shops, have also been completed during the year, and I am engaged in pushing forward all the requirements of the road with the greatest energy, and which will, when complete, place us in a position to commence the cattle and corn traffic, neither of which are we able now to accommodate.

Owing to the extreme severity of the weather this winter, I have not thought it advisable to press the construction of the New Lisbon and Buffalo Extensions, but all is in perfect order to resume work as soon as the weather moderates.

The materials are all in readiness for an effective and immediate execution of these latter works so important in giving us a close connection with the New York Central Railway, the Erie Canal, and the Grand Trunk and Great Western Lines of Canada.

The works on the Morris and Essex Railway, and especially the piers at New York for accommodation of the coal traffic, have made excellent progress.

It is very gratifying to me to see all my predictions of traffic so amply fulfilled; in fact, the amount is only controlled by ability to carry it.

I have pushed forward the foundations of the International Bridge, and prepared the stonework for the piers. The drawings for the superstructure I have sent to England for the approval of the Guaranteeing Companies, and the execution of the ironwork.

The bridge is the measure of time in our opening from Randolph to Buffalo, and its rapid construction cannot be overrated in importance.

The total number of shares of capital stock authorized is 600,000, viz: 540,000 common, and 60,000 preferred, at $50 each, amounting to $30,000,000; of which 230,443 common shares, and 38,380 preferred shares have been issued—the total amount of share capital issued being $13,441,150.

The total bonded debt of the company is $30,000,000, and is fully described in the "American Railroad Bond List," on page 450 of this week's issue. The stock and bonds issued December 31, 1865, were as follows:

	Stock.	Bonds.
New York Division:		
Shares	$289,150	
First mortgage bonds		$1,014,000
Second "		800,000
Pennsylvania Division:		
Shares	4,102,000	
First mortgage bonds		2,500,000
Second "		1,000,000
Franklin Branch:		
First mortgage bonds		528,000
Ohio Division:		
Shares	4,047,000	
Preferred shares	1,919,000	
First mortgage bonds		4,000,000
Second "		4,000,000
Buffalo Extension:		
Shares	3,084,000	
First mortgage bonds		2,000,000
Silver Creek:		
First mortgage bonds		300,000
Consolidated bonds		13,858,000
Totals	$13,441,150	$30,000,000

CONDENSED STATEMENT.

Share capital		$13,441,150 00
Mortgage bonds		30,000,000 00
Total		$43,441,150 00
Amount due contractors for works in progress, for rolling stock, etc.		1,796,588 50
Balance at credit of revenue Dec. 31, 1864		1,517,431 72
Do., Sept. 30, 1865	$1,137,460 82	
Do., Dec. 31, 1865	168,148 73	
		1,305,609 55
		$48,060,779 77
Amount expended in construction of 426 miles of railroad in New York, Pennsylvania and Ohio, and in making 51 miles of Cleveland and Mahoning Line into broad gauge, also amount expended on branches to this date, and interest during construction.		$46,606,474 98
Stores and materials	$795,310 49	
Surplus land in Ohio	90,024 23	
Due from other companies, and on current accounts	274,128 34	
Cash at bankers and on hand	294,841 73	
		1,454,304 79
		$48,060,779 77

In 1864 the Atlantic and Great Western Railway carried 675,028 barrels of oil, while last year the quantity carried amounted to 783,945—an increase of 108,917 barrels.

European and North American Railway.

The bill to aid in the construction of this road which is now before the Massachusetts Legislature, provides that when the road is completed from Bangor to Winn—a distance of fifty seven and a half miles—and the State of Maine shall have paid Massachusetts $200,000 now due for the purchase of lands, Massachusetts shall invest this sum in mortgage bonds of the European and North American Railway Company, payable in thirty-three years and bearing interest at six per cent. per annum. The whole issue of these mortgage bonds, of which the $200,000 is a part, is not to exceed $1,000,000, and is to constitute a first mortgage on the railway constructed or to be constructed between the town of Winn and the boundary line between Maine and New Brunswick, and also a first mortgage on all the lands, estimated to include 826,710 acres, granted by Maine to the said railway company and trustees, satisfactory to the Governor and Council of Massachusetts, are to have the lands conveyed to them, and to receive all income from said lands, and pay the same into the Treasury of Massachusetts. Whenever the company shall have completed ten miles of its road from the town of Winn in the direction of the boundary line, so that trains may pass over the same, then the Treasurer of Massachusetts is to be ordered to take mortgage bonds of the said company for additional one hundred thousand dollars, and the same amount for every additional ten miles completed, and when the whole fifty miles is finished and in running order to the boundary line then an additional amount of bonds to be taken to the amount of five thousand dollars per mile on the entire length of the road, from Winn to the boundary line, making an aggregate amount of bonds to be taken by Massachusetts of nine hundred and fifty thousand dollars.

St. Croix and Superior Railroad.

The following gentlemen have been chosen directors of this company: Henry M. Alexander, Thomas A. Scott, Samuel J. Tilden, Andrew H. Green, Jay Cady, Isaac Kiss, Ludlow Patton, Wm. Patton, Anthony W. Morse, Geo. L. Becker, Alexander T. Moore. President, H. M. Alexander; Vice President, Geo. L. Becker; Treasurer, Ludlow Patton; Secretary, Wm. Patton; Trustees for the bondholders, S. J. Tilden, W. H. Swift, and A. H. Green; Managing Director, A. W. Morse; Chief Engineer, J. C. Campbell. The office of the company has been established at No. 6 Wall St.

These gentlemen have undertaken the construction of a road from St. Paul, Minnesota, to Lake Superior, which by a lease of the Stillwater extension of the St. Paul and Pacific Railroad, will extend from St. Paul and Hudson, on Lake St. Croix (a branch of the Mississippi,) to Superior City and Bayfield. They accept the Government grant of lands for this object, made as early as the year 1856, and adopt the style of the St. Croix and Lake Superior Company. The construction of this road will furnish an outlet for the wheat and other products of Minnesota and Northwestern Wisconsin to the lakes. The project is one of moment to an important and rapidly developing region of the Northwest hitherto neglected by railway enterprise.

Trade and Tonnage of San Francisco.

A late San Francisco Circular contains the following interesting and important statements:

In the published statement of tonnage engagements at this port, for the year ending December 31, 1865, the requirements for that year had been as follows:

	No of Vessels.	Tons.
For grain freights	27	12,263
Lumber freights	41	26,018
Copper ore freights	15	9,895
Coal freights	20	12,070
California cargoes (wool, wine, &c.)	23	29,051
Guano freights	21	20,288
Miscellaneous freight	93	44,352
Total	240	153,937

There arrived also during the year 30 vessels, comprising 28,540 tons, under charter, which, after discharging their cargoes, proceeded to ports of loading. In addition, 32 vessels, 23,781 tons, left the port without having concluded any freight engagement—making the total tonnage of the port (exclusive of coasters and regular steam lines), 302 vessels of, in all, 206,258 tons, registered. This, then, having been the amount of our requirements during the last season, the question arises how much will we need during the twelve months commencing July 1, 1866.

	Tons.
The crop of wheat this season will in all probability be the largest ever harvested in this State. The surplus above our own requirements will) if nothing occurs to injure the now growing crop) amount to	200,000
Of old crop of barley we have still a large surplus, and if to this be added the surplus of the growing crop, we shall require to get rid of the surplus of that grain	120,000
The tonnage required to carry copper ore will be certainly 33⅓ per cent. more than last year, or say	13,193
For lumber transport it is fair to say that we shall require full as much as in 1865, say	26,018
The amount of tonnage required for export of California produce, wine wool, ores, &c., will undoubtedly be 25 per cent. larger than last year, the wool crop alone being double what it then was, say	36,316
In coal freights we may have no great increase, but we shall require as much as last year, say	12,070
The demand for guano being regulated abroad, we have no right to speculate for an increase, so we place it the same as last year	20,288
For miscellaneous cargoes we estimate that ten per cent. more tonnage will be required than in 65, say	48,787
Making a grand total of	476,672

Which will be required at this port for the business of the year commencing July 1, 1866. To meet this demand we find that there are now on the way to this port:

	No. of Vessels.	Tons.
From domestic Atlantic ports	25	26,380
" British ports	15	11,192
" French ports	5	3,000
" German ports	4	2,500
" Italian ports	1	500
" East India ports	3	2,000
" Australian ports	4	2,086
" Chinese ports	4	2,500
" South American ports	2	1,000
Total	63	51,158

—or about as much as under ordinary circumstances is required for the transportation of guano over and above the proportion of vessels which commonly reach us already under charter.

From our latest advices from both domestic and foreign ports, we see no reason to anticipate any considerable addition to the number of vessels or amount of tonnage on the way to this port. As far as we can now judge, the amount on the way when our harvest comes in, will be about the same as now, and there will consequently be the enormous deficiency of 425,000 tons to make up after July 1.

This condition of affairs is one which must attract the attention of shipowners and shipmasters all over the world, and we hope will meet with the most attentive consideration. There can be no doubt whatever that after the next California crop is harvested, San Francisco will present greater inducements to vessels in the way of freights and charters than any other port in the Pacific.

Journal of Railroad Law.

LIABILITY OF COMMON CARRIERS.—CONFEDERATE RAIDERS HELD TO BE PUBLIC ENEMIES.

The case of Bland *vs.* Adams Express Company, decided in the Jefferson Circuit Court of Kentucky, decided that the law holds carriers to a peculiar responsibility, admitting no excuse for the loss of goods, except an act of God, or of a public enemy, which could not have been averted or overcome. And it was further held that John Morgan and his band of confederate soldiers, constituted in May, 1862, a dublic enemy, in the technical senses and that the defendant was not liable for a package of money taken by them from a railroad train. The strife in which they were fighting was not an insurrection, but a civil war, in which the parties were belligerents, and respectively entitled to belligerent rights. The opinion of the court was delivered by

JUDGE ROBERTSON.—To a petition by Arthur Bland against the "Adams Express Company," charging the non-delivery according to consignment, of a package containing $2,279, confided by him, at the City of Louisville, on the 10th day of May, 1862, to said company, as a common carrier, to convey from said city to his consignee at the city of Nashville, it filed an answer alleging that its agent forthwith placed the said package with all its said contents in its iron safe on the railroad train then departing from Louisville to Nashville; that on the same day, John Morgan and his band of confederate soldiers, on the way, near Cave city, attacked the train, burnt most of the cars, and by irresistible armed force, robbed the safe of the said package and all its contents; and that no portion of the money so abstracted had been rescued or restored. These facts having been sufficiently proved, the circuit judge, to whom the law and the facts were submitted, dismissed the petition. And the appeal seeks the reversal of that judgment.

Public policy, and consequently the law, holds common carriers to a peculiar responsibility, extremely stringent, admitting no excuse for the loss of goods except an act of God or of a public enemy, which could not, by any proper care or available force, have been overcome or averted. No other human force than that of a public enemy will exonerate the carrier, because, otherwise, he might fradulently master or combine with a force to rob himself.

The only question in this case is, was Morgans band, in the technical sense, a public enemy? And the answer depends on whether the strife in which they were fighting is a civil war. War is either international or civil, foreign or domestic. Insurrection, however violent or formidable, is not war. Civil war is preceded by insurrection, which becomes magnified and matured into war in the legitimate sense. And when so characterized, the parties are belligerents, and respectively entitled to belligerent rights. The American revolution of '76 commenced in insurrection. But the insurgent colonies soon became belligerent States. By the Declaration of Independence civil war was inaugurated, as often and authoritively recognized and adjudged. After that transforming event the American resistance was rebellion no longer, but war for liberty. The struggle in which the United States are now engaged against the seceding States, is more stupendous and quite as eventful. It is to save that which the war of independence achieved. And history records no civil war more flagrant or gigantic than that in which our country is now engaged. If this be not war, what is war, and when or where did it ever rage and desolate and destroy? It has been so treated at home and abroad—by our own government in all its departments, as well as by foreign governments—and if it be war now, it was as certainly war, and as much war, on the 10th of May, 1862.

Wherefore the Judgment is affirmed.

Atlantic and Great Western Railway.

REPORT TO THE BOND AND SHAREHOLDERS.

In submitting to the bond and shareholders in Europe of the Atlantic and Great Western Railway the subjoined accounts and the various Reports of the President, Engineer-in-Chief and General Manager, the Board of Control are enabled to congratulate the bond and shareholders upon the results of the working of the lines of the company during the year 1865.

The Board, having considered it desirable that a thorough investigation of the books and accounts of the company should be made up to the end of the year, a member of the eminent firm of accountants, Messrs. Coleman, Turquand, Youngs & Co., proceeded to New York in January, and made a searching examination into the capital, receipts and expenditures of the railway from the date of the examination by Mr. Young last year. The report is appended hereto.

The communication with Cincinnati was only completed during the summer, and for some time after, in consequence of the want of rolling stock, and the difficulties always attending the initiation of a new service, the line could only be very partially used as a through route.

The most earnest endeavors have been made to meet these difficulties. It will be seen by the return of the rolling stock of the company embraced in the report of the General Manager, that in the conrse of the year, forty-seven new engines, and no less than 559 additional carriages and wagons of various descriptions have been brought into use.

The building of additional engines, carriages and trucks, is being energetically proceeded with, in order to meet the demand for accommodation which is daily increasing throughout the whole length of the railway.

Notwithstanding the drawbacks which must always be experienced in opening out and establishing the business of an important system of lines like the Atlantic and Great Western, the amount of traffic carried and the results of the working for the year 1865 have exceeded the most sanguine expectations.

Up to the end of June the number of miles in work was 822, and the receipts upon them was equal to an amount per mile per annum of £2,-213, in the March quarter, and of £2,564, in the June quarter.

In July, 168 miles of new line had come into work; the total mileage being then 490. The Board cannot conceive any stronger indication of the value of these lines than is involved in the fact that this large average receipt per mile was fully maintained over this greatly extended mile-

age, the receipts upon the whole 490 miles having been equal to £2,220 per mile per annum in the September quarter, and £2,547, in the December quarter. These calculations are based on exchange of six dollars to the £, but at the ordinary exchange of 4s. 2d. to the dollar, the receipts would be equal to £3,183 per mile per annum.

But even more satisfactory has been the result of the opening of the new lines upon the working expenses.

In the March quarter, upon 322 miles, they were equal to £1,633 per mile per annum, or 73.79 per cent. of the gross receipts. In the June quarter, upon the same mileage, they were equal to £1,858 per mile per annum, or 72.48 per cent. of the receipts. In the September quarter, however, the expenses fell to the rate of £1,258 per mile per annum, or 56.66 per cent. of the receipts; and in the December quarter they were equal to £1,468 per mile per annum, or 57.42 per cent. of the receipts.

The effect of this alteration in the proportion of expenditure to receipt is most forcibly illustrated in the column showing the excess of receipts over expenditure; from which it appears that in the December quarter this excess was equal to a yearly profit of 3,188,188 dollars, or £531,364, at an exchange of six dollars to the pound sterling.

The apportionment of net profit at this rate to the capital invested in 1865 will be as follows—

The rent of the Mahoning line payable in currency.

The interest on the bonded debt payable at 4s. to the dollar.

The interest on the bonded debt payable in currency.

The balance being equal to a dividend of 6 per cent. per annum on the shares issued.

The certificates of debentures due in 1867 are secured collaterally by the deposit at the Bank of England of $17,877,750, of the bonds and shares, with other securities amounting in all to $20,708,750.

The receipts for January and February, 1866, show a highly satisfactory advance on the corresponding months of 1865, and with the greater facilities for working the traffic which the railway now possesses, there can be no doubt that this rate of increase will continue.

The experience gained within a few months of the opening of the line as a through communication between the East and the West, before the traffic has been fairly developed, and before the opening of the 117 additional miles comprised in the Buffalo Extension, the New Lisbon and the Silver Creek Branches, appears sufficient to justify the fullest confidence in the future prosperity of the undertaking.

The drawings and specifications of the International Bridge (to connect the American and Canadian system of railways at Buffalo) have been received from Mr. Kennard, and are now before the Directors of the Grand Trunk Railway (as one of the guaranteeing parties) for approval.

Upon a reference to the reports of the President and General Manager of the company, it will be found that they attribute a considerable loss of traffic to the want of rolling stock, siding facilities and arrangements with other companies, all of which wants are being met as rapidly as possible. Mr. L'Hommedieu, the President, points very justly to the increase of traffic which will undoubtedly arise in the present year, consequent upon the provision of additional rolling stock, the steady extension of the oil business, and the facilities being prepared for that valuable traffic by the construction of local railways to Oil City and Reno stations on the company's line. Mr. M'Laren, the General Manager, a gentleman of many years' experience, and thoroughly conversant with the traffic of the country, also says:—"In my opinion, the business to be done in the future will only be limited by the facilities we have for doing it."

The Engineer-in-Chief reports that, during the year, the road has been kept up in a thoroughly efficient state at the expense of revenue, and that considerable extra accommodation in sidings and in permanent engine houses and machine shops, has been completed within the same period.

It will be easily understood that, in the earlier days of a system so extensive as the Atlantic and Great Western, with a very numerous staff to train and bring into harmony, the same measure of economy cannot be attained as may reasonably be expected when the lines have been some time opened, when the road and works have become fully consolidated, and when the Directors and Managers have had the opportunity of arranging the various departments to the best possible advantage.

The subject of the working expenses has had careful consideration, and measures have been taken for having them rigidly checked, and kept down to the lowest figure consistent with the most efficient maintenance of the way and works, and the proper conduct of the company's business.

At the same time it is not the intention of this company to adopt the erroneous system of the principal American railways under which a considerable amount of the yearly net earnings of the line, instead of being divided amongst the shareholders is devoted to purposes properly chargeable to the capital account.

After the necessary expenditure in keeping up the way, works, and rolling stock of the Great Western Company in the highest style of efficiency, the balance of net earnings will be paid to the shareholders.

Since Mr. L'Hommedieu's report was written, the Catawissa lease has been set aside by the Pennsylvania Courts, but the Board are happy to state that cordial relations are being established with their prosperous neighbors, the Pennsylvania Central Railway, which will secure all the advantages to this railway which the Catawissa lease would have conferred.

In conclusion the Board confidently express their opinion that the traffic which is certain to accrue to the company's lines when they are further opened out, and their connections and arrangements with important neighboring systems are extended and perfected, cannot fail at a very early period to place the bond and shareholders in a highly satisfactory position as regards the value and security of their investments. And they feel that it must be considered as conclusive on this point, that with 490 miles of the road open out of 607 that a net revenue is earned in excess of the interest required for all the bonds on the entire road, and that with the opening of the remaining 117 miles and connection with the important system of line at Buffalo, the shareholders will be secured a dividend equal to the best railways in the United States.

S. Morton Peto. *Chairman Board of Control.*

London, March 26th, 1866.

Mobile and Ohio Railroad.

At the recent meeting of the stockholders of this road at Mobile, Ala., Hon. Milton Brown, the President, read a long report on the condition of the road. The report is particularly severe on the cotton agents, who are said to have done more to demoralize and mislead public opinion than any other agency in these wicked times. These agents continued to use him for their fraudulent purposes against the wishes of the company until they were stopped by order of General Thomas. The road lost during the war over $5,000,000 in rebel money and bonds.

Owing to the disloyalty of the President and Board of Directors, they could only reorganize at the close of the war through the special pardon of the President being extended to all of them. The report reflects quite severely on the conduct of the Government toward them since the war. L. J. Fleming, Chief Engineer and General Superintendent, also read a report giving an interesting history of the road during the war, and of its operations since. The earnings of the road from the 1st of May, 1865, to the 1st of January, 1866, were $1,524,675, and the expenditures $699,898. The value of the rolling stock purchased within that period was $709,955. The stock on hand April 1, was: Locomotives in running order, 40; out of order, 54; passenger cars in order, 30; out of order, 4; freight cars in order, 471; under repair, 25.

The highest prices of labor and material require high rates for freights and passengers, but they are less over this road than Southern roads generally. Arrangements have been made for selling through tickets over all the connected roads North, East and West. The additional expenditures which will be required to put the road in thoroughly good condition are estimated at $1,635,000. After the reading of the reports, resolutions of thanks to the President were unanimously adopted, and also to the Superintendent, and the convention adjourned *sine die*.—*Mobile Tribune.*

The National Debt.

The following is a correct statement of the Public Debt of the United States on the 31st of August, 1865, and the 1st of May, 1866:

	Aug. 1, 1865.	May 1, 1866.
Debt bearing int. in coin.	$1,108,310,191 80	$1,186,092,841 80
Debt bearing interest in currency..	1,274,478,103 16	1,188,313,544 62
Matured debt not presented.....	1,503,020 09	877,729 64
Debt bearing no interest.	461,616,311 51	452,392,755 54
Total.	$2,845,907,626 56	$2,827,676,871 60
Coin in Treasury.....	$45,435,771 14	$76,676,407 02
Currency ...	42,782,283 99	61,310,621 80
	$88,218,055 13	$137,987,028 82
Debt less cash in the Treasury.....	$2,757,689,571 43	$2,689,689,842 78

We give this as a correction of our statement of last week. We were led into the error from the fact that in the Shedule published in September of the debt at the close of August, unlike all subsequent statements, the "Cash in the Treasury" was deducted from the "Amount of debt not bearing interest," instead of (as in statement of 1st May,) being deducted from the "Total Debt." This shows a decrease in the debt since August 31, 1865, of $18,230,754 96; and the debt, less cash in the Treasury is $67,999,728 65 less.

The Southern Railroad.

The projectors of the Southern (N. Y.) Railroad from Utica down the Saquoit and Unadilla valleys are pushing the enterprise with considerable vigor. At a recent meeting of the Board of Directors, it was resolved to commence work as soon as the citizens of Utica subscribed the $200,000 required of them in the law bonding the city. Already stock to the amount of $160,000 has been taken, leaving but $40,000 unsubscribed for.

The town of Paris has legally determined to take $150,000 of the stock in the railroad. The town of Sangerfield has decided to take a like amount. The city of Utica had previously voted to make a municipal subscription of $500,000. But it is a condition in the law authorizing the latter that before the Common Council shall perfect the subscription, the sum of $200,000 in stock must be raised from individual citizens of that city.

☞ The Louisville and Nashville Railroad Company has loaned $300,000 to the Memphis, Clarksville and Louisville Railroad to repair and equip their line from Bowling Green, Ky., to Memphis.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ---Ca.	200,000	5	----	10c
Acton Vale---Ca.	50,000	5	----	5c
Adventure ---L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	----
Algomah ---"	20,000	----	2	----
Alliance ---Ca.	200,000	2½	----	----
Allouez ---L. S.	20,000	----	1	1½
American ---Ca.	200,000	2½	----	5½
Amygdaloid ---L. S.	20,000	----	----	25
Annapolis---Md.	50,000	10	----	----
Arizona---Ariz. T.	10,000	100	----	----
Ascot ---Ca.	20,000	20	----	----
Astor ---L. S.	20,000	----	1	6½
Atlas ---"	20,000	----	1	2½
Aztec ---"	20,000	----	1	3
Balt. and N. C.---N. C.	20,000	5	----	25c
Bare Hill ---"	20,000	----	----	80c
Bay State---L. S.	20,000	----	3½	11
Beaver ---"	20,000	----	1	----
Bedford ---Ca.	125,000	5	----	50c
Black River ---"	200,000	2½	----	10c
Bohemian---L. S.	20,000	----	7½	12
Bolton ---Ca.	200,000	5	----	1
Boston ---L. S.	20,000	----	5*	50c
B. and Corinth ---Vt.	20,000	10	----	----
Brooklyn---L. S.	20,000	----	2	----
Brome ---Ca.	100,000	5	----	2
Cabot ---L. S.	20,000	----	----	----
Caledonia ---"	20,000	----	----	6
Cambridge---"	20,000	----	5	15c
Canada ---Vt.	100,000	4	90c	25c
Carp Lake---L. S.	20,000	----	----	1½
Cascade ---"	20,000	----	----	----
Central ---"	20,000	----	----	41
Champlain ---Ca.	200,000	1½	----	15c
Chatham ---"	200,000	2	----	----
Chaudiere ---"	100,000	1	----	50c
Chester ---"	200,000	1	----	12c
Cheticamp ---"	30,000	5	----	1½
Chippewa ---L. S.	20,000	----	----	----
Cleveland ---Ca	100,000	5	----	----
Cliff ---L.	20,000	----	----	----
Clifton ---"	20,000	----	----	----
Collin ---"	20,000	----	----	½
Columbian ---"	20,000	----	4½	10½
Consolidated ---"	20,000	----	5	5c.
Copper Falls ---"	20,000	----	24½	43
Copper Harbor---"	20,000	----	1	----
Copper Hill ---"	200,000	1	----	15½
Copperas Hill---"	50,000	10	----	----
Cornwall ---Vt.	100,000	2	----	25c
Dacotah ---L. S.	20,000	----	----	5
Dana ---"	20,000	----	3½	1½
Deep River---N. C.	------	5	----	15c
Delaware ---L. S.	20,000	----	----	10
Derby ---"	20,000	----	----	1½
Devon ---"	20,000	----	1	4½
Dorchester ---"	20,000	----	6	7
Douglas ---"	20,000	----	----	----
Dover ---Ca.	200,000	----	1	3½
Dudley ---L. S.	20,000	----	½	87½c
Dunham ---Ca.	200,000	2	----	25c
Durham ---"	200,000	5	----	25c
Eagle River---L. S.	20,000	----	3½	1½
El Dorado (Silver) "	20,000	----	----	4
Escot ---Ca.	25,000	20	----	----
Essex ---"	200,000	----	----	20c
Etna ---L. S.	20,000	----	----	4½
Eureka ---"	20,000	----	----	----
Everett ---"	20,000	----	5*	----
Evergreen Bluff---"	20,000	----	----	12
Flint Steel ---"	20,000	----	----	13
Forest City ---"	20,000	----	3	1
Forest Shepherd "	20,000	----	6	11c
Franklin ---L. S.	40,000	25	6½	41½
French Creek---Pa.	100,000	5	----	25c
Gardner City ---L. S.	20,000	----	----	----
Gardner Hill ---"	20,000	----	5	80c
Girard ---"	20,000	----	----	6
Glade ---"	20,000	----	1	----
Glencoe ---Ca.	200,000	1	----	10c
Globe ---L. S.	20,000	----	1	----
Grand Portage ---"	20,000	----	1	40
Grand Trunk---Ca.	100,000	5	----	60c
Great Western---L. S.	20,000	----	2	75c
Green Mountain---Vt.	20,000	10	----	4½
Guilford ---L. S.	20,000	----	5	40c.
Hamilton ---"	20,000	----	----	1
Hancock ---"	20,000	----	6½	19
Hanover ---"	20,000	----	½	1½
Hartford ---"	20,000	25	12½	----
Hazzard ---"	20,000	----	----	----
Highland ---"	20,000	----	7	3½
Hilton ---"	20,000	----	----	1½
Hope ---"	20,000	----	½	1½
Hudson ---"	20,000	----	----	2
Hulbert ---"	20,000	----	----	3½
Humboldt ---"	20,000	----	2	7
Hungarian ---"	20,000	----	1	62½
Huron ---"	20,000	----	16	38
Indiana ---"	20,000	----	----	6
Inverness ---"	200,000	2½	----	----
Isle Haute---"	40,000	----	----	----
Isle Royale ---L. S.	20,000	5	16	10½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ---L. S.	20,000	----	----	----
Keweenaw ---"	20,000	----	----	4
Kickapoo ---"	20,000	----	1	----
King Phillip ---"	20,000	----	2	----
Knowlton ---"	20,000	----	1	6
Lafayette---Ca.	200,000	1	----	1½
Lake ---"	200,000	1	----	14c
Lawrence ---L. S.	20,000	----	----	----
Lennoxville ---Ca.	100,000	5	----	50c
Logan ---"	100,000	3	----	2½
Lyster ---"	200,000	2	----	----
Madison---L. S.	20,000	----	1	1½
Malden ---"	20,000	----	1	----
Mandan ---"	20,000	----	2½	45c
Manhattan ---"	20,000	----	2½	1½
Marquette ---"	20,000	----	----	½
Maryland ---Md.	------	5	----	15c
Mass ---L. S.	20,000	----	----	----
Massachusetts---"	20,000	----	----	----
Mendota ---"	20,000	----	4	----
Merrimac ---"	20,000	----	4	----
Meteor ---"	20,000	----	----	----
Mesnard ---"	20,000	----	5½	1½
Michigan---"	20,000	----	----	----
Middlesex---"	20,000	----	----	----
Mineral Hill ---"	------	----	----	70c
Minnesota---L. S.	20,000	----	3½	13
Missisquoi---Ca.	150,000	2	----	1½
Montezuma---N. Mex.	300,000	5	----	----
Morrison---L. S.	20,000	----	----	----
Nashua ---"	20,000	----	----	----
National ---"	20,000	----	5½	19
Native ---"	20,000	----	3	1c
Naumkeag ---"	20,000	----	1	2
Nelson---Ca.	200,000	1	----	10c
Nequaket ---L. S.	20,000	----	1	2
Nevada (Silver)---"	20,000	----	----	----
New England ---"	20,000	----	2	50c
Newton ---Ca.	200,000	1	----	8c
New York ---L. S.	20,000	----	----	½
N. Y. & Passaic---N. J.	100,000	5	----	----
North Cliff ---L. S.	20,000	----	4	1
North Silver Lake "	20,000	----	----	----
North State ---"	20,000	----	3	10c
North Sutton---Ca.	100,000	5	----	1
North Western---L. S.	20,000	----	7½	3
Norwich ---"	20,000	----	----	4
Ogima ---"	20,000	----	----	5½
Ontonagon ---"	20,000	----	----	2
Ottawa ---Ca.	200,000	1	----	23c
Pacific ---L. S.	20,000	----	----	----
Pennsylvania ---"	20,000	25	2½	14½
Petherick ---"	20,000	----	2½	4
Pewabic ---"	20,000	----	3½	36½
Phila. & Boston---"	20,000	----	15	2
Phœnix ---"	20,000	----	----	14
Pittsburg & Boston "	20,000	----	5½	47
Pontiac ---"	20,000	----	3½	1
Prince of Wales---Ca.	200,000	----	----	----
Providence---L. S.	20,000	----	----	½
Quincy ---"	20,000	----	10	47
Reid Hill ---Ca.	200,000	1	----	----
Reliance ---L. S.	20,000	----	----	7½
Richford ---"	60,000	5	----	----
Ridge ---L. S.	20,000	----	----	----
Rockland ---"	20,000	----	5	38½
Roscoe ---Ca	200,000	1	----	----
Rudisell ---"	------	----	----	50c
St. Clair---L. S.	20,000	----	3	2½
St. Flavien ---Ca.	100,000	5	----	----
St. Francis ---"	100,000	5	----	----
St. Mary's (L. & M.)L.S.	20,000	----	8½	87½c
Salem ---"	20,000	----	1	----
Sharon Consol ---"	20,000	----	----	3
Sheldon ---"	20,000	----	----	16
Silver Creek ---"	20,000	----	1	----
Silver Hill ---"	20,000	----	----	30c
Silver Lake ---"	20,000	----	----	----
Silver Valley---"	20,000	----	----	10c
Southampton---Ca.	100,000	5	----	----
South Bedford ---"	200,000	2	----	20c
South Side---L. S.	20,000	----	3	2½
Springfield---Md.	------	5	----	15c
Stadecona ---Ca.	100,000	5	----	----
Star ---L. S.	20,000	----	7½	1½
Stark ---Vt.	100,000	2	----	----
Strafford ---"	30,000	10	----	50c
Superior ---L. S.	20,000	----	4	3½
Sussex ---"	20,000	----	----	----
Sutton---Ca.	100,000	5	----	55c
Toltec---L. S.	20,000	----	20	1
Tremont ---"	20,000	----	5*	1½
Union (L. & M.)--- "	20,000	----	----	----
Vernon ---"	25,000	10	----	----
Victoria---L. S.	20,000	----	1½	----
Vulcan ---"	20,000	----	----	----
Washington---"	20,000	----	----	----
Waterloo---Ca.	100,000	3	4*	15c
Waukegan---L. S.	20,000	----	----	----
West Minnesota---"	20,000	----	2½	2½
Wickham ---Ca.	200,000	5	----	20c
Wiekopee---"	100,000	5	----	5½
Winthrop ---L. S.	20,000	----	3½	1
Wyandotte---"	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake---N. Y.	50,000	50	----	½
East River ---"	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood ---"	20,000	5	----	----
Kahtadin---Me.	3,000	100	----	----
Lake Superior---L. S.	20,000	25	----	----
Massachusetts ---"	25,000	1	----	----
Mount Pleasant---Pa.	10,000	50	----	----
Teal Lake---L. S.	------	----	----	2
Tyson ---"	20,000	10	----	3
LEAD AND ZINC:				
Amenia---N. Y.	100,000	5	----	8½
Bucks County ---Pa.	------	----	----	½
Canada ---Ca.	50,000	5	----	2½
Clute ---"	------	----	----	½
Crystal Lake---"	------	----	----	----
Erie ---"	------	----	----	21
Gay's River---"	100,000	2	----	----
Hampton ---"	100,000	5	----	----
Keystone---Pa.	------	----	----	1
Lancaster---"	------	----	----	----
Macomb ---N. Y.	100,000	5	----	45c
Mineral Point---"	100,000	5	----	½
Mount Hope ---N. Y.	80,000	5	2½	----
National---"	200,000	1	----	----
New Jersey ---N. J.	12,000	100	----	110
N. Y. & Boston---N. Y.	100,000	5	----	2½
Oswegatchie ---Ca.	100,000	5	----	1
Placentia Bay---N. F.	------	----	----	½
Ramsay ---Ca.	20,000	25	----	----
Rossie ---"	100,000	5	----	----
Shawangunk ---N. Y.	100,000	5	----	----
Sussex ---N. J.	------	----	----	40c
Union ---"	100,000	5	----	57c.
Wallkill ---N. Y.	------	----	----	25c
COAL & ANTHRACITE:				
American ---Pa.	37,500	25	----	63
Ashburton ---"	50,000	50	----	16½
Atlantic & G. C ---Md.	------	----	----	100c
Baltimore ---"	------	100	----	2
Bear Valley---"	40,000	12½	----	14
Beaver Meadow ---Pa.	100,000	50	----	----
Belmont ---"	10,000	50	----	4
Big Mountain ---Pa.	------	----	----	5½
Blackball ---N. S.	8,000	25	----	----
Boston & Pictou---"	100,000	5	----	----
Bridgeport ---Pa.	30,000	10	----	----
Broad Mountain ---"	30,000	10	----	----
Butler ---"	------	----	----	15
Cape Briton---N. S.	200,000	2½	----	----
Carbondale---Pa.	------	----	----	3
Central ---"	------	----	----	44
Clinton ---"	------	----	----	1
Coal Brook ---"	4,000	50	----	----
Continental---"	10,000	50	----	78½
Cumberland (pref.)Md.	50,000	100	----	45
Daniel Webster ---"	5,000	100	----	----
Everhart ---Pa.	------	----	----	----
Franklin ---Pa.	20,000	25	----	----
Fulton---"	5,000	100	----	9½
Gilbertson ---"	60,000	5	----	6
George's Creek---Pa.	5,000	100	----	42
Grand Tunnel ---"	10,000	----	----	109
Green Mountain---Pa.	4,000	100	----	50
Hampton & Balt.---Md.	------	----	----	4
Hazleton ---Pa.	32,300	50	----	91
Henry Clay---"	3,000	100	----	56
International ---N. S.	20,000	50	----	----
Lawrence ---Pa.	2,000	100	----	----
Locust Mountain ---"	------	----	----	6½
Lorberry ---"	4,000	100	----	46
Macan ---"	2,000	100	----	11
Mahanoy ---"	1,000	20	----	----
Metropolitan ---"	------	100	----	6½
Middle Coal Fields---"	------	----	----	----
Milford ---"	2,500	50	----	6½
Mill Creek---Pa.	------	----	----	----
Mulgrave ---"	2,000	----	----	----
Narragansett ---R. I.	8,000	10	----	----
New Creek---Pa.	------	----	----	½
North. & Luzerne ---"	------	----	----	----
Penn---"	100,000	50	----	145
Penn. Cannel ---"	6,000	50	----	----
Picton ---"	4,000	100	----	----
Pine Knot---Pa.	4,000	50	----	----
Port Hood ---"	4,000	100	----	49½
Potomac ---Md.	40,000	10	----	5½
Powell ---Pa.	------	----	----	----
Preston---"	------	----	----	15
Princess Alex.---N. S.	5,000	100	----	----
Ridgeway---"	------	----	----	----
St. Clair ---Pa.	5,000	100	----	9
Schuylkill Valley---"	20,000	10	----	12
Shawmut ---"	6,000	50	----	----
Short Mountain ---Pa.	16,000	50	----	22
Stafford---"	------	----	----	----
Suffolk ---"	4,000	100	----	93
Sugar Loaf ---Pa.	------	----	----	----
Summit ---"	40,000	20	----	----
Susq. Coal & C. Mt. "	------	----	----	4½
Tamaqua ---"	------	----	----	----
Vandermark ---"	20,000	50	----	----
Wyoming Valley ---Pa.	22,760	50	----	48

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ---Col.	50,000	10	----	----
Acadia (G.)---N. S.	100,000	3	----	----
Albion (G.) ---"	100,000	3	----	----
Alpine (G.) ---Col.	150,000	10	----	----
Alps (G.) ---"	100,000	5	----	----
American ---"	200,000	2	----	----
Am. & Mex. (S.)---N. M.	------	----	----	----
Am. Pioneer---A. T.	------	----	----	----
Arizona (Silver) ---"	------	----	----	----
Atlantic (G.)---N. S.	100,000	2	----	----
At. & Pac. (G. & S.)Nev.	50,000	10	----	----
Bay State (G.) ---Col.	200,000	5	----	----
Beacon (G.) ---N. S.	200,000	2	----	----
Benton (G.)---Col.	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ---"	10,000	50	----	----
Briggs (G.) ---"	10,000	100	----	----
Bullion (G.) ---"	200,000	25	----	----
Burroughs (G.) ---"	100,000	10	----	----
Canadian (G.)---Ca.	200,000	2	----	----
Central (G.)---Col.	50,000	20	----	----
Chaudiere (G.) ---Ca.	100,000	5	----	----
Chebucto ---N. S.	100,000	5	----	----
Colonial (G.)---Ca.	100,000	2½	----	----
Colorado (G.) ---Col.	50,000	10	----	----
Consol. Greg'y (G.)Col.	50,000	100	----	----
Copalinshe (G.)---"	200,000	20	----	----
Corisannie (G.)---"	100,000	10	----	----
Corydon (G.) ---"	100,000	25	----	----
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)---Ca.	50,000	20	12½	----
Dorset (G.) ---"	170,000	5	----	----
El Dorado (G.)---Nev.	100,000	5	----	----
Empire (S.)---"	------	----	----	----
Empress (S.)---"	------	----	----	----
Eureka (G.)---Cal.	------	----	----	----
Excelsior (G.)---Col.	30,000	10	----	8
Frankfort (G.) ---"	100,000	2	----	----
Garrison's (G.)---Col.	100,000	5	----	----
Gilbert River (G.)---Ca.	100,000	5	----	----
Gilpin (G.) ---Col.	100,000	5	----	----
Gold ---"	100,000	5	----	----
Gold Field---"	50,000	10	----	----
Gold Hill---"	50,000	10	----	----
Gold River---"	100,000	3	----	----
Gould & Curry(G.S.)N.	------	----	----	----
Gunnell (G.)---Col.	300,000	10	----	----
Halifax (G.)---N. S.	200,000	2	----	----
Holman (G.) ---Col.	150,000	2	----	----
Hope (G.)---"	80,000	25	10	----
Isaac's Harbor (G.)N.S.	100,000	5	----	----
Isabella (G.) ---Col.	------	----	----	----
Kennebec (G.)---Ca.	100,000	5	----	----
Kent (G.)---N. S.	200,000	1	----	----
Lake (G.) ---Col.	------	----	----	----
Lake Major---N. S.	12,000	50	----	----
Libertad (G. & S.)Mex.	------	----	----	----
Manhattan (G.)---Col.	100,000	10	----	----
Mariposa (G.) ---Cal.	100,000	100	----	13
Massachusetts (G.)---Ca.	500,000	5	----	----
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ---N. S.	50,000	10	----	----
Montana (G.)---Col.	100,000	5	½	----
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ---Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	----
New Gregory (G.) "	50,000	10	----	----
New York (S.) ---"	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	----
Nova Scotia (S.)---"	100,000	2	----	----
Oldham (G.) ---"	100,000	2	----	----
Otate (S.) ---Mex.	------	----	----	----
Palma (S.)---"	------	----	----	----
Peck (G.) ---N. S.	100,000	5	----	----
Peninsular (S.)---L. Cal.	------	----	----	----
Picacho (S.) ---A. T.	50,000	50	----	----
Pontiac (G.)---Col.	50,000	20	----	----
Prince Albert (G.)---Ca.	100,000	2	----	----
Quartz Hill (G.) ---Col.	40,000	25	----	5½
Quicksilver ---Cal.	100,000	100	----	56½
Renfrew (G.) ---Ca.	120,000	24	----	----
Riviere du Loup (G.)"	20,000	10	----	----
Rocky Mt. (G.)---Col.	------	----	----	2
Sacramento (S.)---Nev.	------	----	----	----
San Antonio (S.)---A. T.	60,000	50	----	----
Santa Clara (Q.)---Cal.	------	----	----	----
Santa Rita---Ariz. T.	------	----	----	----
Scottie (S.)---Ariz. T.	------	----	----	----
Sherbrooke (G.)---N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	------	----	----	----
Silver Hill (S.) ---Nev.	------	----	----	----
Sonora (S.)---Ariz. T.	------	----	----	----
Southam (G.)---N. S.	100,000	5	----	----
Stafford (G.)---Ca.	100,000	5	----	----
Star (G.) ---Col.	100,000	25	----	----
Stewart (G.) ---Ca.	100,000	5	4	8½
Smith & Parm. (G.)Col.	125,000	20	20	10
Tascher (G.) ---"	50,000	10	----	----
Victoria (G.)---"	100,000	2	----	----
Waverly (G.) ---"	50,000	10	----	----
Windsor (G.) ---Col.	100,000	10	----	----
United States (G.)---"	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	27
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	90
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	64
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11.000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,013	49,981	6	....	47
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	....	40
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	8	....	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,651	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,950	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400 000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12.000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	....	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	38,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	....	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	—	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,298	12	....	....
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	....	....
30 Sep. '64	....	....	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	....	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'g)	—	—	—	—	—	—	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,650	897	—	—	....
30 Sep. '64	—	....	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	57
31 Oct. '65	5.50	—	—	122	21	3 Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	—	262	40	0 Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	....
31 Oct. '65	6.00	—	—	86	15	2 Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,782	8,227	—	—	....
31 Oct. '65	4.50	—	—	195	33	8 Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	32
30 Nov. '65	19.00	—	—	250	44	0 Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	—	120	25	0 Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	26½
31 Oct. '65	2.00	—	—	25	4	1 Harrisburg City	49,504	30,118	—	9,000	6.726	3,562	—	25	....
31 Oct. '65	19.00	—	—	328	56	0 Hestonv., Mantua & Fairm'nt	—	—	183,600	75,131	153,813	39,179	—	50	30½
31 Oct. '65	4.50	—	—	105	16	2 Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'burg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct. '65	3.75	—	—	124	18	6 Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	—	67	12	0 Pittsburg and Birmingham	66,440	54,000	22,800	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	—	165	27	0 Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	—	64	10	3 Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	....
31 Oct. '65	4.50	—	—	51	10	0 Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	12½
31 Oct. '65	18.09	—	—	431	67	5 Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	75
31 Oct. '65	5.62	—	—	87	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	—	118	16	3 Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	39½
31 Oct. '65	7.00	—	—	210	35	2 10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	53
31 Oct. '65	6.25	—	—	143	23	0 13th & 15th st. (Phila.)	—	—	—	—	143,038	38,435	5	50	20
31 Oct. '66	23.05	—	—	412	70	0 Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	36
31 Oct. '65	6.00	—	—	327	52	5 West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	—	9	4	0 Williamsport	....	....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	—	340	50	— Baltimore City	700,000	670,000	.....	.....	31,549	239,059	21,058	—	....	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,887	50,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	— Pendleton & S. st. Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	per c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 1, 1866.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 28, 1847 ——registered	$9,415,250	6	Jan & July.	1867	120
Loan of March 31, 1848——registered	8,908,342	6	" "	1868	116
" " " ——coupon		6	" "	1868	115½
Texas Indemnity, of Sep. 9, 1850——coupon	562,900	5	" "	1865	----
Loan of June 14, 1858 ——registered	20,000,000	5	" "	1874	98
" " " ——coupon		5	" "	1874	98
Loan of June 22, 1860——registered	7,022,000	5	" "	1871	97
" " " ——coupon		5	" "	1871	98
Oregon War Debt of March, 1861—coupon	1,016,000	6	" "	1881	103
" " " " ——coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ——registered	18,415,000	6	Jan. & July.	1881	109½
" " " ——coupon		6	" "	1881	109
Loan of July 17, & Aug. 5, 1861 —registered	264,313,150	6	" "	1881	109½
" " " ——coupon		6	" "	1881	109
Loan of Feb. 25, 1862 (5-20s)——registered	514,780,000	6	May & Nov.	1882	102½
" " " (5-20s)——coupon		6	" "	1882	102
Loan of March 3, 1865 (5-20s) ——	71,003,500	6	May & Nov.	1885	102½
Bonds, Central Pacific R. R. Co ——	2,362,000	6	Jan. & July.	1895	----
Bonds, Union Pacific R. R. Co. (E. D.)——	2,272,000	6	Jan & July.	1895	----
Loan of March 3, 1864, (10-40s)—registered	171,219,100	5	Mar. & Sept.	1904	96
" " " " ——coupon		5	" "	1904	96
Loan of March 3, 1864 (5-20s) —registered	100,000,000	6	May & Nov.	1884	102½
" " " ——coupon		6	" "	1884	101½
Treasury Notes of July 17, 1861——coupon	167,350	7.3	April & Oct.	1864	----
" June 30, '64 & Mar. 3, '65 1st series	816,512,650	7.3	Feb. & Aug.	1867	102½
" March 3, 1865——2d series		7.2	June & Dec.	1868	102½
" " 1865——3d series		7.3	Jan. & July.	1868	101½
Debt Certificates ——	62,220,000	6	At maturity.	----	100½
One & Two Year Treas'y Notes (legal tender)	6,036,900	5	" "	----	----
Three Year's Compound Interest notes of '64	167,012,141	6	At maturity.	1867	----
United States Notes (greenbacks)——	415,184,318				
Fractional currency ——	28,192,017				
State Loans.					
Alabama—State bonds ——coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)—coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State). "	610,000	6		1868	----
" " " (" ")- "	38,000	5		1868	----
California—Civil bonds of 1857 ——coupon	3,727,500	7	Jan. & July	1878	107
" " " 1860—— "	198,500	7	" "	1880	----
" —War bonds—— "	610,004	7	" "	1872	----
Connecticut - War Fund bonds——coupon	2,000,000	6	Jan. & July	'71-'82	95
" " " " ——— "	1,000,000	6	" "	1882	92½
Florida—State bonds——coupon	143,000	7	----	----	----
Georgia—State bonds ——coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) ——	2,073,750	6	" "	'63-'80	100
" " " (R. R.)—— "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ——inscribed	1,970,967	6	Jan. & July.	1870	98
" " " bonds —— "	1,322,085	6	" "	1877	98
" —Interest stock—— "	737,222	6	" "	1860	86
" —Refunded stock ——coupon	2,187,000	6	" "	'63-'80	96
" —War bonds—— "	2,000,000	6	" "	1879	96½
—Canal bonds (sterling)—— "	1,778,423	6	" "	1870	----
" " " (dollar) —— "	1,969,397	6	" "	1870	67
Indiana—State stock ——registered	5,325,500	5	Jan. & July.	1886	80
" " " ——coupon	2,058,173	2½	" "	1886	80
—State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ——coupon	1,371,780	6	May & Nov.	1881	92
" —Canal Preferred stock—— "	4,079,500	5	Jan. & July.	----	84
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock —— "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks——coupon	200,000	7	Jan. & July.	1868	----
" " " (war loan) —— "	800,000	7	" "	'81-'82	----
" " bonds to School Fund —— "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)—coupon	146,000	7	Jan. & July.	1876	----
" " " " ——— "	54,000	7	May & Nov.	1878	----
" " " (domestic)—— "	65,000	6	July.	1883	----
Kentucky—State bonds ——coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " ——— "		5	" "	'81-'91	----
" " " ——— "		5	" "	'93-'96	----
" " " (bank) —— "	600,000	5	" "	1891	----
" " " ——— "	67,500	6	" "	'91-'96	94
" " " (war loan) — "	2,000,000	5	" "	1871	----
Louisiana - State bonds (R. R. etc)—coupon	516,130	6	----	d'm'd.	97
" " " (R. R. etc.)— "	3,902,000	6	----	'67-'99	----
" " " (banks)—— "	5,398,533	6	----	----	----
" " " (war loan)— "	670,000	6	----	----	----
Maine—State bonds ——coupon	----	6	Mar. & Sept.	'63-'77	95
" " " (war loan) —— "	1,000,000	6	Jan. & July.	'81-'83	92½
Maryland—State bonds (sv'g)——coupon	816,000	5	Chiefly quarterly.	1865	----
" " " (sv'g conv.)— "	200,376	5		1865	----
" " " (sv'g)—— "	5,585,555	5		'89-'90	----
" " " (sv'g conv.)— "	2,490,560	5		'89-'90	----
" " " (dollar)—— inscribed	500,000	6		1890	----
" " " (")—— "	100,000	4½		1888	----
" " " (")—— "	767,560	5		'42-'58	----
" " " (")—— "	399,408	5		1880	----
" " " (")—— "	148,711	5		'89-'90	----
" " " (")—— "	133,680	6		pleas.	----
" " " (")—— "	3,000,000	6		1870	100
" " " (")—— "	35,000	6		1885	----
" " " (")—— "	603,333	6		'89-'90	100
Massachusetts—State b'ds (Western R.R.)—stg.	3,995,555	6	April & Oct.	'68-'71	107½
" " " (T. & G.R.R.)— "	508,380	6	" "	'88-'90	----
" " " (" ")-dollar	416,500	6	" "	'90-'91	----
" " " (" ")- "	300,000	5	" "	1893	----
" " " (East'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	----
" " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	----
" " " (" ") "	245,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" scrip——	200,000	6	" "	'64-'66	----
——	247,000	6	June & Dec.	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan——coupon	3,000,000	6	Jan. & July.	'71-'76	107
" " " " " ——— "	600,000	5	" "	'77-'78	96½
" —Bounty Fund Loan—— "	500,000	5	May & Nov.	1893	94
" —Coast Defence Loan— "	1,000,000	5	" "	1883	94
" —Back Bay Loan —— "	168,000	5	" "	1890	96½
Michigan—Renewal Loan ——coupon	216,000	6	Jan. & July.	1878	92
" —Canal Loan——(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan——(") "	567,000	7	" "	1886	96
" —Redemption Fn (") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ——coupon	250,000	8	Jan. & July.	1867	97
" — " " (Indian war)- "	100,000	7	" "	1871	----
" — " " (Railroads)— "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks)——coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857——	63,000	5½	Jan. & July.	1863	----
" — " " " ———	199,000	6	" "	1868	74
" — " " " ———	100,000	6	April & Oct.	1868	----
" —Capitol Loan of 1857——	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853——	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R.—coupon	7,000,000	6	" "	'72-'88	74½
" — " " S. W. Branch— "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	77
" — " " N. Missouri — "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton — "	650,000	6	" "	'87-'89	----
" — " " Platte Co. —— "	700,000	6	" "	1889	----
" —Revenue bonds ——coupon	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants ——	780,000	----	----	----	----
New Hampshire—State bonds——coupon	535,100	6	Feb. & Aug.	1876	93½
" " —Notes ——	200,000	6	----	----	----
New Jersey—State stock ——registered	96,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)—coupon	531,820	6	" "	'65-'71	----
" " — " " (" ")- "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt——	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans—	348,107	5	" "	pleas.	----
" " — " " " " ——	900,000	5	" "	1875	----
" " — " " " " ——	442,961	5	May & Nov.	1868	----
" " — " " " " ——	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ——	1,300,000	6	" "	'68-'78	----
" " — " " " " ——	700,000	7	" "	1870	----
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd.	----
" " — " " " " ——	11,050	5½	----	d'm'd.	----
" " — " " " " ——	14,230	6	----	d'm'd.	----
" " — " " " " ——	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans—	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " ——	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ——	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ——	320,000	5½	Jan. & July.	1865	----
" " — " " " " ——	100,000	6	" "	1867	----
" " —Canal Fund Loans——	6,922,274	5	" "	'63-'74	----
" " — " " " ———	15,889,025	6	" "	'64-'76	----
" " — " " " ———	1,200,000	7	" "	1864	----
North Carolina—State bonds ——coupon	9,129,505	6	Various.	Var.	83½
Ohio—State bonds (foreign debt) ——coupon	1,258,279	6	Jan. & July.	1860	----
" — " " (" ") ——	1,015,000	5	" "	1865	----
" — " " (" ") ——	379,866	6	" "	1868	----
" — " " (" ") ——	2,183,532	6	" "	1870	93
" — " " (" ") ——	1,600,000	6	" "	1875	94
" — " " (" ") ——	4,095,309	6	" "	1881	96
" — " " (" ") ——	2,400,000	6	" "	1886	97
" — " " (domestic debt)——	125,680	6	" "	1863	95
" — " " (war loan)——coupon	1,500	----	----	1866	----
" — " " (" ")—— "	279,313	----	----	1868	----
" —Irreducib'e debt (school funds, etc.)—	2,920,403	6	Yearly.	----	----
Oregon—State scrip ——	55,372	----	----	----	----
Pennsylvania—State Stock Loans——	131,200	4½	April & Oct.	due.	----
" — " " " ———	10,780,095	5	Jan. & July.	due.	88
" — " " " ———	3,886,070	5	Feb. & Aug.	due.	----
" — " " " ———	3,690,614	5	Mar. & Sept.	due.	----
" — " " " ———	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates ——	210,263	6	Feb. & Aug.	due.	----
" —State bonds——coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans——	1,177,890	----	" "	1864	----
" — " " " ———	675,029	5	Feb. & Aug.	1864	----
" — " " " ———	1,045,629	5	June & Dec.	1864	----
" — " " " ———	1,558,673	5	Jan. & July.	1865	----
" — " " " ———	2,277,755	5	" "	1868	----
" — " " " ———	1,766,214	5	" "	1870	84
" —State bonds——coupon	4,880,000	5	Feb. & Aug.	1877	90
" — " " " ———	428,000	5	" "	1878	----
" —Inclined Plane Loan ——	400,000	6	April & Oct.	1879	----
" —State bonds——coupon	650,000	5	Jan. & July.	1882	94
" —Bank Charter Loans——	360,937	5	----	----	----
" —Relief Notes in circulation—	97,360	----	----	----	----
" —Military Loan bonds —coupon	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State bonds (war loan)—coupon	2,000,000	6	Mar. & Sept.	1882	93½
South Carolina—State bonds (stg)——coupon	484,444	5	----	1868	----
" " —Inscribed certificates ——	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads)—coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) ——coupon	1,125,000	6	----	1882	81
" — " " (interl. impr.) "	2,063,606	5	----	Var.	84
" — " " (railroads) —— "	12,799,000	6	----	Var.	90
" — " " (capitol) —— "	608,000	5	----	1890	57
" — " " (Hermitage) - "	48,000	6	----	1890	90½
Texas—Had no debt in 1861 ——	----	----	----	----	----
Vermont—Inscribed certificates ——	175,000	6	----	----	----
" —State bonds (war loan) ——coupon	58,000	6	----	'63-'64	----
" — " " (" ") —— "	751,000	6	----	'62-'63	----
Virginia—Inscribed certificates (civil)——	404,000	6	Jan. & July	1870	98
" — " " (railroad) ——	18,264,842	5	Various.	Var.	----
" —State bonds (railroad) ——coupon	12,624,500	6	Jan. & July.	'83-'93	43½
" — " " (sterling)—— "	1,865,000	6	" "	'86-'93	68
West Virginia—No information ——	----	5	" "	1892	----
Wisconsin—State bonds (civil)——coupon	100,000	----	----	----	----
" — " " (war) —— "	200,000	6	April & Oct.	'67-'68	100
" — " " (domestic) —— "	100,000	6	Jan. & July.	1867	----
" — " " (" ") —— "	1,100,000	6	" "	1877	----
		6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	788,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,189	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,356	104,372	122,084	132,301	145,542	149,137	157,948	170,044	176,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,310	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,263	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305.554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	174,164	226,251	197,886	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273.876	317,839	390,355	421,363	466,830	545,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,661	767,508	946,707	921,886	749,191	548,669	7,958,990
1866	523,566	405,634	523,744	518,736	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,534	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37.440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,856	60,895	528,364
1864	47,393	56 566	67,822	61,812	59,182	58,178	53,518	88,458	87.037	97,876	94,643	78,111	750,496
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	102,801	------	------	------	------	------	------	------	------	------
Erie:													
1861	404.507	391,932	458,560	547,174	506,610	430,063	372,705	419.010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035.321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224.909	1,234,217	13,429,643
1865	1,001 007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division...1,187,188	983,855	1,070,434	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177.829	189.280	268,983	289,862	284,020	243,249	224.401	2.899.612
1862	190,130	236.637	181,084	191,648	206,246	269,282	261,079	352,786	414.543	410,336	372,593	359,463	3.445.827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496.433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510.100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	51,329	55,257	48,544	512,219
1863	38,203	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83,659	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,907	76,248	107,525	104,608	115,184	125,252	116,495	116.146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163.734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149.099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,185	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	163,728	157,500	198,120	200,826	181,983	180,915	226.819	276,109	325,818	305,284	279,539	2,647.833
1863	248,784	230,508	257,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	275,891	358,862	402,219	407,107	448,934	417,806	4,120.153
1865	363,996	366,361	413 974	365,180	351,489	357,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	------	------	------	------	------	------	------	------	------
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123.377	144,982	236,846	307,333	242,089	200,134	2.124,214
1862	230,159	169,658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,078	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	460,691	490,694	447,670	328,809	4,504.549
1866	282,438	265,796	337,158	343,737	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46 474	64.993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	131,707	122,621	124,175	121,904	------	------	------	------	------	------	------	------	------
New York Central:													
1860	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,468	730,736	523,047	7,154,622
1861	489,065	420,793	627,951	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	968,228	1,002,798	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,863
1864	921,831	936,587	1,059,024	1,105,684	1,004,435	1,029,736	1,055,793	1,272,117	1,450.076	1,227,113	1,187,505	1,113,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Philadelphia and Reading:													
1860	163.561	171.841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161.106	160,538	191,266	252.154	263,917	270,051	289,987	265,358	234.456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414.707	448,994	483,878	466,557	454,826	4,088,837
1863	336,686	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	526,009	6,324,068
1864	436,742	532,786	617,021	669,394	757,178	936,188	711,457	1,170,241	1,125,935	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,933	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	457,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646 905	584,523	712,495	795,938	858,501	712,383	580,964	8,489 062
1866	555,488	474,738	654,890	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,787	207,008	162,694	2,240,503
1866	178,119	155,893	192,138	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,561	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,574	1,172,100
1862	82.235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105.554	116,379	159,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	286,154	2,050,372
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	------	------	------	------	------	------	------	------	------
Western Union:													
865	42,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	699,383
1866	45,102	36,006	39,301	43,352	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	89
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	92½
" " " 1850	676,000	6	Jan. & July.	"	1880	95
" " " 1855	1,085,000	6	Jan. & July.	"	1875	94½
" " " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½
"	200,000	6			1879	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	97
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85
" " $1,700,000	1,700,000	6	"	"	1883	87
" " $2,500,000	867,000	6	"	"	1889	89
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	92½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	106
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	91½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	900	7	March & Sept.		1864	110
3d Mortgage	587,000	8	" "		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	78½
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12.225	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	96
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	93
2d Mortgage	2,516,500		March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420.000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	77
Land Security	3,344.60	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105½
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,006,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	" "	" "	1870	90
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	850,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	77½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y & Boston	1869	106
1st Mortgage (convert.) Dollar	257 000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	93½
2d General Mortgage	2,253,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	86
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		58
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171.000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	388,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350 000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60.000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1896	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500.000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	91
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,598,000	6	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	101½
Bonds of Oct 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	91
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	97½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,562			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'72–'78	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92
2d Mortgage	3,077,000	7	"	" "	1861	37
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	74½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	800	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1830, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
" 1849, "	67,000	6	" "	"	1880	90
" 1857, (convertible)	415,500	6	" "	"	1886	101
" 1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	300,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	85
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	660,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	97
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	89
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	73
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				64
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	96
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	27½
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Wilmington and Manchester:						
1st Mortgage	696,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	....	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,715	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,806	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	454,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.9	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650.000	.....	.....	—	—	49,663	197,387	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861.135	*	10,607	700.000	132,814	18,746	871 742	86 0	202,567	306,786	53,204	8	85
31 Mar. '65	61.3	1.0	68.8	—	29	75	405	New York and New Haven	4,729,607	932,365	528,767	3,619,600	2,000.000	223.197	6,810,340	117 4	652,755	1,847,291	622,596	9	95
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18.535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,686	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	...	-	-	-	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53 0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	63	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229 0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232 0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	73
31 July '59	50.0	—	....	-	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	51	98
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,233	1,306,347	8,376,510	5.924.969	525,259	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	114
31 May, '65	242.0	686 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,396	39,680,452	930.0	.....	.....	6,820,750	1,802,272	—	29½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	1,672,659	6,000,000	1,450,500	—	9,484,682	228 4	1,212,654	3,359,391	1,891,709	6	95½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231 500	—	40,668,060	708.3	3,507,486	7,181,208	2,174,924	10	121½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,000 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '64	195.0	14	12.2	—	42	25	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	33½
								INDIANA.													
— — —	108.0	—	....	—	...	10	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,244	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,0 0	1,254,500	15,900	2,102,761	109.0	.....	442,832	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140.689	3,458,105	110.0	.....	448,858	230,834	9	78
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	100
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,728	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63.951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct, '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	226,061	188,483	63,774	7	80
30 Jun. '65	66.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12.200	1,109,594	276,000	—	1,713,324	66.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	208.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	....
31 May '65	284.8	—	23.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	.....	14,781,571	329.3	1,562,793	4,121,213	1,715,063	—	109½
31 Mar. '66	246.0	277.8	—	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,587,175	663,971	19,672,646	523.8	2,161,615	4,686,445	1,936,788	6	78½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	300,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec, '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,168,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	....
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,703	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	....
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	5,191,922	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	....
28 Feb. '65	77.0	—	2.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,583,402	114.0	100,562	197,744	1,896	—	....
30 Sep. '64	85.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,272	3,501,000	40 588	5,352,109	90.1	280,189	399,201	51,139	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	140,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,087	3	109½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	44½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,263	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	433,218	752,605	172,232	6	97½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	120½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	267,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	136
30 Nov. '65	44.8	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,788	83.6	669,234	1,697,164	537,057	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,780	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	165,932	6	105
30 Nov. '64	44.2	30.5	27.5	—	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	104½
30 Nov. '64	51.0	42.5	75 8	—	25	35	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	93.4	134,622	868,352	309,341	8	108
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	49,228	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	3,374	360,912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	558,919	95,684	—	600,000	—	50,465	809,362	71.0	185,647	291,618	63,019	8	118½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	738,047	1,072,900	187,590	2,048,537	36.7	94,745	83,492	—	—	10
30 Nov. '64	98.5	8.8	27.5	—	23	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	—
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	95½
30 Nov. '64	43.4	1.0	14.9	—	14	18	163	Providence and Worcester	1,409,807	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	59,118	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper by B. & L. Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Common wealth.)						
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,860,000	658,955	—	3,635,667	77.3	151,327	390,086	122,397	2	47½
30 Nov. '65	156.1	17.3	126.8	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,289,520	453,041	16,848,806	218.0	1,358,514	3,431,584	1,226,658	10	138½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,161,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085.925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	66
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,899	7	106½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	695,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	186,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	92
30 Apr. '64	24.7	—	2.2	—	5	2	80	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	122½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,444	*	—	1,084,243	1,035,276	123,920	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '64	64.0	26	64.0	—	59	34	908	Central of New Jersey	9,203,924	1,078,538	582,047	6,500,000	2,000,000	477,233	9,764,509	90.0	948,218	2,537,184	1,305,630	20	151½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,946	53.0	270,000	570,764	171,755	7	85
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000 000	806.000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	135
31 Dec. '64	21 3	—	.....	2	6	17		Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,608,300	—	—	1,408,300	600,000	—	2,608,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38 5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395.000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516.576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945.466	769,028	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,839,028	15,434,775	5,066,511	4	73½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	12,053,434	1,616,413	—	6,218,642	7,787,680	1,167	14,669,547	150.0	1,396,293	4,132,600	1,587,293	8	109½
30 Sep. '64	94.0	9.5	08.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,259	335,287	14	75
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,577	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,584	2,694,714	6	92½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,565,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,208	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,840	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,882	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g.	2,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	920,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
— —	58	223.0	—	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— —	59	97.0	—	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	225,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5 601,796	202.0	.....	1,241,557	503,228	10	100
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	114
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,237	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	83,292	9,674,307	203.5	1,429,741	4,696,377	736,794	5	83½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,286	834,780	10	104½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,674,098	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,660,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	—	2,366,705	3,782,430	—	6,214,525	142.0	—	—	1,069,187	—	—
30 Nov. '64	83.5	—	39.6	—	29	27	472	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	20	110½
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
3 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
27 Jan. '65	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	596 400	251,867	3,343,948	1,841,093	14,202	5,172,138	205.9	856,409	719,924	145,900	—	15½
21 Dec. '64	116.0	9.0	.....	—	7	6	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,786	125.0	209,011	: 207	189,488	—	.....
Dec 64	743.4	—	.....	—	45	18	989	Toledo & Wa.....bash	10,089 918	*	—	5,427,060	5 653,868	—	10,243,015	250.0	1,244,359	2,050,322	945,492	3½	38½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passengers.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance, Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	.....
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,887	—	35
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,783,320	38,671	15	157½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,748	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18 5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R. Co.	7	56
31 Oct '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,196	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	19½
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	61½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	34
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56
31 Oct. '65	55.6	14.2	13.9	—	23	22	688	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,886	6,629,199	69.8	318,861	875,064	412,353	—	40
31 Dec. '65	354.8	33.2	450.6	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	21.0	5,846,778	17 459 109	4,189,111	10	64½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,499	—	1,476,300	182,000	—	1,659,300	24.0	311,091	666,739	336,376	8	55
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R.		Co.)		—	33½
30 Nov. '65	93 0	59 5	233,3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,661,353	20,240.873	6,900,663	—	30,608 075	471	3,688,309	11,142,519	4,812,271	10	63½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	114
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,826	10,669,242	197.0	981,486	3,884,609	1,046 804	10	61
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,380	*	—	8,181,126	12,657,000	—	23,942,670	468.3	3,940,778	7 120,466	3,019.067	10	99½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	761,597	Lease'd to North	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130.840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	108	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	.....	.....	62.0	321,000	557,587	254,508	12	101
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,060	.....	.....	109.6	.....	263,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	- -	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514.000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,307	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.....	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	67,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'd'o	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	.....	3,038,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941.045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	*	—	1,687,500	—	.....	1,687,500	ope	r. by Vt.	Central	.....	8	98½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,905	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	74
30 Sep. '65	140.5	2.7	12 0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,655,500	775,142	8,741,091	101.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,586	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	671,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195 0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	58
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1.029,327	7,110,000	402,000	951.880	8,755,527	285.9	915,288	1,955,511	647,631	—	—
10 May, '64	103.0	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,089,328	5,692,471	142.3	486,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,559	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	2,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,868,510	1,154,855	—	—
31 July '63	229.6	115.5	63.0	—	92	126	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,549,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,006	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec '62	5	—	—	—	11	22	129	Pan ma	3,000,000	*	855	1,000,000	75,000	—	10 168,733	48.7	.....	1 317,428	1,723,994	—	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7		8
Catawissa (preferred)	1,150,000	7		31½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7		48½
Chicago & Alton (preferred)	2,425,400	7	7	96
Chicago & Northwestern (pref.)	12,994,720	7	7	60½
Cochecho (preferred)	177,750	8		----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---		----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7		52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6		----
Lackawanna & Bloomsburg (pref.)	500,000	7		----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	43
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	96
" " " (2d pref.)	1,014,000	7	7	93
Milwaukee & St. Paul (preferred)	2,400,000	7		72½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8		----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo & Wabash (preferred)	984,700	7	7	53
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18—	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----------	--	----------	------	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,608	6	M. & S.	1870	93½
Six per cent. Loan	2,672,946	6	A. & O.	1884	87½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	----------	------	90
Boat Loan	99,852	6	----------	------	85
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	77
Improvement	1,601,670	6	M. & N.	1876	99
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	25
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	53
Delaware and Hudson	100	10,000,000	10	143
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	5,104,050	8	64½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	77½
" (preferred)	100	1,175,000	10	115
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	28½
" " (preferred)	50	2,888,988	—	34½
Susquehanna and Tide Water	50	2,048,260	—	16½
Union			---	4½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, ¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 50	@ 44 —
Pig, American, No. 1		40 —	@ 42 —
Bar, Refined, English		94 —	@100 —
Bar, Swedes, assorted sizes (in gold)		95 —	@105 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English & American, Refined		110 —	@ — —
Bar, English & American, common		100 —	@ — —
Scroll, English		140 —	@190 —
Ovals and Half round		132 50	@142 50
Band, English		— —	@140 —
Horse Shoe		135 —	@145 —
Rods, English		112 50	@170 —
Hoop, English,		145 —	@210 —
Nail Rod	per lb.	9 @	— 10
Sheet, Russia	per lb.	29 @	— 30
Sheet, English, Single, Double and Treble		6½ @	— 8
Sheet, Am., Single Double and Treble		— — @	— —
Rails, English (gold)	per ton	— — @	56 —
Rails, American		80 — @	— 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 17 @	— 22
English Spring (1st & 2d qlty.)		— 11 @	— 12
English Blister (1st & 2d qlty.)		— 12 @	— 19
English Machinery		— 13½ @	— 15
German		— 14½ @	— 16½
American, Blister		— 11 @	— 13
American, Cast, Hammered		— 17 @	— 21
American, Cast, Rolled		— 12 @	— 14
American Spring		— 10 @	— 12
American Machinery		— 13 @	— 14
Milan (in bond)		— — @	— —

COPPER—Duty: Pig, Bar and Ingot, 2¼; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— @	— 40
Sheathing, Yellow		— @	— 34
Pig, Chile		— @	— —
Bolts		— @	— 43
Braziers'		— @	— 45
American Ingot (cash)		— 28 @	— 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena	per 100 lb.	— — @	— —
Spanish		8 25 @	8 50
German Refined		8 25 @	8 50
English		8 25 @	8 50
Bar	per lb.	— — @	— 9
Pipe and Sheet		— — @	— 11½

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 21½ @	— 22
Straits		— 20 @	— 20½
English		— 20½ @	— 20¾
Plates, Charcoal I. C	per box	12 75 @	13 25
Plates, I. C. Coke		10 — @	12 —
Terne, Coke		9 25 @	9 50
Terne, Charcoal		11 75 @	12 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	6 50 @	— —
Clinch (cash)		8 — @	— —
Copper		— — @	— 50
Ausable Horse, Norway Iron, Forged		— — @	— 35
Zinc Nails (6 mos.)		— — @	— 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		27½ @	— 28
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73 @	— 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— — @	— —
Naptha, Refined (60@68 gravity)		— 40 @	— 41

New York Stock Exchange.

Actual Sale Prices for the week ending May 9.

	Th. 3.	F. 4	Sat 5.	M. 7.	Tu. 8	W. 9
Atlantic M. S. S. Co.	126½	126½	-----	126	126	-----
At. & Gt. W. (O) 1st m't.	-----	-----	-----	-----	-----	-----
Buffalo, N. Y. & E., 1M.	-----	-----	-----	-----	-----	-----
California 7s	-----	-----	-----	107	-----	-----
Canton Co.	58½	59	58½	59½	58½	58½
Central Am. Transit	-----	-----	-----	-----	-----	-----
Chicago & Alton	-----	96½	99	99	98½	99
" " pref.	-----	-----	-----	-----	-----	-----
" " 1 M.	-----	-----	-----	-----	-----	-----
" " S. F.	-----	-----	-----	-----	-----	-----
" Inc. b'ds	-----	-----	-----	-----	-----	-----
Chicago, Burl. & Q.	113	-----	-----	114	-----	-----
" " " 8 p.c.	-----	-----	-----	-----	-----	-----
Chic. & Northwest'n	28½	29½	29½	29½	29½	29½
" " pref.	58½	61	61½	61½	61½	61
" " 1st M.	85	-----	-----	-----	84½	-----
" " 2d M.	-----	-----	-----	-----	-----	-----
" " S. F.	91	-----	-----	-----	91½	-----
" " A. B.	-----	-----	-----	-----	-----	-----
" " I. R.	85	-----	-----	-----	-----	-----
Chicago & Rock Isl.	124	124½	124½	125	125½	96½x
" " 1st M. '70	-----	-----	-----	-----	-----	-----
Clev., Col. and Cin.	-----	-----	-----	-----	114	-----
Clev. and Pittsburg	81½	82½	81½	82½	81½	82½
" " 2 M.	-----	-----	90	-----	-----	-----
" " 3 M.	-----	-----	-----	-----	-----	-----
" " 4 M.	-----	73½	-----	-----	-----	-----
Clev. and Toledo	104½x	104½	104½	104½	-----	104½
" " S. F. 7 p.c.	-----	-----	-----	-----	-----	-----
Cumberland Coal, pref	44½	44½	43½	45	45	45
Del. & Hudson Canal	-----	-----	-----	-----	-----	-----
Del., Lack. & West.	135	137½	-----	-----	-----	-----
" " 1M. 8p.c. '71-5	-----	-----	-----	100	100	-----
" " 2M. 8p.c. '81	-----	-----	-----	-----	-----	72
Erie	73½	74½	74	74	73½	73½
" pref.	80	80	-----	-----	-----	80
" 1 M. 7 p.c. '67	-----	-----	-----	-----	-----	-----
" 2 M. 7 p.c. '79	-----	-----	-----	-----	-----	-----
" 3 M. 7 p.c. '83	-----	95½	96	-----	96	-----
" 4 M. 7 p.c. '80	-----	-----	92	-----	-----	-----
" 5 M. 7 p.c. '88	-----	-----	-----	-----	-----	-----
Galena and Chicago	-----	-----	-----	-----	-----	-----
" 1M. 7p.c. '82	-----	-----	-----	-----	-----	-----
Hann. & St. Joseph.	-----	-----	-----	-----	-----	-----
" pref.	-----	-----	-----	-----	-----	-----
" bonds	-----	-----	-----	-----	-----	-----
Hudson River	110½x	110½	110½	110	108	109½
" scrip	-----	85	-----	-----	-----	-----
" 1M. 7p.c. '69. 102½	-----	-----	-----	-----	-----	-----
" 2M. S.F.	-----	-----	-----	-----	-----	102
" 3M. 7p.c. '75	-----	-----	-----	-----	-----	-----
" conv. bonds	-----	-----	-----	-----	-----	-----
Illinois Central	121	122½	122	121½	120	120½
" Can. bd. sc.	-----	-----	-----	-----	-----	-----
" bonds	104	-----	-----	-----	-----	-----
Marietta & Cin. 1st pref.	-----	40	-----	42	-----	-----
" " 2d "	-----	-----	-----	-----	20	-----
" " 1st mort.	-----	-----	-----	-----	-----	-----
Mariposa Mining Co.	-----	12½	13½	13½	13½	12½
Michigan Central	108½	-----	109	109	-----	109½
" S.F. 8p.c. '82	-----	-----	-----	-----	-----	-----
" conv. 8p.c. '69	-----	-----	-----	-----	-----	106
M. S. and N. I.	77½	76½	78½	78	77½	78
" " guar'd.	-----	-----	-----	-----	-----	-----
" " 1M. S.F.	-----	92½	-----	-----	-----	93½
" " 2 M.	86	-----	-----	-----	88	-----
Mil. and P. du Chien	-----	-----	-----	-----	-----	-----
" 1st pref.	-----	-----	-----	-----	96	-----
" " 2d pref.	-----	-----	-----	-----	-----	93
" " 1st M.	-----	-----	-----	-----	-----	-----
Minnesota Mining Co.	-----	-----	-----	-----	-----	-----
Miss. & Mo.	-----	-----	-----	-----	-----	-----
" L.G. bonds	-----	-----	-----	-----	-----	-----
Missouri 6s	74	-----	74½	74½	74½	74½
" iss. to H. & St. J. R.	-----	-----	-----	-----	-----	-----
" " Pacific	-----	-----	-----	-----	-----	74½
New York Central	92½	92½	92½	92½	92½	92½
Real Estate	-----	-----	-----	-----	-----	-----
" " 7s, S.F. '76	-----	-----	-----	-----	-----	-----
" " 7s, conv. '76	-----	-----	-----	-----	-----	101
" " 6s, S.F. '83	-----	-----	-----	-----	91	91
" " 6s, S.F. '87	-----	-----	-----	91	-----	-----
N. York & Harlem	-----	-----	-----	-----	-----	-----
" "'pref."	-----	-----	-----	-----	-----	-----
" "1M. 7p.c. '78	-----	-----	-----	-----	-----	-----
" "2M. 7p.c. '64	-----	-----	-----	-----	-----	-----
" "3M. 7p.c. '67	-----	-----	-----	-----	-----	-----
North Carolina 6s	83½	84	83½	83½	83½	-----
Ohio & Miss. cer.	26	26½	26½	26½	26½	26
" " pref.	-----	70	-----	-----	-----	-----
Pacific Mail S.S. Co.	-----	-----	-----	-----	-----	-----
Panama	-----	-----	-----	-----	-----	-----
Penn'a Coal Co.	145	-----	-----	145	-----	-----
Phila. and Reading	106½	108	107½	107½	107	10-½
Pitts. Ft. W. & Chicago	98½x	100½	100	100½	99½	99
" 1M.	-----	-----	-----	-----	101	101
" 2M.	93	-----	-----	94	-----	-----
" 3M.	-----	83½	-----	-----	-----	-----
Quicksilver Mining Co.	54	54½	54½	56½	55½	56½
St. L., Alton & T. H.	-----	34½	-----	-----	-----	33½
" " pref.	-----	63	62½	-----	61½	-----
" " 1M.	-----	-----	-----	-----	-----	-----
" " 2M. pref.	-----	-----	80	-----	80	-----
" " Inc. b'ds.	-----	-----	-----	-----	-----	-----
Tennessee 6s, 1890	90½	-----	90½	90½	90½	-----
Tol. Wab. & Western.	-----	-----	-----	-----	-----	-----
" Pref.	-----	-----	-----	-----	-----	-----
" 1M. ex.	-----	89	-----	-----	-----	-----
" " 2M.	-----	-----	73	-----	-----	73
" " Int. b'ds.	-----	-----	-----	-----	-----	-----
Virginia 6s	68	68	-----	68½	68	-----

New York Stock Exchange.

Actual Sale Prices for the week ending May 9.

	Th.3.	F.4	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	96	95⅝	96	----	----	96
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	95½	96	96	96	95½	96
U. S 5s, 10-40s, reg.	----	----	----	----	96	----
U. S. 6s, 1881, reg.	108½	109	----	----	----	----
U. S. 6s, 1881, cou.	108⅝	109⅛	109⅛	109⅛	109⅛	109
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	115⅛	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	100⅜
U. S. 6s, 5-20s, c. 1862	101⅜x	102	102⅛	102⅛	102	102⅛
U. S. 6s, 5-20s, c. 1864	101⅞x	102	----	102	102	101⅞
U. S. 6s, 5-20s, c 1865	101⅞x	102	102⅛	102	102	102
U. S. 6s, " reg.	102x	102	----	102	102	102⅛
7.30 Notes, 1st series.	101⅞	102	102	102	102⅛	102⅛
" " 2d series	102	102	102⅛	102⅛	102⅛	102⅛
" " 3d series	101⅞	101⅞	102	102⅛	----	102⅛
American Gold	127⅛	127⅜	----	128⅛	129	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 8.

	W.2	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Cattawissa	----	39	----	----	----	----
" preferred	29⅜	30⅜	31⅛	31	31⅜	31½
Camden & Amboy	121	121	121½	121⅜	----	122⅛
" " 6s,'87	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	85½	----	85½	87
" " 6s,'89	89	----	----	----	----	----
" mort. 6s,'89	----	91⅜	----	----	93	92⅛
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	51⅛	53
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	95⅛
Lehigh Navigation	54⅛	54⅛	----	54⅛	54⅛	54⅛
" " 6s, '70	----	----	----	----	----	----
" " 6s,'84	87⅛	87⅛	----	87⅛	87⅛	87⅛
Lehigh Valley R. R.	61⅛	61⅛	61⅛	61⅛	61⅛	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	35½	36	----	35½
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	90	----	----	----	90
Minehill	----	55⅜	56	56	56	----
Morris Canal	----	77	77½	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s. 89½	----	----	----	90	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	44⅜	44⅜	44⅜	----	----
Pennsylvania R. R.	56½	53⅜	53⅝	53⅜	53⅜	54½
" 1st m.	100	----	100	100	----	----
" 2d m.	94½	----	----	----	94⅜	----
Penn. State, 5s	----	88⅛	88	88	----	88
" " 5s, coupon	----	----	----	----	----	90
" " 6s. W. L.	----	----	101	101	101	----
Philadelphia City, 6s	91	----	91½	----	93	95
" " new	96⅜	96⅜	96½	97	97⅛	98⅜
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	53	53⅛	53⅞	54	53⅜	53⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	89⅜	89⅜	----	93	93
Philadelphia & Erie	33⅛	33⅛	33⅛	33⅜	33	33⅛
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	89⅜	----	----	----	----
Schuylkill Navigation	----	----	27⅜	28	28⅛	----
" " pref.	35	34⅛	35	35⅛	----	35
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	89x	----
Susq. Canal	----	----	----	----	15⅛	----
" " 6s '78	----	----	----	61⅛	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	25	25	25
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	42	38	----	37	35½	31
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	75	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 8.

	W.2	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	----	96	96⅛	96⅛	96⅛	97
" " 1886	----	----	----	----	96	----
" " 1870	----	95⅛	----	----	----	----
" " 1890	99⅛	----	99⅛	----	99⅛	99⅛
Balt. and Ohio	----	109⅛	----	----	----	109⅛
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds,'85	----	----	83⅛	----	----	84
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 9.

	Th. 3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	120	120⅜	120¼	120¼	120⅜	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	138½	----	----	----	140	----
Cheshire, pref.	----	48½	----	48	----	48½
Concord	66	----	66	----	66	66
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	103	102⅜	104	104½	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	107½	107½	----	107½	----	108
Manchester & Lawr'ce	----	----	----	----	----	106½
Michigan Central	----	----	----	----	----	----
Northern, N. H.	92	92	----	----	----	----
Old Colony and Fall R.	106½	105⅛	105⅛	105⅛	----	----
Ph., Wil. & Baltimore	62	62	61⅛	61⅛	61	61
Portl'd, Saco & Ports.	100	----	----	----	----	----
Vermont & Canada	----	----	98	98	----	98½
Vermont & Mass.	----	50½	50⅛	47½	----	47⅛
Western	----	----	138½	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	90	90	----	----
Metropolitan "	----	----	----	46½	46½	47
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	42⅜	42	----	42⅜	43
Franklin "	41⅛	41⅛	41⅛	----	41⅛	----
Huron "	----	38	----	----	----	----
Isle Royale "	----	----	----	10⅛	----	----
National "	----	----	----	----	----	----
Minnesota "	11⅛	----	13	----	----	----
Pewabic "	----	----	35½	35½	35	36⅛
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	47	----	----	----
Rockland	----	3⅛	3⅛	3⅛	----	3½

London Stock Exchange.

The following were the closing prices for American Securities on the 28th of April.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	70	"	70½
Virginia State 5s	50½	"	51½
Do. 6 per cent.	50½	"	51½
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	71	"	73
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	71	"	73
Do., Consolidated mort., 1890	64	"	66x
Erie shares, $100 (all paid)	53½	"	54
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	72	"	75
Illinois Central 7s, 1875	65	"	70
Do. do. $100 shares, all paid	80	"	80½
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	65	"	70
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	38	"	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	72	"	74

American Railroad Journal.

Saturday, May 12, 1866.

Stock Exchange and Money Market.

Mr. Clark, Controller of the Currency, has again appeared in print; not this time to impair public confidence in the Treasury Department, but to confirm it. We were not aware that he had any supervision of its receipts, especially of its metallic reserves; but he claims to have an accurate knowledge of its whole resources and conduct. The following is an abstract of his last statement:

Customs, coin, $128,967,575; Internal revenue, $243,990,549; premium on gold, &c., $37,183,309; actual aggregate receipts to April 1, $410,041,232. The same ratio for the remaining three months will make the aggregate for the year, $540,000,000, without including the income tax now being assessed and to be collected within the present fiscal year, which added, will swell the amount $560,000,000. The bill lately reported by the Committee of Ways and Means, by reason of the increase of revenue that will be derived from spirits, tobacco, cotton, stamps, and licenses, and the increase that will be derived from the Southern States from sources additional to those named, will produce at least $550,000,000, notwithstanding the reduction of, say, $50,000,000 by the exemption of some articles now taxed, and the reduction of rates on others, and the probable falling off of custom duties. By the annexed estimate, the receipts from customs the present year will amount to $171,000,000. The estimate for the next year is $130,000,000. Without increasing the rates now imposed, with the exception of adding three cents per pound on cotton, the receipts for the next fiscal year will amount to or exceed—

From customs	$130,000,000
" tobacco	18,000,000
" whiskey, wine and beer	55,000,000
" cotton	50,000,000
" licenses	20,000,000
" stamps	25,000,000
" miscellaneous sources	35,000,000
Total	$333,000,000

There will be a surplus on hand on the 30th of June, the close of the present fiscal year, of $20,000,000.

Available for the year ending June 30, 1867, $533,000,000. Deduct requirements for the year, per the estimate of Secretary of the Treasury, $284,000,000, leaving a surplus over estimate of $249,000,000.

The above does not materially vary in the aggregate from the revised estimate of revenue from the sources named, made by the Revenue Commissioners. The amount is $49,000,000 more than is required, without reference to the surplus on hand on the 30th of June next, to meet all the requirements of the Government for the fiscal year ending the 30th of June, 1867. There is no necessity, therefore, for taxing any other articles, or imposing any other tax whatever, for Government purposes.

The testimony of so unwilling a witness as Mr. Clark will have more weight than if it was from one less disposed to cavil and complain.

The last report of the Secretary was however sufficiently satisfactory, without this cumulative evidence. The public debt reached its maximum on the 31st of August last, when it stood at $2,757,689,571 43; and at present it is returned at $2,689,689,842 78. The reduction in eight months has therefore been $67,999,728 65, nearly 8½ millions per month, or 102 millions per annum. At the rate of reduction made in the month of April, stated by us in our last number, it is certain that this reduction would be nearly two hundred millions per annum, and the whole debt may be cancelled before the maturity of the 6 per cents in 1881. This is an extraordinary but most gratifying prospect. This Republic has always paid its debts, and shows ample power to discharge this last and greatest one of all. The mere possibility of its being paid off in the short space of 15 years from the present time must have an important bearing on the credit of the country; and to realise it, will be the greatest financial success recorded in the history of nations. Let us be but once more united as a people, and all difficulty in this direction will vanish. We may say that we are using but half our strength at present with a divided Union; what will it be when we shall once more keep step together to its old music.

Exchange took a sudden and considerable rise the last week. This was a rise without any real cause. Our commercial relations have not changed within a week, and buyers seem to think so, for

they are holding back in their purchases with good sense. Sir MORTON PETO, in his work on the United States just published in England, but not yet republished here, asserts we understand, that the United States is a creditor not a debtor of Great Britain. In this laudatory work he praises the enterprise and extols the resources of this Country; and as he knows what he is saying, we place confidence in his opinions whenever he expresses them. Besides the shipments of specie made last week were under a million of dollars, less by several hundred thousand than came by a recent arrival from California at this port, and this notwithstanding the Government had been paying off its May dividends; and it is reasonable to suppose that the export of specie was chiefly on account of the foreign holders of our securities.

The Boston *Commercial Bulletin* contends that the ultimate value of our exports does not appear from the official tables; and gives the illustration of a cargo shipped to China, which is here entered at the market value, but which produces, a large profit at the place of sale, often 50 per cent., and this re-invested in a foreign cargo, appears a considerable sum debited to imports, when the greater part is a real profit. So that the apparent volume of trade in this transaction is really a balance in our favor when we come to the actual truth. Here is one ready solution of the problem, and a reason why exchange should not keep up.

The return of the Associated Banks of this city, for the week ending April 28, shows the following results: Increase of loans, $8,956,442; of specie, $2,671,060; of circulation, $381,897; of deposits, $7,654,729; and of legal tenders, $615,425. It will thus be perceived that the borrowers have increased in their demands very largely, and the Banks have in no way been unwilling to meet them. This looks like a renewed activity in the commercial world, and that it does not believe in the Jacksonian theory that those who trade on borrowed capital ought to break. It is a doctrine which at least is not popular or accepted in New York.

There is yet a tendency to a decline in most articles, certainly in those where the consumer has no immediate necessity to purchase. We notice that the prices of superior and fine clips of wool have fallen off within a few weeks as much as 10 to 15 cents per lb., and those speculators who have millions of pounds on hand will find it a serious matter to make both ends meet, without considerable loss. Flour and wheat, without which the human family could not well be fed, are still dear. White Michigan wheat brings $3 per bushel, and it is no wonder therefore that the price of the best flour is yet quoted as high as $16 per bbl. Provisions have drooped from the war prices very considerably. In the retail trade of the city many articles are to be found at reasonable rates, though the grocers still demand large prices for butter, sugar, coffee, &c.

A rise took place recently in gold. It is quite plentiful again, and is loaned *flat*. The heavy disbursements by the Treasury have evidently been sufficient to supply the demand for customs and shipment, and as it has a large surplus on hand, it can, at any time, by a sale to a moderate amount put down the rates. It is thus a very hazardous speculation to attempt to put them up. The receipts at this port the last week were larger than in 1864–'65 for the same period. For some week's past there has been a gradual advance in governments. Between April 14th, and the 8th of May, the 6s of 1881, have gone up nearly 5 per cent., the 10-40s 4 per cent., and the 7-30s 2 per cent. The one year certificates have been up to par, and are in good repute. It is believed that the city banks have been largely investing in them, and they may do so without apprehension, as they are evidently in no danger of being suddenly called on to redeem their own bills in specie, and they cannot invest their deposits or use their capital in other securities to a sufficient extent to make interest, and Government stocks are the readiest material offered for their use. Abroad, the possible disturbances between Austria and Prussia affected securities generally, and our 5-20s declined a trifle; but the China, whose advices were to the 28th of April, has brought the intelligence that the prices had got back for the 5-20s to 70 and upwards. We expressed the opinion some weeks since that there would be no serious rupture. We may be mistaken; but if there be any, certainly those securities which are least affected by it, and in least danger from it, should according to the rules of common sense be preferred to those which are. So that either way our own will remain in favor abroad. If there be peace, there will be the continuous demand; if war, a preference.

As the country becomes more quiet from the cessation of political difficulties, its railway securities will improve, which is the present tendency. The work of Sir Morton Peto, already alluded to, will help them abroad very materially. We notice that the managers of several Southern railroads, nearly destroyed by the war, are taking vigorous measures to restore them to credit and usefulness, and we trust they will be eminently successful. There is a remarkable difference, however, between the spirit of American railway enterprise and British. The wealth of England is enormous, but its capitalists are chary as to railways. They are never undertaken for the public interests solely, as is often the case in this country. The future is not there discounted as freely and confidently as with us. Many a road has originated and been constructed here on mere patriotic grounds, and subscriptions freely made without the expectation of positive gain, from disinterested motives and private convictions of their propriety. In England, without a good show of profit, a scheme for a railway has no chance at all.

We notice with satisfaction that the British holders of the Georgia State bonds have unanimously accepted the proposal of that State to fund the arrears of coupons and overdue bonds into a new debt carrying 7 per cent. interest. This arrangement will be a good one for both parties, and the readiness of the creditors to close with the offer is honorable to them. It is the very best thing that can be done. Georgia is a noble State, and cannot fail to more than recover itself if it has a chance. Its desire to do so cannot be questioned, and the present arrangement will stimulate exertion.

The failure of one of the National Banks at the seat of Government, by which a large sum of public money deposited there has probably been lost, has attracted public attention. This same danger in former years led to the establishment of the Sub-Treasury system. It is well known that then the Government lost large sums by the deposit banks, and we have again the evidence on the present occasion of the danger of placing the National funds in any bank without proper security. The system certainly requires some additional safeguards in which it is evidently deficient. The prevalence of crimes of this sort is to be attributable to the inordinate desire to accumulate money, unfortunately too much cultivated and at the expense of morality and truth. We are almost inclined to repeat and apply the well known lines of Propertius, the Augustan poet, about his own countrymen during the Augustan age.

"Aurum, omnes, victa jam
pietate, volunt"

The market is abundantly supplied with money. Neither the remittance of coin to foreign bondholders, nor the rise in exchange has in the least affected the rates which continue to rule low. Many persons seem to think we are on the eve of a considerable speculative movement, but as yet we see no such indications. So abundant is money that the Treasury feels its influence, and is about to liquidate the amount of outstanding one year certificates of indebtedness, with the accrued interest, to the extent of 20 millions, if presented before the 1st of June. This is not quite one-third of the sum uncanceled on the 1st of May, when it amounted to $62,620,000.

The New York exports, exclusive of specie, for the week ending May 8th, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$1,310,302	$3,219,011
Prev. reported	62,125,002	84,183,526
Since January 1	$63,435,304	$87,402,537

The New York imports compare as follows:

	1865.	1866.
Dry goods	$1,122,498	$1,088,264
Gen. merchandise	1,691,660	2,798,296
Total for the week	$2,814,158	$3,886,560
Prev. reported	44,887,804	116,969,192
Since January 1	$47,701,962	$120,855,752

The following are the official figures of the United States 5-20 stock of 1862, as to the relative division of coupon bonds and registered certificates:

Registered	$125,852,950
Coupon	389,027,550
Total issue of 1862	$514,780,500

The balance in the Sub-Treasury on Wednesday was $95,072,646 12.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 97; N. Y. 7s, Bounty Loan, 103⅜; Ohio 6s, 1875, 94; Brooklyn Park Loan, 86; do., Water Loan, 93; Peninsula 1st mort., 75; Milwaukee and St. Paul, 58; do., pref., 72½; do., 1st mort., 86; New Jersey Central, 111¼; Ohio and Miss. 1st mort., 83; Morris and Essex, 85; Chicago and Great Eastern, 43; New York and New Haven, 95; Indianapolis and Cincinnati R. R., 73; Smith and Parmalee Gold, 10¼; Union Navigation, 106⅜; Central Coal, 44; Spring Mt. Coal, 47½; Spruce Hill Coal, 4½; Wyoming Valley Coal, 40; Ashburton Coal,

16½; American Coal, 68; Canton Co., 58½; Boston Water Power, 36¾; Cary Imp. Co., 12; Brunswick Land, 9⅜; Mariposa pref., 24¾; Western Union Tel., 63; do., Russian Extension, 108; Bank State of New York, 106; Bank of Commerce, 109½; Am. Ex. Bank, 110; 4th National Bank, 103½; Importers' and Traders' Bank, 108; Bank of Commonwealth, 192; Butchers' and Drovers' Bank, 108; Ocean Bank, 102; Mechanics' Bank, 104¼; Central Bank, 107; Continental Bank, 97; Hanover Bank, 113.

Philadelphia.—Pittsburg 5s, 68; do., 6s, 68; Allegheny Co. coupon 5s, 72½; Long Island bonds, 90; Huntingdon and Broad Top bonds, 80; Reading mort. 6s, 1880, 90; 13th and 15th streets R. R., 20; 10th and 11th streets, 53; Union R. R., 36; Girard College R. R., 26½; Big Mt. Coal, 5⅛; Black Heath Coal, 3⅜; Hazleton Coal, 56; Locust Mt. Coal, 46; Shamokin Coal, 7¼; Green Mt., 4; N. Y. and Middle Coal Fields, 6½; Pioneer Mining, 1½; 7th National Bank, 94; Mechanics Bank, 29½; Commercial Bank, 52½; Philadelphia Bank, 137; Girard Bank, 53; Bank of North America, 212; Jersey Well Oil,, ¼; Maple Shade, 2.94; Ocean, 8¼; Sugar Creek, 1¼. The latest quotations are: City 6s, 95@95¼; do., new, 98⅝@98¾; State 5s, 88@88½; do., coupon, 89@90; do., 6s, W. L., 101@102; Phila., Wil. and Balt., 61; Reading, 53⅜@53½; do., 6s, 1870, 93@93¼; do., bonds, 88@90; do., con., 104@108; Camden and Amboy, 122½@122¾; Penn R. R., 53⅜@53½; do., 1st mort., 100@101⅛; do. 2d mort., 94@95; Little Schuylkill R. R., 34¼@34¾; Morris Canal, 75@77½; do., pref., 115@117; do., bonds, 90@91; Wyoming Valley Canal, 62½@63; do., 6s, 75@82; Susquehanna Canal, 15@16; do., 6s, 62@62¼; Sch. Nav., 27@28; do., pref., 34⅝@34¾; do., 6s, 1882, 80½@83; Union Canal bonds, 25@25½; Delaware Div. Canal 53@53¼; do., bonds, 83½@84; Elmira and Williamsport, 28@30; do., pref., 42@45; do., 7s, 1873, 95@96; Lehigh Coal and Navigation, 54½@54⅝; do., bonds, 1884, 87⅜@87½; North Pennsylvania, 38@39¼; do., 6s, 88@90; Philadelphia and Erie, 33¼@33½; do., 6s, 90@91; Minehill, 55½@56; Catawissa, 35@39; do., pref., 31⅛@31¼; Lehigh Valley, 61½@61¾; do., bonds, 91@92; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 76½@77; West Philadelphia, 68@71; Spruce and Pine, 38@40; Green and Coates, 30@32; Chestnut and Walnut, 51@52; Thirteenth and Fifteenth, 19⅞@20; Girard College, 27@32; Tenth and Eleventh, 53@53⅛; Norristown, 54@54¾; Union, 35@35½; Hestonville, 30½@31.

Boston.—Ogdensburg 1st mort., 93½; Vermont Central 1st mort., 93; do., 2d mort., 27¼; Cheshire 6s, 1880, 92¾; Rutland and Burlington 2d mort., 7s, 40; Boston, Hartford and Erie 7s, 45; Old Colony and Fall River 6s, 1868, 98½; N. Y. Central 6s, 1887, 92; Ogdensburg and Lake Champlain R. R., 38¾; Conn. and Pass. Riv. pref., 70; Granite Railway, 52½; Nashua and Lowell R. R., 118¾; Massachusetts 6s, 1871, gold, 107½; do., 5s, 1894, 94½; Rhode Island 6s, 1894, 95; Maine 6s, 1883 96¾; Chicago 7s, Water Loan, 94; do., 6s, 1875, 88¾; Bath 6s, 1870, 94; Brooklyn 6s, 1888, 90½; Cambridge 5s, 1882, 86; do., 1893, gold, 93¼; Hartford 6s, 1875, 94½; Augusta 6s, 1870, 95; Boston 6s, 1876, 100¼; Albany 6s, 1891, 95; Hallowell 6s, 1870, 93¼; Boston Water Power Co., 36; Cary Imp., 11¾; New England Coal, 36; Locust Dale Coal, 19; Harleigh Coal, 00; Short Mt. Coal, 22; Mammoth Vein Coal, 2.75; Rocky Mt. Gold, 2; Excelsior Gold, 8; Smith and Parmalee Gold, 10; South Boston Gas, 101¼; State Bank, 106; Old Boston Bank, 65; City Bank, 106½; Tremont Bank, 115½; Shawmut Bank, 109; Market Bank, 103¾; Mt. Vernon Bank, 107¼; Bank of North America, 100½; Atlas Bank, 100¾; Merchants Bank, 111¾; Boylston Bank, 131½; Everett Bank, 94¼; 3d National Bank, 101¾; Hamilton Bank, 120½; Webster Bank, 106; Bank of Republic, 120½; Howard Bank, 100½; Blackstone Bank, 120; Columbian Bank, 113½; Globe Bank, 124; Freeman's Bank, 116; Boston Bank, 107¼; Bay State Mining Co., 11; Dudley, 87½c.; Dana, 1½; French Creek, 25c.; Hancock, 19; Hanover, 1½; Madison, 1⅝; Northwestern, 3; Petherick, 4; St. Clair, 2¾; St. Mary's 87½c.; Star, 1⅜; Superior, 3⅛; South Side, 2⅜; Toltec, 1.

Baltimore.—N. W. Va. 1st mort., 96; Marietta and Cincinnati bonds, 77¼; Springfield Mining Co., 0.15; Bare Hill, 0.80; Gardner Hill, 0.80; Santa Clara, 9; Balt. and Cuba Smelting and Mining Co., 115; Am. Gas Coal, 0.65; Atlantic Coal, 1.00; Canton Co., 58⅝; Baltimore Chrome, 0.60; Bankers' and Brokers' Tel., 9; National Express, 1½; Bank of Baltimore, 108½; Franklin Bank, 12⅝; Exchange Bank, 100½; Union Bank, 71; Com. and Farmers' Bank, 41½; Mechanics' Bank, 22½; Farmers' and Merchants' Bank, 44. The latest quotations are: Balt. and Ohio, 108@109; do., 6s, 1867, 97½@98¼; do., 1875, 94@95; do., 1880, 94@95; do., 1885, 93½@94; Northern Central, 44@45½; do., bonds, 1885, 84@84¼; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 93@97; do., 3d mort., 93@96; Marietta and Cincinnati 7s, 1891, 77½@77½; Central Ohio, 22@25; do., 1st mort., 78@82; Western Md. bonds, 76@80; do., guar., 96@97; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@101½; do., 1890, 100¼@101; Baltimore 6s, 1870, 95@97; do., 1873, 96@98; do., 1875, 96¾@97; do., 1886, 97@98; do., 1890, 99¼@99½; do., coupon, 96½@99; do., Park, 98½@99; do., 1892, 90@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18¼@18¾; Canton Co. 58@59; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.65; Maryland, 0.15@0.25; North State, 0.15@0.15; Springfield, 0.10@0.20; George's Creek, 109@114; Santa Clara, 6½@9; Balt. Chrome, 0.55@0.60; Bare Hill, 0.80@0.85; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.60@0.80; Baltimore Coal, 140@200.

Altona Gold Mining Company.

This is a new company which is to operate in California, the original Dorado, and the mines consist of 8 claims of 200 feet each, at the head of a ravine known as the Miners' Ravine at the east side of Albion Hill, with ample machinery, stamp mill, &c., now in place, and which is by this time at work. The office in New York is at 68 Broadway. The company was organized under the Laws of the State of New York, Feb. 20, 1866. Capital stock, $500,000, in 100,000 shares of $5 each. This stock is now attracting attention from the fact that the books have been closed, and no sales are now made by the company at less than the par value. We are informed that $1.95 is freely offered at the Stock Board, without any stock being offered at less than the subscription price of $2. The company has a clear title to its property, which is in a rich and prolific region, and bids fair to equal the best as yet developed in the golden State. Both water and timber abound in the neighborhood, at the entire disposal of the company, an important advantage and not often obtained by new mining companies.

The Albany Basin.

This work, originally intended as a harbor for canal boats, has a long pier in the middle of the Hudson river in front of the city, completely shutting off the wharf owners from their ancient privileges. Having proved of little benefit to the public, it is now contemplated under a recent act of the Legislature to remove entirely 125 feet at the upper end, to remove the bridge and bulk head at the foot of Hamilton street, and 165 feet of the old pier. This will allow the river steamers and sailing vessels to come up to the centre of the city and enjoy their former facilities.

North Missouri Railroad.

The North Missouri Railroad Company has entered into a contract for the construction of over 100 miles of additional road, being that portion of its main line north of Macon City, and so much of its west branch as is east of Brunswick. The contractors are Champlain, Smith & Co., a firm composed of some of the best known railroad builders in the country. By the terms of the contract the road is to be completed to Brunswick by the 1st of December, and the Iowa extension is to be built without delay.

New Locomotives for the Long Island R.R.

Four splendid new first-class locomotives have just been finished at the immense Ellis Locomotive Works, at Schenectady, for the Long Island Railroad. These engines are admirably finished and ornamented, and are of unusual power. They are companions to the Gen. Grant and Gen. Sherman, placed on this road last Fall. These engines are numbered 33, 34, 35 and 36, and bear the following names: Horace Greeley, A. J. Vanderpool, James Gordon Bennett and James M. Waterbury. The numbering has reference to the whole number of new locomotives built under the direction of President Charlick for this and other railroads in the country. The new engines will be placed on the road immediately. Two immense freight engines are also being built for the Long Island Railroad, the business of which has grown from less than $200,000 under the old management to nearly $800,000 per annum under the present direction. These superb machines have been built under the supervision of the able Superintendent of the works, Mr. McQueen, and are furnished with every approved device of modern engineering skill to insure safety and efficiency.

Union Pacific Railway, Eastern Division.

At the annual meeting of this company held on the 12th ult., the following gentlemen were elected directors for the ensuing year: John D. Perry, Adolphus Meier, John P. Devereau, Geo. Partridge, St. Louis; Thos. L. Price, Jefferson City; William H. Clement, Cincinnati; H. J. Jewett, Zanesville, Ohio; Thomas A. Scott, Philadelphia; and John McManus, Reading, Pennsylvania.

At a subsequent meeting of the directors, the following officers were chosen: President, John D. Perry; Vice President, Adolphus Meier; Superintendent and Chief Engineer, R. M. Shoemaker; Secretary and Treasurer, W. J. Palmer.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad, for the week ending April 30, 1866.... $14,699 22
Corresponding week previous year.... 10,680 17

Increase..... $4,019 05

Receipts from Jan. 1, to April 30:
1866 ..... $163,740 31
1865 ..... 147,331 05

Increase $16,409 26

The traffic of the Great Western Railway of Canada, for the week ending May 4th, 1866, were $70,230 25
Corresponding week of 1865 ..... 65,932 24

Increase..... $4,298 01

The earnings of the Grand Trunk Railway of Canada for the week ending April 28th, 1866, were $129,969 00
Corresponding week of previous year.. 128.545 00

Increase $1,424 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in April, 1866.. $21,406 00
Corresponding week previous year.... 27,004 06

Decrease $5,598 06
Commencing 1st Jan. 1866..... $340,021 00
Commencing 1st Jan. 1865..... 360,428 69

Decrease..... $20,407 69

The earnings of the Chicago and Northwestern Railway for the first week in May, 1866 were..... $142,072 64
Corresponding week of previous year,. 115,418 54

Increase..... $26,654 10

The Pictou Railway.

An important public work has been in process of construction by the Government of Nova Scotia for a twelve-month past—a railway across the neck of the Province from Truro to Pictou, a distance of about 50 miles. The importance of the work may be gathered from the fact, that it will bring Halifax and the valuable coal and other mines about Pictou into direct railway communication, over the road already in existence from Halifax to Truro, and will also provide a short, cheap and direct means of communication between Prince Edward Island and the Nova Scotia metropolis. The original estimate of the cost of constructing this new line of road was placed at $2,216,500 by the Nova Scotian Chief Railway Engineer, Mr. Sandford Fleming, formerly of this city. Contracts were let for the grading, &c., in ten sections, under date of December 31st, 1864, the work to be completed on the 1st of July, 1866. The contract, system however in this instance, proved a total failure. It had been contemplated to have the line open for traffic in the spring of 1867, and the Government had given pledges to parties who have recently invested largely in coal mining property along the line, that the road would be ready for business early in 1867. But it was evident the contractors could not go on with their work much more briskly than they had been doing, owing to its unremunerative character, and a number of them threw up the undertaking. The Government, therefore, appealed to Mr. Fleming for a suggestion as to what means they should employ to have the road opened by the 1st of May, 1867. Mr. Fleming responded that he considered it impracticable to complete the work by the 1st of May, but was willing to pledge himself to open the road by the end of that month, without costing more than the original estimates, if the Government would supply him promptly with the necessary funds to settle with the contractors and push forward the work. This they agreed to do, and gave Mr. Fleming all necessary authority. Some difficulty arising with the contractors, however, the Government proposed that Mr. Fleming should enter into an ordinary contract for the performance of the whole work, which resulted in their making a contract with him, under date of the 10th of January last, for the sum of $2,116,000, or $100,000 less than the original estimate. For this sum, Mr. Fleming agreed to settle with the former contractors, to whom, for work already done under their several engagements, he would be required to pay $310,609. His position as chief railway engineer being incompatible with that of a contractor for railway construction, he sent in his resignation of that office, which was accepted.

We observe that some of our Nova Scotian cotemporaries, while expressing surprise at the secret manner in which the contract was entered into—the press knowing nothing of it for six weeks afterwards—regard it as good news that the road is now sure to be finished by the time contemplated. And, while mildly censuring the Government for allowing Mr. Fleming to enter into a contract without competition, they at the same time congratulate them upon the excellent bargain made, by which they are not only to have the road opened in May, 1867, but at a saving of $100,000 on the price at which the contractors declared themselves unable to continue their engagements.—*Toronto Globe.*

Central Mining Company.

According to the directors' report for the year 1865, the production of copper was 802 tons, 778 lbs., against 502 tons, 877 lbs. for 1864. The amount of mineral shipped was 1,470,199 lbs., of which 42,540 lbs. was lost on board steamer Pewabic, but insured for its value. The total amount of mineral delivered at Detroit was 1,427,659 lbs., yielding 1,099,242 lbs. ingot copper, being an average yield of 77 per cent., against 77 55-100 per cent. for the previous year. The sales of copper have been 1,098,228 lbs., at an average price of 32 78-100 cents per lb., the highest price obtained being 40 cents, and the lowest 28 cents per pound. The gross receipts for the year have been:

From sales of copper.....		$368,587 28
From interest account		1,769 80
From other sources.....		196 17
Total.....		$370,544 25
General expenditure.....	$340,389 78	
Indebtedness at mine diminished in 1865.....	14,087 76	
	$326,302 02	
Deduct amount expended for buildings and addition to plant of mine...	3,724 49	
		322,577 53
Showing a profit for 1865 of.....		$47,966 72
The amount invested during the year in permanent improvement was....		12,486 53
Which being deducted from the gross profits, leaves as available profits the sum of.....		$35,480 19
Add surplus of 1864, after paying dividend No. 2		66,847 22
Net available surplus Dec. 31, 1865...		$102,327 41

Out of which a dividend of $2 50 per share ($50,000) was declared payable January 16, 1866.

☞ The Michigan Southern and Northern Indiana and Chicago and Rock Island Railroad Companies have commenced the erection of a new passenger depot in Chicago. It is to be built on Van Buren street, between Sherman and Griswold, and is to be one of the largest and most magnificent buildings of the kind in the United States. Its dimensions are 542 feet in length and 160 in width.

Interest and Dividends.

The Atlantic Mail Steamship Company have declared a quarterly dividend of 2½ per cent., payable June 1, free of tax. The balance of 30 per cent. due on the capital stock of this company is payable on the 11th of June. The transfer books will be closed on the 19th of May. Such stockholders as choose to pay the instalment of thirty per cent. before the closing of the books, will be entitled to receive their dividend on such full paid stock.

The New York and New Haven Railroad Company will pay, 18th instant, a dividend of $5 per share, free of tax.

The Pennsylvania Railroad Company have declared a semi-annual dividend of 5 per cent., free of tax, payable on the 30th instant.

The West Jersey Railroad Company have declared a dividend of twenty-five per cent., clear of National tax, payable in stock, at par, at the office of the company, in Camden, New Jersey, on the 14th day of May. All fractions or dividends not amounting to a full share will be paid in cash; and any stockholder entitled to a fraction, may, by a cash payment of the balance, procure a full share.

Free Passes.

The following is the law prohibiting the issue of free passes on the railroads in this State:

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Every railroad company in this State is prohibited from issuing free passes over its respective road or roads, *or carrying persons or property free of charge* over the road or roads, except such persons as may be injured upon their road or roads, and except such persons as may be employed by such railroad company, as clerks, laborers, officers or attorney, and except sick and disabled soldiers.

Sec. 2 The penalty for a violation of this act shall be fifty dollars for each offence, to be sued for and recovered in the county where the offence shall be committed, by the District-Attorney thereof, in the name of the people of the State, and when collected, shall be paid into the Treasury of the State.

Sec. 3. This act shall take effect immediately.

Maryland Coal Trade.

The following is a statement of the coal shipments over the Baltimore and Ohio Railroad from Jan. 1, to April 28th:

	Tons.
From companies by Eckhart R. R.	9,068.10
" " C. & P. R. R.....	22,421.11
" " via Piedmont....	102,696.07
" west of Piedmont, gas coal	11,175.00
Total	145,360.28

Orange and Alexandria Railroad.

The financial condition of this company has undergone no material change during the war with the one important exception of accumulated interest on bonded and floating debt. Payments in confederate money on coupons, interest and other debts, have been made on the amount of $105,434 28, and since the close of the war other debts have been paid out of State stock belonging to the company. The following is their financial statement:

Mortgage bonds sold.....	$830,000
Floating debt.....	60,000
Contractor's approximate.....	40,000

At a recent meeting of the stockholders, the directors were authorized to borrow $1,250,000, at

a rate of interest not exceeding 8 per cent., and to execute coupon bonds, to be secured by a mortgage on the rolling stock, other personal property and franchise.

Debt of Connecticut.

The entire debt of this State, according to the Message of the Governor to the Legislature, is comprised in five issues of bonds all bearing six per cent. interest, and amounting to $10,400,000. Against it are the Sinking Fund, $1,211,767; the bank stocks owned by the State, whose market value is $371,300, and cash in hand, $353,644. A deduction of these three items shows that the existing liabilities over and above assets, amount to $8,463,288.

During the year forty-one banks, with an aggregate capital of $12,087,930, in addition to those which had previously taken this course, organized under the National Banking act, leaving but eight State banks, with an aggregate capital on the 1st of April of $1,985,939, and a circulation amounting to $1,275,732. The capital of all the ninety banks, State and national amounts to $26,182,243. On the 1st of January there were fifty-one savings banks, fifty of which reported assets amounting to $28,891,454, and deposits amounting to $28,-319,014. The higher rate of interest paid by adjoining States, and especially by the general government, has reduced the deposits $1,823,274 during the past year, and gradually led the trustees to invest more than a quarter of the whole in national bonds.

Boston Water Power Co.

The receipts of this company for the past year were $676,095 12; and the expenditure, $555,826 23—leaving a balance now on hand of $70,268 89. The lands now sell at an advance of from 25 to 50 per cent. on the prices two or three years ago. They have sold during the year 54,-000 feet of land at $1 per foot, and have ready for market, exclusive of the streets, 1,400,000 feet, and about 4,000 feet which will require no filling. All of this land has been paid for.

The debt of the company in January last was $500,000, but by the creation of 25,000 new shares this debt will be soon paid, leaving them in cash, assets and due for land sold $124,000. It is thought a dividend will be declared during the present year.

Commerce of Philadelphia.

The number of vessels arriving at Philadelphia in April, was 3,665, of which 93 were foreign, and 3,572 coastwise. The following shows the number of arrivals since the 1st of January, 1866, as compared with the same period in 1865:

	1866.			1865.		
	For.	Coast.	Total.	For.	Coast.	Total.
January ..	22	386	408	20	104	214
February .	54	525	579	28	181	209
March	55	2,335	2,390	56	2,190	2,246
April	93	3,572	3,665	55	2,558	2,613
	224	6,818	6,842	159	5,123	5,282

Saratoga and Hudson River Railroad.

It is rumored that the Directors of the Central Railroad passed over and viewed this road, and after due consideration of the matter, came to the conclusion that it was not advisable to either hire or purchase. If this is true, we shall see no running of trains this summer, for the local patronage would hardly pay for the wear and tear of the road, let alone of the locomotive and cars.—*Coeymans Gazette.*

Allegheny Valley Railroad.

The work of grading for the Allegheny Valley Railroad extension has begun on the east side of the Allegheny above Franklin. Concerning this extension the Pittsburg *Commercial* says:

"It is exceedingly gratifying for Pittsburgers to know that under the energetic administration of President Wm. Phillips, this road at last is to be extended to Oil City, and made of great value to our city. Under the act of the late Legislature, approved by the Governor, February 15, 1866, the company was authorized to issue bonds, and for these bonds iron for the extension of the road will doubtless be had on satisfactory terms. The residue of bonds can be placed for cash here and in the East at fair rates; so the company bids fair to be soon like the Fort Wayne and Chicago Railroad Company.

"The estimate of the directors of the Allegheny Valley Railroad Company of the business of this company per annum, after the extension of the road, is as follows:

From oil traffic	$600,000
Trade connected with oil	300,000
From coal traffic	800,000
Iron and salt	500,000
Forest and farm	300,000
Passengers	900,000
Total	$3,400,000

Water Works at Cumberland.

The citizens of Cumberland, Md., are making efforts to secure for that place a better supply of water. The city council have issued bonds to the amount of $60,000 (of which $8,000 have already been sold) for the purpose of building water-works. It is designed to bring the water directly from the mountain streams.

☞ The Philadelphia *Ledger* learns that several of the canals are combining in interest, and that quite a fleet of boats are in preparation for carrying coal by boat in continuous line from the Wyoming coal region, through the Wyoming Canal, West Branch, Pennsylvania and Union Canal, Schuylkill Navigation and Delaware and Raritan Canal. Should there be a defective link in the route as named, then the boats will pass on down the Susquehanna and through the Chesapeake and Delaware Canal to the Delaware River, the charges being nearly or quite the same, and either way, we are informed, lower than coal from the same region can be put into the New York market by railroad. This, if realized, is important to several of the coal carrying companies of that State, as competitors with the New York carrying companies, and is also important to the Wyoming coal region.

☞ The Report of the East Boston Land Co., for 1864, shows the following results: Receipts, $74,533 82; payments, $70,246 10; assets—valuation of 1857, $1,239,548 08; liabilities, $37,144 45; showing a balance of $1,202,403 68. The net immediate liabilities of the company are $32,-856 73. The amount of land sold during the year was 28,425 feet, realizing $6,542 50. There had been no expenditures by the company for improvement in their lands. The amount of land owned by the company is as follows: Sixty-five acres of upland, exclusive of streets; 230 acres of marsh and inclosed flats, and 300 acres of wharf lots and flats inside of the Harbor Commissioners' line, and 200 acres outside of the same. T. B. Hall is President, and A. R. Turner, Treasurer.

Jamestown and Franklin Railroad.

The Venango *Spectator* says: "A large force is now at work on the Jamestown and Franklin Railroad, the grading of which is nearly completed to Waterloo. Mr. A. P. McDonald, the contractor for the whole line, and the engineer, are pushing the work with all possible vigor. It will doubtless be completed by the 1st of September next, though the more sanguine of its friends say by the 1st of August." This road will connect with the Pittsburg and Erie Railroad at Jamestown, and when it is completed passengers will be able to avoid the circuit now made by the Atlantic and Great Western Railway *via* Meadville.

Maryland and Delaware Railroad.

We learn from T. F. Tilghman, Esq., Chief Engineer and Superintendent of this road, that sufficient iron, with spike and fastenings, has been purchased to lay the track to Hillsborough, 34 miles from its junction with the Delaware road, and that it will be completed to that point by 1st August at farthest, with a prospect of completing it to Oxford before the end of the year.

Worcester and Nashua Railroad.

An event of some importance to the Worcester and Nashua Railroad Company has just transpired and is worthy of record. We refer to the payment of the last outstanding bond issued by the corporation. Not a note, bond or mortgage now remains out to trouble the officers of this prosperous company. The railroad is itself free from debt, and besides this more than $60,000 worth of rolling stock has been added to the road since the last annual meeting.—*Worcester Spy.*

Profits of Silver Mining.

The Gould and Curry Silver Mining Company of Nevada declared a dividend of eighty dollars per foot (representing two shares of stock) for April, payable in coin. This company has earned the enormous sum of *fifteen millions* since its organization four years since, dividing in 1865 four million of dollars, coin, among its shareholders. This stock is now quoted at $1,150 per share, the original price having been $10. Other mining companies do equally well—the Empire, of Nevada having paid dividends as high as $320 per share monthly.

Dighton and Somerset Railroad.

This road is now graded so as to admit the running of cars from Fall River to and through this city, and the fact has been put to practical demonstration by the appearance of train of freight cars loaded with sleepers from the former place. There is no doubt but that July will see the road in full operation.—*Taunton Gazette.*

☞ The Smyrna *Times* says: "The first regular train passed over the Maryland and Delaware Railroad on Monday. It consisted of a passenger, a baggage and three flat cars. It came from Wilmington, and proceeded to Slaughter's Station to deliver some construction material. The train will be used for construction purposes until the 7th of May, after which it will run regularly for the transportation of passengers and freight. We learn that negotiations will probably be concluded this week by Mr. Dungan for 2,000 tons of iron, which will carry the road into Talbot County."

☞ The Concord and Claremont Railroad is to be sold at auction in Concord, N. H., on the 9th of July, with all its buildings, engines, cars, &c, and the next day, at Claremont, the Sullivan Railroad; both under mortgages.

☞ The corporate authorities of Alexandria have agreed, so far as they are concerned, to lease the Alexandria canal to Messrs. Quigley, Wells & Dugan for the term of ninety-nine years, at a rent of $1,000 yearly, the deed of lease requiring thorough repair of the work, and stipulating that when the yearly tolls, &c., shall exceed 15 per cent. of $300,000, after paying expenses, the surplus shall be paid to the Alexandria Canal Company.

The gauge of the Elmira and Canandaigua Railroad has been narrowed to conform to the gauge of the Northern Central Railroad, that company having come into possession of the former road either by lease or purchase. The Northern Central Railroad Company have now a uniform gauge from Baltimore to the New York Central Railroad at Canandaigua. The trains commenced running over the road on the 7th inst.

☞ The work of building the new railroad from Camden to Hightstown, *via* Moorestown, Mount Holly and Pemberton, is to be commenced at once. A meeting of the company was held on Thursday last, and the following Board of Directors was elected:—Edwin A. Stevens, John G. Stevens, Richard Stockton, Joseph K. Hulm, Samuel Stockton, Nathaniel S. Rue, Richard Waln, R. H. Conover and James Gelberson.

☞ The debt of the city of Troy, as stated by the Chamberlain, is $1,013,789 15. During the past year the indebtedness was decreased $234,341 05. The cost of maintaining the city Government in 1865, exclusive of water works and bounties, was $328,237 55. The estimate for 1866 is $511,267 27. In the Chamberlain's statement we find an item of $10,581 22, paid for "fighting the bridge."

☞ The Pittsburg, Allegheny and Manchester Railway Company have awarded the contract for the laying of the track and the necessary grading of the extension of their road to Duquesneborough, to John T. Gordon. It is probable that the road will be in running order in June.

☞ The Easton *Gazette* states that parties in New Jersey, who have claims against the Maryland and Delaware Railroad, have entered suit, and that the sheriff of Kent County, Delaware, has the property of the road now in his possession, locked up.

☞ The directors of the Midland Railroad have appointed twelve meetings along its proposed line, which are to be addressed by Hon. Dewitt C. Littlejohn, Senator Low and others. Towns will be requested to issue bonds under the law passed at the late session.

☞ At a meeting of the Southern Railroad Company recently held at Utica, it was resolved to commence work as soon as the citizens of Utica subscribed the $200,000 required of them in the law bonding the city. Already stock to the amount of $160,000 has been taken, leaving $40,000 unsubscribed for.

☞ F. F. Raymond has been elected President, and D. L. Demmon, Treasurer of the Waverly Land Co., Boston. From the Treasurer's report of last year it appears that the company is out of debt, with a balance on hand of $2,000, and their stock is not to be further assessed.

Flint and Holly Railroad.

A Saginaw correspondent of the Detroit *Post* states that the Flint and Holly road connects with the Detroit and Milwaukee at Holly, and is one of the best built and equipped roads in the State. It is the only road in the State built wholly with private capital, without the assistance of land grants. The State is indebted to the practical business capacity and energetic perseverance of Governor Crapo for this important road, as a connecting link to open up such a rich portion of the State. At Flint this road connects with the Flint and Pere Marquette road to Saginaw. The whole line is in excellent condition and well conducted.

☞ A Chicago paper says that "the passage of the ordinance by our City Council, granting to the Northern Railway the power to enter the city of Chicago, has found in the Western Union Railway Company a response, well calculated to encourage all interested in the progress of Chicago and those pecuniarily concerned in the Western Union. The importance to Chicago can be but appreciated when it is fully known that the Western Union will have, within the present year, their line extending south from Savanna as far as Quincy, and west through Iowa from Sabula."

☞ An act was passed at the last session of the Legislature, authorizing the Pennsylvania Railroad Company to increase its capital stock ten millions of dollars by the sale of 200,000 shares, and for the purpose of retiring the company's mortgage bonds at maturity and increasing the facilities generally of the company, to issue six per cent. mortgage bonds to an amount not exceeding at any time the amount of capital stock paid in.

☞ The losses incurred by the Montgomery and West Point Railroad Company, in consequence of the rebellion amounted to $1,618,243. The exhibit of the Treasury, however, shows that the value of the road, with its outfit and property, amounts, despite these heavy losses, to within twelve per cent. of the capital stock paid in.

☞ The Winchester and Potomac Railroad Co., have commenced running their trains through to Winchester. The Orange and Alexandria R. R. Co. intend extending their road at Lynchburg to make connection with the Virginia and Tennessee road.

☞ The Indianapolis and Cincinnati Railroad having purchased the Indianapolis and Lafayette Railroad, and thereby secured a shorter route to Chicago, have abandoned work on the line they were constructing between Indianapolis and Danville.

☞ It is said the Directors of the Detroit and Milwaukee Railroad are agitating the question of making Mill Point instead of Grand Haven, the terminus.

☞ The Reno *Times* says that "the Jamestown and Franklin road is now in running order to Waterloo, five miles from Franklin. A small force is at work completing the grading to Franklin."

☞ The Tidioute *Chronicle* says that the Franklin and Warren Railroad is expected to be in running order from Irvine to Tidioute in about ten days.

☞ The grading on the Pana and Springfield, Ills., Railroad is being pushed rapidly forward. It is said that the cars will be running to Taylorsville by the 1st of August.

☞ All the canals on the Middle Division are in complete readiness and navigation has already commenced.

THE
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SUPERIOR MAGNETIC IRON ORE, for Blast and Puddling Furnaces;
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Office of the Illinois Central R. R. Co., New York, May 1, 1866.
The Annual Meeting of the Shareholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the City of Chicago, on Wednesday, the 30th day of May, 1866, at 3 o'clock P. M.
The transfer books of the company will be closed at the close of business on the 19th instant and re-opened on the 2d day of June next.
L. A. CATLIN,
4t18 Secretary.

THE SMITHFIELD
Gold Mining Company,
INCORPORATED APRIL 3D, 1866.
Capital - - - - $400,000
IN SHARES Of $4 EACH.
Property Located in Gilpin County,
COLORADO.
Principal Office No. 48 Broad Street.
1m18 NEW YORK CITY.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 19, 1866.

Cotton Five Percentage.

The proposition now before Congress, to lay an excise duty on cotton of 5 cents per pound, is very naturally attracting public attention, calling forth the notice of the press, and receiving the consideration of commercial associations. We observe that the New York Chamber of Commerce has had the subject before it, and a special report was considered and adopted by that body at its last meeting which condemned the proposed measure. And here it may be very proper to speak of this Chamber, now nearly a hundred years in existence, with a most honorable record of service, with a past and present membership of the most eminent, enlightened and patriotic citizens of New York. The *Journal of Commerce* has recently criticised the facility with which admissions into this body have of late been conferred. Its numbers even now are but about 800, while the Board of Trade of Chicago contains 2,500! To admit to membership none but men of high standing and great wealth, would be to discourage the rising young men of business in their laudable attempt to rise; to forget that the very first men in New York have risen from very unpretending beginnings, and that example and encouragement are afforded by the intercourse and familiarity of membership. Then again, though there may be some who might as well have remained outside, yet it will be remarked that its proceedings are always under the influence and direction of the most experienced members. The reports which emanate from the Chamber are almost without exception carefully written, well considered and wise, full of sound sense and practical information. We do not, indeed, remember an instance in many years past of the publication of any documents by the Chamber of which it may not be proud. Indeed some of them have been noticed favorably abroad by the leading foreign journals, and have been praised in the State papers of the British Government, and in the proceedings of foreign Boards of Trade. Its opinions are therefore always worthy of consideration, and we are happy to say have a deserved influence at the seat of Government. On the present occasion, they are particularly entitled to be considered.

This excise duty of 5 cents a lb. on cotton is very objectionable for several reasons. It is in the nature of an export duty, and is against the letter of the constitution, though that instrument of late appears to be but little regarded. Export duties are considered to be proper as a source of revenue only in those cases where the article made subject to it is exclusively produced by the country exporting it. In that case the tax ultimately falls on the foreign consumer. This is the case with Russian tallow, which is peculiar to that country, is obtained there from one particular source, and cannot be competed with by any other country; but in the case of cotton, it is successfully raised in the East Indies, in the West Indies, in Egypt, Italy and South America; and this tax of 5 cents a lb. on the American staple will stimulate foreign competition, lessen the demand by over supply of the world's markets, and of course lessen our own production.

Again, it is unjust in its special application to a particular portion of the United States. Would it be just to single out the article of cane sugar and tax that at a similar rate? In 1860 there were produced 302,205 hhds. of brown sugar, and 16,387,080 gallons of molasses from the cane in Alabama, Florida, Kentucky, Mississippi, Texas and Louisiana, (the latter State producing more than all the rest together.) Would it be considered fair to single these two articles for heavy taxation because they are a special product of those States?

There is also a peculiar kind of wheat, known as white wheat, raised successfully in the State of Michigan, which has been bringing $3 per bushel within a short time past in this market; upwards of eight millions of bushels of wheat were raised in that State in 1860, and if taxed at 20 cents a bushel, which would be about equal in fairness with the proposed tax on cotton, it would give more than a million and a half of revenue on this particular article alone. But is there any Member of Congress bold enough or insane enough to propose any such tax? And yet there would be quite as much propriety in such a measure as the tax of 5 cents on cotton.

The truth is, that it is an unjust and invidious distinction against one section of the country which makes up for many of its numerous disadvantages of climate, by the possession of one tropical product of great value. And it is not an advantage too much.

The South wants all its natural and all its political advantages to recover from its ruin. It is impoverished, bankrupt in all but its soil, pressed down to the earth and needs helping up, not crushing down. Grievously it has erred, and grievous is the penalty it has paid for its error. It is not the part of a wise, a generous, a magnanimous people like ours, to pursue its conquests after submission has been attained. It might indeed be a more characteristic and efficient measure to offer inducements for the further cultivation of cotton by a small bounty as in the fisheries, or some release from taxation, as a reward for extended cultivation, so that we might supply exclusively the cotton marts of the world. If we could thereby raise 10 to 15 millions of bales a year, it would secure our commercial ascendancy forever.

Our legislation is evidently taking the wrong direction. We must not treat the South as Russia has treated Poland, or Austria Hungary. Continued severity and restriction are not our true

policy, nor that expected from a republican Government where fraternity and equality are cardinal principles. We shall never again be a truly united people if majorities abuse their power under any pretence of preserving majorities. This is the usual attempt of demagogues, and was the means of shedding torrents of blood during the French revolution. The guillotine was but the instrument of the political majorities of the hour, which by force and bloodshed endeavored to maintain themselves in power. This cotton tax of 5 cents is another covert blow in the same spirit, and should be regarded as an act without justice or necessity.

Cotton has played so important a part in restoring solidity to our commerce and finance, that it should at once receive the support of statesmanship, and be an object of its patronage rather than be made an opportunity for exaction.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1865. For convenience of comparison, many of the statements are made to cover the year 1864 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1865.	1864.
Miles run by passenger trains	431,334	290,641
" " " merchandise "	230,361	177,688
" " " coal trains	393,693	415,740
Total by transportat'n trains	1,055,388	884,069
Miles run by wood trains	3,100	2,633
" " " gravel and constr'ct'n trains	129,490	61,516
Total miles run by trains	1,187,978	948,218

During the year the boats have made 9,984 round trips between New York and Jersey City, 1,874 round trips between New York and Elizabethport, and 14,600 miles in carrying live stock to Fortieth street, making a service of 47,072 miles. In 1864 they ran 39,047 miles.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1865 with the year 1864 gives the following results:

	1865.	1864.
Number of passengers	928,806	698,808
Miles traveled by pass	28,831,715	19,397,515
Equal to through pas'ngers	319,889	258,633

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1865.	1864.
Number of tons carried	317,181	272,266
Tons carried one mile	17,338,585	14,610,805
Equal to through tonnage.	231,181	194,811

A comparison of the iron tonnage of the two years, in tons of 2,240 pounds, gives the following results:

	1865.	1864.
Number of tons carried	75,469	69,225
Tons carried one mile	4,830,016	4,430,400
Equal to through tonnage.	75,469	69,225

A comparison of the coal business of the two years, in tons of 2,240 pounds, gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1865.	1864.
Number of tons carried	1,004,506	1,149,964
Tons carried one mile	55,683,624	62,372,269
Equal to through tonnage.	870,057	974,564

There was a decrease in Lackawanna coal of 181,056 tons, owing mainly to strikes at the mines, and an increase in Lehigh coal of 35,598 tons.

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,726	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	262,906	854,769
1861	568,869	254,345	823,214
1862	502,375	314,195	816,570
1863	613,954	435,927	1,049,881
1864	675,743	474,221	1,149,964
1865	494,687	509,819	1,004,506
Total	4,628,518	2,676,779	7,305,297

EQUIPMENT.

The company own 65 engines, of which 19 burn wood or soft coal and 46 hard coal. Of these engines, 53 are narrow gauge and 12 broad gauge. Their condition is reported to be as follows: 30 in good order, 20 in fair order, 10 wanting general repairs, and 5 require new fire boxes. Six new locomotives have been placed on the road during the year, and 14 more are ordered for early delivery. About 55 engines are required for the ordinary daily service.

The equipment of cars is as follows: 46 first class passenger cars, 6 second class passenger cars, 11 baggage and mail cars, 6 smoking cars, 81 eight-wheel house freight cars, 40 four-wheel house freight cars, 20 eight-wheel cattle cars, 103 eight-wheel platform cars, 5 eight-wheel gondola cars, 119 six-wheel platform cars, 15 six-wheel lime cars, 406 eight-wheel coal cars, 109 four-wheel coal cars, 142 four-wheel dirt cars, 4 eight-wheel caboose cars, 8 four-wheel caboose cars, and 2 wrecking cars.

Large additions have been made during the year, as will appear by a comparison with last year's Report.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1865 compared with 1864:

	1865.	1864.
Receipts:		
Passengers	$688,774 05	$488,223 94
Merchandise	898,287 32	731,722 16
Coal	1,388,492 82	1,317,954 27
Mail	7,600 00	7,600 00
Express	32,803 49	22,604 17
Rents	8,361 48	2,223 47
Miscellaneous	12,070 73	6,856 44
Total receipts	$3,036,389 89	$2,537,184 45
Expenses:		
Running expenses	$356,788 25	$239,431 00
Wood consumed	90,746 71	66,114 84
Coal consumed	259,238 66	207,739 83
Repairs of road	249,074 01	175,913 92
Repairs of engines	155,312 89	63,464 40
Repairs pass'nger cars.	37,131 86	28,834 16
Repairs freight cars	44,303 83	30,698 94
Repairs coal cars	33,342 31	19,848 28
Repairs docks, Elizabethport	24,440 55	14,814 14
Rep'rs b'ldings, bridges	48,314 02	32,231 39
Repairs tools, mach'ry.	25,813 14	12,770 91
Expense account	49,041 18	41,697 69
Miscellaneous expenses	56,602 38	44,624 91
Ferry running expenses	108,258 80	79,658 50
Ferry boat repairs	45,522 14	71,177 35
Ferry miscell. expenses	24,918 66	25,278 82
Car service	139,584 83	77,255 46
Total expenses	$1,748,433 72	$1,231,554 54
Balance net earnings.	$1,287,956 17	$1,305,629 91

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature to the present time:

	Receipts.	Expenses.	Net earnings.
1853.	$349,018	$197,629	$151,389, or 43 p. c.
1854.	378,145	197,349	180,796, or 48 "
1855.	393,729	208,856	184,873, or 47 "
1856.	553,479	258,308	295,171, or 53 "
1857.	682,314	340,502	341,812, or 51 "
1858.	836,934	345,614	491,320, or 58 "
1859.	971,702	385,716	585,986, or 61 "
1860.	1,185,848	475,457	710,391, or 60 "
1861.	1,201,895	522,452	679,443, or 57 "
1862.	1,397,586	623,245	774,341, or 56 "
1863.	1,941,976	814,232	1,127,244, or 58 "
1864.	2,537,185	1,231,554	1,305,631, or 51 "
1865.	3,036,390	1,748,434	1,287,956, or 43 "
Tot.	$15,466,201	$7,349,848	$8,116,353, or 53 p. c.

An increase in receipts is here shown, of $499,205 44, or 19½ per cent. The increase in passenger business was $240,055 11, or 53½ per cent. In merchandise receipts, $92,905 05, or 23 per cent. In coal receipts, $70,538 55, or 5½ per ct.

The expenses show an increase of $516,879 18, or 42 per cent. There has been an increase, in running expenses, of $117,357 25; in fuel consumed, of $76,130 70; in repairs of road, of $73,160 09; in repairs of equipment, of $129,245 11; in other repairs, of $38,751 27; in general expenses, of $19,320 96; in ferry accounts, of $2,584 43; and in car service, an increase of $62,329 37.

The gross receipts per mile run have been as follows: From passenger trains, $1.73 against $1.54 in 1864; from merchandise trains, $3.88 against $4.12; from coal trains, $3.52 against $3.16. The average receipts per mile run from all trains has been $2.87 against $2.93 the previous year. The gross expenses per mile run have been $1.66, against $1.39 the previous year.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

Gross earnings, as per statement		$3,036,389 89
Capital, new stock, full and scrip	$4,185,940	
Less first mortgage bonds, paid off	491,000	
		3,694,940 00
Cash & accounts payable, increase.		155,185 73
Total		$6,886,515 62
Ordinary expenses, as per statement.		$1,748,433 72
Grading, second track, extension, &c.		166,148 18
Masonry		75,386 90
Railway superstructure		283,432 40
Bridge superstructure		23,117 43
Engineering		7,069 81
Land damage		32,591 19
Communipaw filling and bulkheads.		329,845 81
Station houses		75,191 49
Port Johnston coal wharf		187,011 31
Docks in New York		189,005 04
Engines		124,416 54
Passenger cars		107,299 80
Cars built in shops or purchased		24,250 00
Ferry, boats and scows		30,615 61
Lands, machinery, miscellaneous property, increase		2,285,366 66
Sundry accounts, material, &c., increase		43,338 53
Quarterly dividend for year, 10 p. c.		861,675 85
Interest account for year		170,858 65
State taxes for year		31,219 64
United States taxes		90,041 00
Total		$6,886,515 62
The profit and loss account has been credited with the gross earnings		$3,036,389 89
It has been debited as follows:		
Ordinary expenses	$1,748,433 72	
Interest account	170,858 65	
Taxes to State	31,219 64	
United States taxes	90,041 00	
Dividends, 10 per cent.	861,675 85	
		2,902,228 86
Balance		$134,161 03

This balance has been appropriated to the reduction of the various property accounts, to make the purchases during the year correspond with the inventories. Large expenditures for personal property have also been included in the current expense accounts, with the same object.

The balance of surplus profits, therefore, remains $628,159 26, as at the close of the previous year.

EXTENSION TO JERSEY CITY.

During the year the work on this important part of the road has been steadily prosecuted, while the passenger trains have run regularly over it. A portion of the freight business has also been transferred to Jersey City, but the amount that could be so shifted prior to the close of the fiscal year was unimportant. The bulkhead and filling at the Jersey City terminus have been carried on as rapidly as possible, and now (March) a large area is reclaimed and covered with buildings and passenger and freight tracks, and the merchandise and miscellaneous freight coming in narrow gauge cars will soon be all transferred to this place. The economy and expedition with which freight can here be handled will soon justify the large expenditures for land and work made to secure such an outlet, the intention being to save one handling and a great part of the risk of damage and loss, by direct transit between the cars and the owner's warehouse. The broad gauge freight must continue at Elizabethport for the present till a third rail has been laid to Jersey City, or other arrangements made.

PORT JOHNSTON.

The earth from the Bergen Point cut has been used to fill up the approaches to the first coal wharf at this point. The work on this wharf is being pushed on as fast as possible. The foundation piles are now (March) all driven. The lower platform of the wharf is laid over nearly the whole of the surface to be covered, and filled in beneath with the materials taken from the canals. The canals upon the north and south sides of the shipping wharf—1,500 feet long—are excavated about sixty feet in width and twelve feet deep at low water; ultimately they will be one hundred feet wide. The material taken from the canal is spread over the meadows. The storage part of the wharf is 1,150 feet long, making the length of the whole wharf 2,650 feet, with a storage capacity of 100,000 tons. A large part of the trestle work is up, and the remainder is being rapidly raised. Most of the timber, planking, &c., of this wharf has been Burnetized, and the whole would have been, if time could have been allowed for it; but the necessity for the wharf was too great to admit of further delay.

It is now expected to commence shipping over this wharf in May, when the most beneficial effects in the Company's Lehigh coal trade may be expected. The capacity of the wharf for business is estimated at more than all the Lehigh coal wharves at Elizabethport combined; and, in addition, there will now be ample room for depositing coal that cannot be immediately shipped. The regularity that this will give to the movements of cars and the operations at the collieries can hardly be over-estimated. The want of such deposit ground at Elizabethport has been a most serious drawback to the trade for the last two years. The use of the wharves at Elizabethport for coal will be continued till the facilities provided at Port Johnston overtake the demands of the trade, when they will be gradually stripped of their trestle work, and devoted to the iron and lumber trades.

NEWARK BAY BRIDGE.

This important structure is now finished in all its parts, including additional oak ice-fenders. It has stood the test of three severe winters, (the first while building,) and fully proved its capacity to stand any pressure likely to be brought against it. Its length is two miles, and its cost $319,500, including $47,000 for the circular masonry pivot pier, and $27,500 for the iron double track pivot drawbridge.

RIGHT OF WAY.

The land agents of the company are purchasing additional land wherever the right of way is less than 100 feet in width. Purchases have also been made in anticipation of making changes in the line at several points on some future day. With the land in their possession, the company can delay these changes without the risk of their becoming impracticable by improvements made in the meanwhile by landowners. In making these various purchases it has been found a decided advantage often to purchase properties instead of paying exorbitant damages. In this way the company now hold for re-sale a large amount of real estate, which they will dispose of as they get opportunities, and which is generally worth more than they have given.

STATION AND FERRY-HOUSE IN NEW YORK.

About two hundred feet of water-front having been secured in New York city, opposite Liberty and Cedar streets, and immediately south of the Cortlandt street ferry to Jersey city, the company have erected thereon large and commodious structures suited to the expeditious transit of passengers and vehicles. New bulkheads have been built on the commissioners' line, and West Street widened opposite to the buildings to 125 feet. facilities for the freight have been provided on the adjoining Pier 14, belonging partly to the company and partly to the city, which has been entirely re-built and covered in substantially. In these structures architectural effect has been consulted as well as convenience and utility.

COST OF ROAD.

The construction accounts for the extension to Jersey city have been transferred to the general railway account, and consisted of the following items:

Grading	$173,480 15
Masonry	66,537 01
Railway superstructure	381,389 52
Bridge superstructure	311,619 24
Right of way	52,200 00
Engineering	10,838 38
Total	$996,064 30

The cost of grading out the remainder of the cuts will be charged to Communipaw filling, as the most of the earth removed will be taken to that place. All the earth heretofore taken out has been charged to the grading account, though part of it was used at Jersey city.

The cost of the 74 miles of double track railway now stands at $6,106,957 27, being $82,526 44 per mile. Reducing the road and sidings to single track, there are 225 miles at $27,142 03 per mile. The total cost of the 74 miles with equipments, stations, &c., including Port Johnston and Jersey city, is $8,683,451 59, or $117,344 per mile, of double track. Reducing road and sidings to single track as above, there are 225 miles at $38,593 12 per mile. When it is considered what is represented by this cost, and the position which the road occupies, the directors are ready to compare cost with any first-class road.

From its position the investment in this enterprise must necessarily be a very large one, involving as it will, in course of time, a third, and perhaps a fourth track, with corresponding terminal facilities of every sort. The object to be kept in view is to increase these investments only so fast as they will pay, being careful not to impair, but rather to increase the certainty of dividends.

The company's investments in land and water rights, forced on them by necessity or for the sake of conciliation, are now very large. As yet nothing has been realized by sales, but considerable portions can now be prepared for sale, and disposed of, without interfering with the parts that must be retained for the future use of the company or their customers.

PROSPECTS OF BUSINESS.

The uncertainty which hangs over the general business of the country and the general tendency towards a decline, is balanced, in the case of this company, by the enlarged facilities at Jersey city and Port Johnson, the effects of which will be most sensibly felt by the freight and coal departments. As the equipment and shops have been correspondingly enlarged, and as the business is ready to come, a large increase may be looked for, which will give profitable employment to the capital thus invested. Even at lower prices, therefore, the business is likely to be very good.

BALANCE SHEET, JANUARY 1, 1866.

Railroad, 74 miles double track	$6,106,957 27	
Communipaw filling and bulkheads	585,119 06	
Port Johnston coal wharves	187,011 31	
Land and work at Elizabethport	301,855 07	
Station-houses, shops and water stations	218,736 33	
Engines	685,000 00	
Passenger and baggage car	176,000 00	
Freight cars	211,250 00	
Coal cars	211,522 55	
Ferry interest, boats and scows	604,587 03	
Lands, docks, machinery, miscellaneous property, etc	3,845,525 15	
Chairs, spike, iron rails, and ties on hand	59,176 50	
Materials and fuel on hand	62,497 43	
Cash and accounts receivable	406,497 35	
	$13,661,735 05	
Capital stock	$10,685,940 00	
1st mort. bonds, due 1870 $909,000		
2d " " 1875. 600,000		
	1,509,000 00	
Dividend 2½ p. c., payable in Jan.	261,721 14	
Int. on bonds, accrued not yet due.	33,250 00	
Accounts payable	543,664 65	
Renewal fund, balance to credit	628,159 26	
	$13,661,735 05	

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, William E. Dodge, Adam Norrie, Benjamin Williamson, F. T. Frelinghuysen, Henry D. Maxwell, Asa Packer.

Secretary and Treasurer.—SAMUEL KNOX.

Engineer.—JAMES MOORE.

Superintendent.—JOSIAH O. STEARNS.

New York Stock Exchange.

The Annual election of officers of the New York Stock Exchange was held on the 14th inst., and resulted in the choice of the following gentlemen: President, William Alexander Smith; First Vice President, M. A. Whitlock; Second Vice President, A. H. Dyett; Treasurer, DeWitt C. Hays; Secretary, G. H. Brodhead; Assistant Secretary, J. W. Munroe; Rollkeeper, E. A. Shipman. Messrs. A. Campbell, W. H. Neilson, J. W. Underhill, W. Seymour Jr., and Charles R. Marvin were appointed a committee on securities; Messrs. J. P. Duffey, C. S. Seyton, W. B. Mott, A. D. Williams and A. H. Dyett a committee on additions to the stock list, and Messrs. C. S. Sloane, W. B. Clarke, A. M. Ferris, E. L. Clarkson, J. K. Warren, J. A. Riston and R. Manley a committee on securities.

Susquehanna Bridge.

The Belair *Intelligencer* says that the Philadelphia, Wilmington and Baltimore Railroad Company are rapidly pushing their bridge to completion. From the Harford shore two spans of the wood structure are nearly completed, while on the Cecil county side the work on three spans is in a forward condition. They are also engaged on the pivot or draw pier, which they hope soon to have completed. This bridge, when finished, will be one of the finest structures in the country. It is being built of the very best material and by first-class workmen, and cannot fail to compare favorably with any other work of the kind in America.

Journal of Railroad Law.

CITY RAILROAD COMPANIES.—STANDING ON THE FRONT PLATFORM NOT NEGLIGENCE.

The case of John Mulhado *vs.* The Brooklyn City Railroad Company, in the Court of Appeals of this State involves a nice question on the liability of city railroad companies for the negligence of their drivers.

The facts appear in the following opinion:

DAVIES, J.—This action is brought to recover damages sustained by the plaintiff in consequence of the negligence of the defendants' agents. The plaintiff was a passenger on the cars of the defendants. The car stopped, and the plaintiff wishing to get out, asked the driver where the car was stopping. He replied, at the corner of Degraw street. The plaintiff said to the driver, "be so kind as to keep your brake." He replied, "Yes sir." The plaintiff then stood up. The driver was in front and the plaintiff was behind him. The car started, the driver having turned the brake, and the plaintiff fell forward and was injured. This is the version of the transaction as given by the plaintiff, and it is the one which the jury must have credited. They found a verdict of $900 for the plaintiff, and judgment was entered thereon, which was affirmed at the General Term. It is claimed on the part of the defendants, that the motion for non-suit should have been granted, as there was no evidence of negligence on the part of the defendants. This cannot be justly said if the statement of the plaintiff was to be believed. He clearly indicated by his acts and words that he wished to alight from the car, at the point where it was then stopping. He made the request to the driver to keep on the brake, and such request could only be understood in the sense that he wished to get out, and desired the car to remain stationary until that was accomplished. The driver instead of complying with this reasonable request immediately, and while the plaintiff was in the act of alighting from the car, turned the brake and set the car in motion, thereby precipitating the plaintiff from the car into the street, causing the injury. If the jury believed this evidence they were justified in finding the driver guilty of negligence, and it was not the province of the Court to discredit it, and non-suit the plaintiff. It is also urged that the plaintiff was not free from fault, in that he did not prefer the request to the conductor to stop the car, instead of the driver. It is difficult to predicate any fault in the plaintiff from this circumstance. It is to be inferred that he was near the driver. He saw he had control of the brake, and it was natural that the request to continue the stationary condition of the car should under the circumstances, be preferred to him. If it had been made to the conductor, who is usually stationed at the other end of the car, he would have had to communicate it to the driver, either by sounding the bell or verbally. It cannot therefore, be said the plaintiff was in fault, and himself contributing to the accident, by reason of making the request to the driver to hold on the brake until he got off, rather than to the conductor. Neither was there any fault in the attempt of the plaintiff to get off the front platform instead of the rear. It does not appear that any notice was given to passengers that they must not get off of the front platform. Without objection from the driver, he might well have supposed from the absence of any notice of the kind indicated, and from the circumstance that he got on at the front platform without objection, that it was an unobjectionable place to leave the car. The attempt of the plaintiff to alight from the car was made while it was stationary. The setting it in motion before he had accomplished that was the cause of the injury, and which was clearly negligence on the part of the defendants' agent.

There is no force in the exception that the physician called to describe the injury to the plaintiff's arm should not have exhibited to him, in the presence of the jury, the arm so injured. Such exhibition certainly tended to make the description of the injury more intelligible, and it cannot be supposed that it could have had any undue influence upon the feelings or sympathies of the jury. As well might it be contended that a man who had lost an arm or a leg, by a similar injury, should not be permitted to appear before a jury to testify in relation to it, lest thereby their feelings might be influenced, and under the undue excitement created thereby they might do injustice. We cannot assume that any such consequences will follow such a course of examination, and we cannot perceive that it was objectionable in the present instance.

The judgment must be affirmed, with costs.

Toledo, Peoria and Warsaw Railway.

This road is 111 miles in length, commencing at the Indiana State Line, the western terminus of the Toledo, Logansport and Burlington Railway, and running thence *via* Gilman, Chenoa and El Paso, to Peoria, Ills. At Gilman it crosses the Chicago Branch of the Illinois Central Railroad; at Chenoa the Chicago and Alton Railroad; and at El Paso the Main Line of the Illinois Central. At Peoria it connects with the Peoria and Bureau Valley and Peoria and Oquawka Railroads. The earnings of this road for the years ending December 31, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers	$104,104 39	$195,336 40
" freight	233,038 91	307,979 39
" mails	9,850 08	9,850 08
" express	4,758 15	5,876 98
" military	5,364 11	11,161 64
" rent of road	.....	39,320 00
" " cars	3,202 00	7,906 17
" miscellaneous	8,315 23	2,901 94
	$404,632 87	$580,332 60
And the expenses were:		
Maintaining roadway & real estate	$80,117 99	$109,397 96
Maintaining machinery	52,520 96	65,021 17
Conducting transp.	110,547 12	126,603 38
	$243,186 07	$301,022 51
Earnings less expenses.	$161,446 80	$279,310 09
From which deduct—		
Interest on bonds	$98,875 00	
Government taxes	16,848 56	
State and local taxes	5,571 83	
Insurance, interest, etc	6,700 32	
		127,995 71
Balance, being surplus earnings.		$151,314 58

The above results show that the company has earned over and above all expenses a sum sufficient to pay 7 per cent. interest on its first preferred shares, and 4 per cent. on its second preferred shares. The report says:

The amount to credit of income account on the surender of the road by the Trustees, amounting to $272,732 43, has been expended for construction and equipment, in accordance with the wishes of a large majority of the shareholders, and under instructions of the Board of Directors; and a further sum from income account this year of $80,739 22, making the total amount thus expended $353,471 65. And also, for the building of a substantial brick round house and machine shops in Peoria.

The construction account is now closed. The charge in Treasurer's report of $4,878,634 09, represents the total cost of the property to date—say for road bed, buildings, motive power, rolling stock and fixtures necessary to operate the same, and upwards of $50,000 real estate in the city of Peoria.

First mortgage bonds to the extent of the mortgage have been issued, and no other mortgage can be made without consent of the preferred and common shareholders.

Total amount of interest on $1,600,000 issued at 7 per cent., is	$112,000
Deduct amount due annually from Illinois Central Railroad Company for lease as per contract	25,000
Total liability for interest, only	$87,000
The company has a right to issue	
1st preferred shares to the extent of	$1,700,000
2d " " " "	1,000,000
Leaving on hand to be used	
1st preferred shares	$49,767
2d " "	91,578

These shares, together with the bonds of the company now in the hands of the Treasurer, will realize within a year a sufficient sum to pay all liabilities of the company, leaving the income to be divided with the shareholders.

I am now pleased to announce to you that, with a view to carry out the plan of the original corporators for a through line from the Mississippi to Lake Erie, and to the Eastern States, that I made proposals some two years since to the bondholders and stockholders of the Mississippi and Wabash Railroad Company, a chartered company owning a line between Peoria and Warsaw, and Keokuk, on the Mississippi River, to merge and consolidate our respective interests, and open the great through line to the Mississippi river at those points. After much necessary delay in arranging terms, &c., the great desideratum has been accomplished, and on the 9th of December, the consolidated articles were filed with the Secretary of State as required by law.

We now own a continuous line from the Mississippi River to the Indiana State Line, a distance of 230 miles.

The gap to be completed is only 100 miles, all of which has been put under contract; the work to be paid for in bonds and the stock of the company.

The division between Warsaw and Bushnell, the point of crossing the Chicago, Burlington and Quincy Railroad will be built first; and will, without doubt, earn a sufficient sum to pay the interest on the outlay.

The division between Peoria and Canton will be built the coming summer, and will add largely to our earnings and our profits.

The country through which the road runs west of Peoria, is unsurpassed in improved farms, and has a much larger population than existed on our old line. When the enterprise is completed, I see no reason why the company, with judicious and economical management, cannot make as large dividends as has been made by the Chicago, Burlington and Quincy Railroad Company.

Our connection at Keokuk will be with the Des Moines Valley Railroad, which taps one of the large feeders of the Chicago, Burlington and Quincy Railroad, and with a new road which is being built from Warsaw to Nebraska City, *via* Bloomfield, Iowa, called the Alexandria and Bloomfield and Missouri and Iowa State Line Railroad. The work on both these lines is pro-

gressing rapidly, and I am credibly informed that more than 150 miles are now graded and ready for the iron, and that it is contemplated to finish the grading on the entire route by the 1st of January next.

The building of the road to Nebraska City is causing great excitement in the gold regions of Colorado, and with parties interested in the original Central Pacific Railroad Company. And I am informed that a company has also been organized to build a road from Fort Kearney to the Missouri River, at Nebraska City, and that two divisions of the work have been already put under contract.

These important western connections have stimulated the roads east to secure the traffic of the *Great Midland Route* to California, and several enterprises are in contemplation to connect with us *via* Logansport. The parties interested in the Pennsylvania Central, Pan Handle, Steubenville and Indiana, and Columbus and Indianapolis Central roads, have already purchased the chartered privileges of a road between Union and Logansport, in Indiana, and contemplate completing it at once to connect at or near Logansport.

The Atlantic and Great Western Railroad Company, having made a contract with the Great Eastern Railroad Company, for Chicago business over their line, are seriously contemplating, in order to shorten the route to Lake Michigan, to build from Marion on their main line, and strike some point on the Great Eastern road, in the neighborhood of Logansport, and a new company has been organized under the auspices of Gov. Schenck, to build an air line road from Lima to Logansport. All or *any* of the enterprises will aid us materially and hasten the work to Fort Kearney and Denver.

The operating expenses, including Federal and State taxes, insurance, etc., amounted in 1865 to $330,143 22, and in 1864 to $265.212 46—making the net earnings in 1865, $250,189 38, and in 1864, $139,420 41.

The proportion of operating expenses to earnings in 1865, including the above charges, is 56.88 per cent. The gross earnings per mile in 1864, were $3,645 34; in 1865, $5,228 22—showing an increase of 43.39 per cent. Of the total traffic of the road in 1865, 67.79 per cent. was local, and 32.21 per cent. through. Of the passenger traffic 57.97 per cent. was local, and 42.03 per cent. through. Of freight, 74.05 per cent. was local, and 25.95 per cent. through.

There have been used the past year in repairs of track 235 tons re-rolled iron, 3,366 new chairs, 53,500 lbs. of spikes, 186 repaired rails, and 36,031 ties. There was also 1,554 lineal feet of trestle work replaced by pile-bridging. The company will require during the present year 200 tons of new iron, 1,000 tons of re-rolled iron and 40,000 new ties.

The equipment of the road consists of 15 locomotives, 6 passenger, 8 baggage, 4 conductors, 201 box, 12 stock, 63 platform and 1 pile drivers car. In addition to these there are 25 coal cars owned by H. L. Marsh & Co.

The number of miles run by locomotives with passenger trains, was 98,702; with freight trains, 82,125; with construction trains, 14,407, and with switching trains, 29,269—total, 224,563 miles.

The number of miles run by cars during the year, was: passenger, 193,957; baggage, 98,612; freight, 1,106,320—total miles run by cars, 1,398,889.

The number of passengers carried was 120,089, of which 92,224 were local, and 27,865 foreign, yielding $195,836 40. The number of local passengers carried eastward, was 47,738; foreign, do., 11,423—total, 59,161, yielding $92,126 91. The number of local passengers carried westward, was 44,486; foreign, do., 16,442—total, 60,928, yielding $103,209 49. The mileage of local passengers was 2,488,978; foreign, 1,707,140—total mileage, 4 196,118.

GENERAL BALANCE SHEET.

Railway and equipment		$4,878,624 09
Mississippi and Wabash R. R. Co.		10.321 64
Sundry balances due		7,482 12
Post office department		2,462 60
U. S. Government		4,074 25
Bills receivable		1,135 36
Cash in bank		9,250 03
Balances due from agents		3,691 05
Materials in shops		11,968 35
Fuel and materials on the line		8,750 25
Additional assets 1st mort. bonds on hand	$37,000 00	
Less, fractional scrip to be redeemed with b'ds.	3,828 72	
		33,171 28
		$4,970,931 02
Capital stock		$3,104,654 46
First mortgage bonds		1,600.000 00
Balances due other roads		8,324 48
Unpaid operating accounts		36.437 29
" pay rolls		24,331 66
Bills payable		29,331 90
Sinking fund		14,705 34
Fractional scrip outstanding		1,831 51
Income account		151,314 38
		$4,970,93: 02

President.—CHARLES L. FROST.

Directors.—Charles L. Frost, Zeno Secor, James W. Smith, John B. Brown, William H. Cruger, Henry Hill, Edgar P. Bueil, H. B. Ten Eyck and John W. Cherry.

Vice President.—WILLIAM H. CRUGER.

Secretary and Treasurer.—D. W. MCWILLIAMS.

Superintendent.—H. F. CLARK.

Illinois Central Railroad.

The statement of this Company for the month ending April 30, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,504.37 for	$48,004 22
Acres Int. Fund Lands sold	160 00 for	2,173 60
Acres Free Lands sold	443.03 for	6,275 69
Total sales during month of April, 1866	5,107.40 for	$56,453 51
To which add Town Lot Sales		1.255 00
Total of all		$57,708 51
Cash collected in April		$91,191 85

TRAFFIC DEPARTMENT.

Receipts from Passengers		$165,608 33
do. Freight		220 806 00
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		10,000 00
Total Receipts		$406,772 66

Railroad Earnings--Monthly.

The Earnings of the Louisville and Frankfort and Lexington and Frankfort Railroads in March, 1866, were $42,648 67; and the expenses, $29,923 14—leaving a balance of $12,725 53.

The earnings of the European and North American Railway for the month ending May 30, 1866, were $10,979 42
Corresponding month of previous year 9,287 93
Increase $1,691 49

Western Maryland Railroad.

On the 3d inst, Mayor Chapman, of Baltimore, Col. W. W. Taylor, Engineer-in-Chief of the Western Maryland Railroad, J. S. Gitt, Esq., Assistant Engineer, and several prominent citizens of Baltimore and residents along the line of the road, arrived at Hagerstown, having followed the line of the contemplated extension of the road from Union Bridge, examining the whole route, and the different contemplated lines over and through the mountain, and having been several days on their journey. The route over the mountain is not yet definitely fixed on, and they left behind them an engineer to run other levels, so as to endeavor to reduce the grades on the west side of the mountain, this being most important, as it is contemplated that at no distant day this will become one of the great coal roads of the country, and it is advisable to have as easy grades as possible in the direction of the heavy transportation.

On the 4th, the party proceeded to Williamsport, with the view of examining the ground between Hagerstown and that place, as it is contemplated to continue the road in that direction at an early day. The road will cross the Conococheague near Williamsport, and immediately west of the town is a meadow at or below the level of the canal, affording ample space for an extensive basin, where any amount of coal can be unloaded and transhipped to board the cars, the track running immediately north of the basin.

We understand it is contemplated to make Williamsport a coal depot, or transhipping point, until the road is extended into the heart of the coal regions. The canal from Cumberland to Williamsport is rarely injured by freshets, as is the case between Williamsport and Georgetown, and a regular supply of coal can always be secured at the Williamsport depot.

It is the intention of the Chief Engineer to proceed immediately to locate the road from Hagerstown to Chewsville, Cavetown, Smithsburg, &c., preparatory to putting it under contract at an early day.

Union Pacific Railway.

In accordance with the contract recently made between this company and "The American Bureau of Mines," Prof. Thomas Egleston, Jr., of the Board of Exports, has been detailed to superintend the proposed reconnoisance of the first hundred miles of the company's route, over which the road is now completed. Professor Egleston left this city on Tuesday with an able corps of assistants, and will enter at once upon the work. The wisdom and foresight of the company in taking this early step to obtain and lay before the public authentic and thorough information as to the value of its lands for agriculture, mining and other purposes, will, it is claimed, be abundantly proved by the results of this examination. It is believed that the field-notes of Professor Egleston and the report of the distinguished board of which he is a member, will command universal confidence, and form an interesting contribution to science.

☞ The bridge constructed by the Western Pennsylvania Railroad Company across the Allegheny river above Freeport, has been completed. We understand that it is the intention to have the road in complete running order by the 1st of August next.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ---Ca.	200,000	5	----	10c
Acton Vale---Ca	50,000	5	----	5c
Adventure ---L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	14
Algomah--- "	20,000	----	2	25c
Alliance---Ca.	200,000	2½	----	----
Allouez---L. S.	20,000	----	1	1½
American ---Ca.	200,000	2½	----	5½
Amygdaloid ---L. S.	20,000	----	----	25
Annapolis---Md.	50,000	10	----	----
Arizona---Ariz. T.	10,000	100	----	----
Ascot ---Ca.	20,000	20	----	----
Astor ---L. S.	20,000	----	1	6¼
Atlas "	20,000	----	1	2½
Aztec "	20,000	----	1	3
Balt. and N. C ---N. C	2-,000	5	----	25c
Bare Hill "	20,000	----	----	80c
Bay State---L. S.	20,000	----	3½	12⅞
Beaver "	20,000	----	1	----
Bedford ---Ca.	125,000	5	----	50c
Black River "	200,000	2½	----	10c
Bohemian---L. S.	20,000	----	7½	12
Bolton ---Ca.	20,000	5	----	1
Boston ---L. S.	20,000	----	5•	1c
B. and Corinth ---Vt.	20,000	10	----	----
Brooklyn---L. S.	20,000	----	2	----
Brome ---Ca.	100,000	5	----	2
Cabot ---L. S.	20,000	----	----	----
Caledonia "	20,000	----	----	6
Cambridge---"	20,000	----	5	15c
Canada ---Vt.	100,000	4	90c	75c
Carp Lake---L. S.	20,000	----	----	1½
Cascade "	20,000	----	----	----
Central "	20,000	----	----	41
Champlain ---Ca.	200,000	1½	----	15c
Chatham "	200,000	2	----	----
Chaudiere "	200,000	1	----	50c
Chester---"	200,000	1	----	12c
Cheticamp---"	30,000	5	----	1½
Chippewa---L. S.	20,000	----	----	----
Cleveland---Ca	100,000	5	----	----
Cliff---L.	20,000	----	----	----
Clifton---"	20,000	----	----	1
Collin---"	20,000	----	----	----
Columbian---"	20,000	----	4½	10½
Consolidated---"	20,000	----	5	5c
Copper Falls ---"	20,000	----	24½	42½
Copper Harbor---"	20,000	----	1	1½
Copper Hill---"	200,000	1	----	15½
Copperas Hill---"	50,000	10	----	----
Cornwall ---Vt.	100,000	2	----	25c
Dacotah---L. S	20,000	----	----	5
Dana "	20,000	----	3½	2
Deep River---N. C.	----	5	----	15c
Delaware ---L. S.	20,000	----	----	10
Derby "	20,000	----	----	1½
Devon "	20,000	----	1	4½
Dorchester "	20,000	----	6	7
Douglas "	20,000	----	----	----
Dover ---Ca.	200,000	----	1	3½
Dudley ---L. S.	20,000	----	½	87½c
Dunham---Ca.	200,000	2	----	25c
Durham "	200,000	5	----	25c
Eagle River---L. S.	20,000	----	3½	1½
El Dorado (Silver) "	20,000	----	----	----
Escot ---Ca.	25,000	20	----	4
Essex "	200,000	----	----	20c
Etna---L. S.	20,000	----	----	4½
Eureka---"	20,000	----	----	----
Everett ---"	20,000	----	5•	----
Evergreen Bluff---"	20,000	----	----	12
Flint Steel---"	20,000	----	----	13
Forest City---"	20,000	----	3	1
Forest Shepherd "	20,000	----	6	11c
Franklin---L. S.	40,000	25	6½	44
French Creek---Pa.	100,000	5	----	30c
Gardner City ---L. S.	20,000	----	----	----
Gardner Hill ---"	20,000	----	5	80c
Girard "	20,000	----	----	6
Glade "	20,000	----	1	----
Glencoe---Ca.	200,000	1	----	10c
Globe---L. S.	20,000	----	1	----
Grand Portage ---"	20,000	----	1	40
Grand Trunk---Ca.	100,000	5	----	69c
Great Western---L. S.	20,000	----	2	75c
Green Mountain---Vt.	20,000	10	----	4½
Guilford ---L. S.	20,000	----	5	40c
Hamilton "	20,000	----	----	1
Hancock ---"	20,000	----	6½	19½
Hanover "	20,000	----	½	1½
Hartford "	20,000	25	12½	----
Hazzard "	20,000	----	----	----
Highland "	20,000	----	7	3½
Hilton "	20,000	----	----	1½
Hope "	20,000	----	½	1¼
Hudson "	20,000	----	----	2
Hulbert "	20,000	----	----	3½
Humboldt---"	20,000	----	2	7½
Hungarian---"	20,000	----	1	50c
Huron "	20,000	----	16	41
Indiana---"	20,000	----	----	6
Inverness---"	200,000	2½	----	----
Isle Haute---"	40,000	----	----	----
Isle Royale---L. S.	20,000	5	16	12

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ---L. S.	20,000	----	----	----
Keweenaw---"	20,000	----	----	4
Kickapoo---"	20,000	----	1	----
King Phillip ---"	20,000	----	2	6
Knowlton ---"	20,000	----	1	100
Lafayette---Ca.	200,000	1	----	1½
Lake "	200,000	1	----	14c
Lawrence ---L. S.	20,000	----	----	----
Lennoxville ---Ca.	100,000	5	----	50c
Logan "	100,000	3	----	2½
Lyster "	200,000	2	----	----
Madison---L. S.	20,000	----	----	1½
Malden "	20,000	----	1	----
Mandan "	20,000	----	2½	45c
Manhattan "	20,000	----	2½	1½
Marquette "	20,000	----	----	3½
Maryland ---Md.	----	5	----	15c
Mass ---L. S.	20,000	----	----	----
Massachusetts---"	20,000	----	----	----
Mendota---"	20,000	----	----	4
Merrimac ---"	20,000	----	----	4
Meteor ---"	20,000	----	----	----
Mesnard ---"	20,000	----	5½	----
Michigan---"	20,000	----	----	----
Middlesex---"	20,000	----	----	----
Mineral Hill---"	----	----	----	70c
Minnesota---L. S.	20,000	----	3½	11½
Missisquoi---Ca.	150,000	2	----	1½
Montezuma ---N. Mex.	300,000	5	----	----
Morrison---L. S.	20,000	----	----	----
Nashua---"	20,000	----	----	----
National---"	20,000	----	5½	21
Native---"	20,000	----	3	1c
Naumkeag ---"	20,000	----	1	2
Nelson---Ca.	200,000	1	----	10c
Nequaket ---L. S.	20,000	----	1	2
Nevada (Silver)---"	20,000	----	----	----
New England ---"	20,000	----	2	----
Newton ---Ca.	200,000	1	----	½
New York ---L. S.	20,000	----	----	----
N. Y. & Passaic---N. J.	100,000	5	----	1
North Cliff ---L. S.	20,000	----	4	----
North Silver Lake "	20,000	----	----	----
North State ---"	20,000	----	3	----
North Sutton---Ca.	100,000	5	----	10
North Western---L. S.	20,000	----	7½	4½
Norwich ---"	20,000	----	----	4
Ogima ---"	20,000	----	----	5½
Ontonagon ---"	20,000	----	----	2
Ottawa ---Ca.	200,000	1	----	23c
Pacific ---L. S.	20,000	----	----	----
Pennsylvania ---"	20,000	25	2½	14½
Petherick ---"	20,000	----	2½	6½
Pewabic ---"	20,000	----	3½	37½
Phila. & Boston---"	20,000	----	15	2
Phœnix ---"	20,000	----	----	14
Pittsburg & Boston "	20,000	----	5½	47
Pontiac ---"	20,000	----	3½	1
Prince of Wales ---Ca.	200,000	----	----	----
Providence---L. S.	20,000	----	----	½
Quincy ---"	20,000	----	10	49½
Reid Hill ---Ca.	200,000	1	----	----
Reliance ---L. S.	20,000	----	----	7½
Richford ---"	60,000	5	----	----
Ridge ---L. S.	20,000	----	----	----
Rockland ---"	20,000	----	5	4½
Roscoe ---Ca.	200,000	1	----	----
Rudisell ---"	----	----	----	50c
St. Clair---L. S.	20,000	----	3	2½
St. Flavien ---Ca.	100,000	5	----	----
St. Francis ---"	100,000	5	----	----
St. Mary's (L. & M.)---L. S.	20,000	----	8½	87½c
Salem---"	20,000	----	1	----
Sharon Consol ---"	20,000	----	----	3
Sheldon ---"	20,000	----	----	16
Silver Creek ---"	20,000	----	1	----
Silver Hill ---"	20,000	----	----	30c
Silver Lake ---"	20,000	----	----	----
Silver Valley---"	20,000	----	----	10c
Southampton---Ca.	100,000	5	----	----
South Bedford ---"	200,000	2	----	20c
South Side---L. S.	20,000	----	3	2½
Springfield---Md.	----	----	----	50c
Stadecona ---Ca.	100,000	5	----	----
Star ---L. S.	20,000	----	7½	1½
Stark ---Vt.	100,000	2	----	----
Strafford---"	30,000	10	----	50c
Superior ---L. S.	20,000	----	4	----
Sussex ---"	20,000	----	----	----
Sutton---Ca.	100,000	5	----	55c
Toltec---L. S.	20,000	----	20	1
Tremont ---"	20,000	----	5•	1½
Union (L. & M.)---"	20,000	----	----	----
Vernon ---"	25,000	10	----	----
Victoria ---L. S.	20,000	----	1½	----
Vulcan ---"	20,000	----	----	----
Washington---"	20,000	----	----	----
Waterloo---Ca.	100,000	3	4•	15c
Waukegan ---L. S.	20,000	----	----	----
West Minnesota---"	20,000	----	2½	2½
Wickham ---Ca.	200,000	5	----	20c
Wickopee---"	100,000	5	5½	----
Winthrop ---L. S.	20,000	----	8½	1½
Wyandotte---"	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake---N. Y.	50,000	50	----	½
East River---"	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood---"	20,000	5	----	----
Kahtadin---Me.	3,000	100	----	----
Lake Superior---L. S.	20,000	25	----	----
Massachusetts---"	25,000	1	----	----
Mount Pleasant---Pa.	10,000	50	----	----
Teal Lake---L. S.	----	----	----	2
Tyson---"	20,000	10	----	3
LEAD AND ZINC:				
Amenia---N. Y.	100,000	5	----	8½
Bucks County---Pa.	----	----	----	½
Canada---Ca.	50,000	5	----	2½
Clute---"	----	----	----	½
Crystal Lake---"	----	----	----	----
Erie---"	----	----	----	21
Gay's River---"	100,000	2	----	----
Hampton---"	100,000	5	----	----
Keystone---Pa.	----	----	----	1
Lancaster---"	----	----	----	----
Macomb---N. Y.	100,000	5	----	45c
Mineral Point---"	100,000	5	----	¼
Mount Hope---N. Y.	80,000	5	2½	----
National---"	200,000	1	----	----
New Jersey---N. J.	12,000	100	----	110
N. Y. & Boston---N. Y.	100,000	5	----	2½
Oswegatchie---Ca.	100,000	5	----	1
Placentia Bay---N. F.	----	----	----	½
Ramsay---Ca.	20,000	25	----	----
Rossie---"	100,000	5	----	----
Shawangunk---N. Y.	100,000	5	----	21
Sussex---N. J.	----	----	----	1c
Union---"	100,000	5	----	2
Wallkill---N. Y.	----	----	----	10c
COAL & ANTHRACITE:				2
American---Pa.	37,500	25	----	64
Ashburton---"	50,000	50	----	50c
Atlantic & G. C. ---Md.	----	----	----	8c
Baltimore---"	----	100	----	½
Bear Valley---"	40,000	12½	----	14
Beaver Meadow---Pa.	100,000	50	----	1
Belmont---"	10,000	50	----	----
Big Mountain---Pa.	----	----	----	10c
Blackball---N. S.	8,000	25	----	1
Boston & Pictou---"	100,000	5	----	4½
Bridgeport---Pa.	30,000	10	----	4
Broad Mountain---"	80,000	10	----	5½
Butler---"	----	----	----	2
Cape Briton---N. S.	200,000	2½	----	23c
Carbondale---Pa.	----	----	----	----
Central---"	----	----	----	14½
Clinton---"	----	----	----	6½
Coal Brook---"	4,000	50	----	37½
Continental---"	10,000	50	----	2
Cumberland (pref.)---Md.	50,000	100	----	14
Daniel Webster---"	5,000	100	----	47
East Mahanoy---Pa.	----	----	----	1
Everhart---"	20,000	25	----	----
Franklin---Pa.	5,000	100	----	½
Fulton---"	60,000	5	----	49½
Gilbertson---"	5,000	100	----	----
George's Creek---Pa.	10,000	----	----	7½
Grand Tunnel---"	4,000	100	----	----
Green Mountain---Pa.	----	----	----	----
Hampton & Balt.---Md.	----	----	----	4½
Hazleton---Pa.	32,300	50	----	----
Henry Clay---"	3,000	100	----	50c
International---N. S.	20,000	50	----	2½
Lawrence---Pa.	2,000	100	----	----
Locust Mountain---"	----	----	----	----
Lorberry---"	4,000	100	----	87½c
Macan---"	2,000	100	----	----
Mahanoy---"	1,000	20	----	6½
Metropolitan---"	----	100	----	----
Middle Coal Fields---"	----	----	----	6½
Milford---"	2,500	50	----	----
Mill Creek---Pa.	----	----	----	----
Mulgrave---"	2,000	----	----	----
Narraganett---R. I.	8,000	10	----	----
New Creek---Pa.	----	----	----	½
North. & Luzerne---"	----	----	----	----
Penn---"	100,000	50	----	145
Penn. Cannel---"	6,000	50	----	40½
Pieton---"	4,000	100	----	----
Pine Knot---Pa.	4,000	50	----	----
Port Hood---"	4,000	100	----	49½
Potomac---Md.	40,000	10	----	5½
Powell---Pa.	----	----	----	----
Preston---"	----	----	----	15
Princess Alex---N. S.	5,000	100	----	----
Ridgeway---"	----	----	----	----
St. Clair---Pa.	5,000	100	----	9
Schuylkill Valley---"	20,000	10	----	12
Shawmut---"	6,000	50	----	----
Short Mountain---Pa.	16,000	50	----	28
Stafford---"	----	----	----	----
Suffolk---"	4,000	100	----	93
Sugar Loaf---Pa.	----	----	----	----
Summit---"	40,000	20	----	----
Susq. Coal & C. Mt.---"	----	----	----	4½
Tamaqua---"	----	----	----	----
Vandermark---"	20,000	50	----	----
Wyoming Valley---Pa.	22,760	50	----	39½

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.)---Col.	50,000	10	----	----
Acadia (G.)---N. S.	100,000	3	----	----
Albion (G.)---"	100,000	3	----	----
Alpine (G.)---Col.	150,000	10	----	----
Alps (G.)---"	100,000	5	----	----
American---"	200,000	2	----	----
Am. & Mex. (S.)---N. M.	----	----	----	----
Am. Pioneer---A. T.	----	----	----	----
Arizona (Silver)---"	----	----	----	----
Atlantic (G.)---N. S.	100,000	2	----	----
At. & Pac. (G. & S.)---Nev.	50,000	10	----	----
Bay State (G.)---Col.	200,000	5	----	----
Beacon (G.)---N. S.	200,000	2	----	----
Benton (G.)---Col.	100,000	5	----	----
Black Hawk (G.)---"	50,000	100	----	----
Boston (G.)---"	10,000	50	----	----
Briggs (G.)---"	10,000	100	----	----
Bullion (G.)---"	200,000	25	----	----
Burroughs (G.)---"	100,000	10	----	----
Canadian (G.)---Ca.	200,000	2	----	----
Central (G.)---Col.	50,000	20	----	45c
Chaudiere (G.)---Ca.	100,000	5	----	¼
Chebucto---N. S.	100,000	5	----	----
Colonial (G.)---Ca.	100,000	2½	----	----
Colorado (G.)---Col.	50,000	10	----	----
Consol. Greg'y (G.)---Col.	50,000	100	----	11½
Copalinshe (G.)---"	200,000	20	----	----
Corisannie (G.)---"	100,000	10	----	----
Corydon (G.)---"	100,000	25	----	----
Day & Bushnell (G.)---C.	300,000	10	----	----
Denver (G.)---Ca.	50,000	20	12½	----
Dorset (G.)---"	170,000	5	----	----
El Dorado (G.)---Nev.	100,000	5	----	----
Empire (S.)---"	----	----	----	25c
Empress (S.)---"	----	----	----	----
Eureka (G.)---Cal.	----	----	----	----
Excelsior (G.)---Col.	30,000	10	----	64
Frankfort (G.)---"	100,000	2	----	16½
Garrison's (G.)---Col.	100,000	5	----	100c
Gilbert River (G.)---Ca.	100,000	5	----	2
Gilpin (G.)---Col.	100,000	5	----	14
Gold---"	100,000	5	----	----
Gold Field---"	50,000	10	----	4½
Gold Hill---"	50,000	10	----	5½
Gold River---"	100,000	3	----	----
Gould & Curry (G. & S.)---N.	----	----	----	----
Gunnell (G.)---Col.	300 000	10	----	----
Halifax (G.)---N. S.	200,000	2	----	15
Holman (G.)---Col.	150,000	2	----	----
Hope (G.)---"	80,000	25	10	3
Isaac's Harbor (G.)---N. S.	100,000	5	----	42
Isabella (G.)---Col.	----	----	----	1
Kennebec (G.)---Ca.	100,000	5	----	----
Kent (G.)---N. S.	200,000	1	----	73½
Lake (G.)---Col.	----	----	----	47½
Lake Major---N. S.	12,000	50	----	----
Libertad (G. & S.)---Mex.	----	----	----	----
Manhattan (G.)---Col.	100,000	10	----	----
Mariposa (G.)---Cal.	100,000	100	----	12
Massachusetts (G.)---Ca.	500,0 0	5	----	----
Mex. Pac. (G. & S.)---Mex.	100,000	100	----	----
Montague (G.)---N. S.	50,000	10	----	----
Montana (G.)---Col.	100,000	5	½	50
Montezuma (G. & S.)---N.	100,000	5	----	4
Mt. Alpine (G.)---Col.	250,000	5	----	91
Mt. Vista (G. & S.)---Nev.	50,000	10	----	56
New England (G.)---Col.	50,000	5	----	----
New Gregory (G.)---"	50.000	10	----	----
New York (S.)---"	100,000	10	----	6½
N. Y. & N. S. (G.)---N. S.	100,000	5	----	46
Nova Scotia (S.)---"	100,000	2	----	11
Oldham (G.)---"	100,000	2	----	----
Otate (S.)---Mex.	----	----	----	6½
Palma (S.)---"	----	----	----	----
Peck (G.)---N. S.	100,000	5	----	----
Peninsular (S.)---L. Cal.	----	----	----	----
Picacho (S.)---A. T.	50,000	50	----	----
Pontiac (G.)---Col.	50,000	20	----	----
Prince Albert (G.)---Ca.	100,000	2	----	----
Quartz Hill (G.)---Col	40,000	25	----	5½
Quicksilver---Cal.	100,000	100	----	50c
Renfrew (G.)---Ca.	120,000	2½	----	----
Riviere du Loup (G.)---"	20,000	10	----	----
Rocky Mt. (G.)---Col.	----	----	----	2
Sacramento (S.)---Nev.	----	----	----	----
San Antonio (S.)---A. T.	60,000	50	----	----
Santa Clara (Q.)---Cal.	----	----	----	----
Santa Rita---Ariz. T.	----	----	----	----
Scottie (S.)---Ariz. T.	----	----	----	----
Sherbrooke (G.)---N. S.	100,000	10	----	----
Sierra Nevada (G.)---Col.	----	----	----	----
Silver Hill (S.)---Nev.	----	----	----	----
Sonora (S.)---Ariz. T.	----	----	----	----
Southam (G.)---N. S.	100,000	5	----	----
Stafford (G.)---Ca.	100,000	5	----	----
Star (G.)---Col.	100,000	25	----	----
Stewart (G.)---Ca.	100,000	5	4	8½
Smith & Parm. (G.)---Col	125,000	20	20	10½
Tascher (G.)---"	50,000	10	----	----
Victoria (G.)---"	100,000	2	----	----
Waverly (G.)---"	50,008	10	----	----
Windsor (G.)---Col.	100,000	10	----	----
United States (G.)---"	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	27
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	—	6,660	(Metropoll'n)	6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	—	3,590	11,062	766	—	—
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	29,927	12,197	8	....	67½
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25g
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	—	(Middlesex)	—	50	25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	50½
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	43
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	—	(Middlesex)	5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	—	(Middlesex)	—	....	—
30 Nov. '64	6.00	—	70	—	..	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	68	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,900	—	—	—	(Leased)	6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27.500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.38	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	15,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44.000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,877	3,666	9	100	130
30 Sep. '64	56.18	1.00	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	—	28	Brooklyn City and Newtown	531,784	386,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	— —	12.000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	— —	— —	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,003	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	— —	— —	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
Sep.	'64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	— —	— —	—	—	— —	— —	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'b	— —	— —	—	—	— —	— —	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,650	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	— —	— —	—	—	— —	— —	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	— —	— —	—	—	— —	— —	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	— —	— —	—	—	— —	— —	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	— —	— —	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10.000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,715	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	— —	— —	—	—	— —	— —	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	8	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	— —	— —	—	—	— —	— —	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	57
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	84,877	10	50	—
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	—
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	— —	— —	—	—	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	32
30 Nov. '65	19.00	—	250	44	0	Germantown	386,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	150,000	—	—	122,866	36,832	4	50	26½
31 Oct. '65	2.09	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	— —	— —	183,600	75,131	158,813	59,179	—	50	20
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'burg & E. L.)	— —	— —	—	—	— —	— —	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17.000	—	36,781	6,494	5	20	—
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,035	120,000	63,300	—	41,737	6,903	—	50	12½
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	293,757	137,500	—	437,562	158,880	10	50	85
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,897	15,000	10,000	84,900	20,545	4½	25	39½
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	53
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	— —	— —	—	—	143,038	38,435	5	50	20½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	35½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	356,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	— —	15,150	—	622	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,857	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.68	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var	....
Broadway & 7th Avenue 1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	69
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm 1st Mortgage	88,000	7	J. & J	.....	....
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71–72	88
Malden and Melrose: 1st Mortgage guarantied	73,100	6	.....	1869	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex: 1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	67,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1861	....
" O. & Newark	100,000	7	J. & J.	1850	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1869	....
Utica City: 1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, May 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan & July.	1867	122
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	116
" " " ..... coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---		Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	----
" " " ..... coupon		5	" "	1874	96
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	99
" " " ..... coupon		5	" "	1871	----
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	----
" " " " ..... coupon		6	July.	1881	----
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109½
" " " ..... coupon		6	" "	1881	108¾
Loan of July 17, & Aug. 5, 1861 ..... registered	262,313,150	6	" "	1881	108¾
" " " " ..... coupon		6	" "	1881	108¾
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,000	6	May & Nov.	1882	----
" " " (5-20s) ..... coupon		6	" "	1882	101¾
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	102
Loan of March 3, 1865 (5-20s) ..... registered	71,003,500	6	May & Nov.	1885	102
" " " (5-20s) ..... coupon		6	" "	1885	102
Loan of March 3, 1864, (10-40s) ..... registered	171,219,100	5	Mar. & Sept.	1904	95¼
" " " " ..... coupon		5	" "	1904	96
Pacific R. R. Bonds of (currency) registered	4,634,000	6	Jan. & July.	'95-'96	----
" " " (") ..... coupon		6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---		Due.	----
" June 20, '64 & Mar. 3, '65 1st series	816,512,650	7.3	Feb. & Aug.	1867	102¾
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	102¾
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	102¾
Debt Certificates	62,620,000	6	At maturity.	1 year	100
One & Two Year Legal Tender Notes	6,036,900	6	----------	1 & 2 y	----
Compound Interest Notes of 1864	167,012,141	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	131,497,854	---	" "	10 d'y	----
United States Notes (greenbacks)	415,164,318	---	----------	-----	----
Fractional currency	28,192,017	---	----------	-----	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds	-----	---	----------	-----	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July	'73-'80	----
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan & July	'72-'90	96
" — " " (free.) .... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" — " " ..... "	2,271,750	6	" "	'68-'86	----
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	----
" — " ..... registered	1,758,400	6	" "	1870	----
" —State Bonds of 1859 ..... coupon	721.198	6	" "	1860	----
" — " " 1859 ..... "	436,000	6	" "	1862	----
" — " " 1859 ..... "	229 372	6	" "	1865	----
" — " " 1859 ..... "	2,371,725	6	" "	1870	----
" — " ..... "	1,778,877	6	" "	1877	----
" — " ..... "	241,000	6	" "	1879	----
" — " War Loan ..... "	1,157,700	6	" "	1879	----
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	----
" — " ..... "	2,068,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	----
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	----
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	----
" —Fu de ' Coupons ..... "	-----	6	----------	-----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96½
" —War Loan Bonds ..... coupon	4,300,000	6	Jan. & July.	1883	96½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	----
" " — " ..... "	1 727,000	6	"	1870	----
" " — " ..... coupon	3,192,763	6	"	1890	----
" " — " ..... inscribed		6	"	1890	----
" " — " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	----
" — " "	244,000	5	Jan. & July.	'70-'74	----
" — " "	375,000	5	April & Oct.	'72-'74	97
" — " "	220,000	5	May & Nov.	1880	----
" — " War Loan	6,429,000	5	" "	1894	94¼
" — " Scrip	297,000	6	June & Dec.	'68-'77	107½
" — " "	150,000	6	April & Oct.	1868	----
" — " "	1,024,000	6	Jan. & July.	'71-'75	----
" — " "	2,030,000	6	" "	'76-'78	----
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " "	1,750,000	6	" "	'73-'88	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	----
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	345,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	----
" —Railroad Bonds ..... "	2,275,000	7	" "	1893	75
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	----
" — " " (H. & St. R R.)	3,000,000	6	" "	'72-'85	76
" — " " (Pac. R. R.) ...	7,000.000	6	" "	'72-'87	----
" —New Sinking Fund Bonds	-----	7	" "	1896	95
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	----
" —War Fund Bonds ..coupon	1,650 000	6	" "	'83-'85	----
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95.000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	731,000	6	" "	'71-'72	----
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	"	1870	103¾
" — " " ..... general fund	1,189,780	6	"	pleas.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " " ..... general fund	500,000	6	"	1868	----
" — " " ..... canal fund	3,050,000	6	"	1871	----
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98½
" — " " ..... "	2,250,000	6	"	1874	----
" — " " ..... "	500,000	6	"	1875	----
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	----
" — " " ..... "	909.607	5	"	pleas.	----
" — " " ..... canal fund	192 585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	87½
" — " " ..... general fund	900,000	5	"	1875	----
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	84½
" — " " (new) ..... "	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds ..... coupon	1,009,500	5	Jan. & July.	1865	----
" — " " ..... "	562,268	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	----
" — " " ..... "	1,600,000	6	" "	1875	----
" — " " ..... "	4,095,307	6	" "	1881	----
" — " " ..... "	2,400,000	6	" "	1886	----
" —Domestic Bonds	679,213	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90
" — " " ..... coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State War Bonds ..... "	3,389,000	5	Jan. & July.	'71-'94	91½
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" —Funded Interest (new) ..... "	-----	6	----------	-----	73
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct.	'76-'90	----
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	88
" —Railroad Loans ..... "	14,046,000	6	" "	long.	90½
" —Funded Interest ..... "	-----	---	----------	1892	----
Vermont—State Bonds	175,000	6	Various.	'67-'88	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	----
" — " ..... coupon	11,108,000	6	" "	'86-'95	----
" " (sterling) ..... "	1,886,000	5	" "	1872	----
" —Funded Interest ..... registered	-----	6	" "	'76-'96	----
" — " ..... coupon	-----	6	" "	'76-'96	----
West Virginia—State Bond ..... coupon	-----	6	----------	-----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... certificates	641,800	6	Jan. & July.	'77-'88	----
" — " (") ..... certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" " "		6	"	1870	----
" — "	19,024,523	6	Jan. & July.	1878	97½
" — "		6	May & Nov.	1875	----
" — "		6	Jan. & July.	1886	100
" — " ..... coupon		6	quarterly.	1890	----
Boston—Municipal Scrip	583,205	6	"	1890	----
" — "		4	April & Oct.	'78-'79	----
" — "		5	Various.	'66-'70	----
" — "	7,846,026	5	"	'71-'75	----
" — "		5	"	'76-'80	95½
" — "		5	"	'81-'86	----
" —Water Loan	668 000	6	"	'87-'76	----
" — " (sterling)	305,000	5	May & Nov.	'70-'71	----
Brooklyn—Municipal Bonds ..... coupon	1,949,711	4½	Jan. & July.	'77-'78	----
" —Public Park Loan ..... "	3,036,200	6	" "	'72-'73	----
" —Improvement Loans ..... "		6	Jan. & July.	'66-'71	89
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	----
Chicago—Municipal Bonds (old)	371,000	6	" "	'66-'95	----
" " " (new)	956,000	7	Various	'87-'81	----
" —Water Loan ..... coupon	1,464,000	6	Jan. & July.	1876	----
" —Sewerage Loan ..... "	1,184,000	6	" "	1888	----
Jersey City—Water Loan ..... coupon	650,000	7	" "	'79-'87	----
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	7	Jan. & July.	'79-'81	----
New York City—Municipal Stock	3,478,900	4	June & Dec.	1894	----
" " "	4,714,000	6	F., M., A. & N.	'73-'75	----
" " "	1,800,000	6	" "	'76-'78	----
" " "	5,149,271	6	" "	1883	----
" " "	275,000	6	" "	1887	----
" " —Fire Indemnity Stock	402,768	6	" "	1898	----
" " —Municipal Stock	150,000	5	Feb. & Aug.	1868	----
" " "	3,125,200	5	F., M., A. & O.	'67-'69	----
" " "	319,000	5	" "	1870	----
" " "	1,000,000	5	" "	1873	----
" " "	334,700	5	" "	1874	----
" " "	2,016,000	5	" "	1875	----
" " "	2,375,000	5	" "	1876	----
" " "	900,000	5	" "	79-'80	----
" " "	674,300	5	" "	1890	----
Philadelphia—City Bonds (old)	552,700	5	" "	1898	----
" " " (new)	739,242	5	Jan. & July.	'67-'81	95½
" " " (old)	2,232,800	5	" "	'67-'82	98½
" " " (new)	7,898,717	6	" "	'66-'93	----
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	" "	'66-'99	----
" —Railroad Bonds	1,800,000	5	Jan. & July.	Var.	96½
Portland—Municipal Bonds	985,326	6	" "	1913	----
" —Railroad Bonds ..... coupon	1,500 000	6	Various.	'66-'83	----
Sacramento City—Municipal Bonds	1,496,100	6	April & Oct.	'68-'71	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'68-'89	----
" —Water Loan ..... "	484,000	6	Jan. & July.	'66-'90	----
" —Sewerage Loan ..... "	425,000	6	" "	'71-'83	----
" —Railroad Loans ..... "	1,161,000	6	" "	'79-'88	----
San Francisco—City Bonds ..... coupon	1,352,600	6	" "	'71-'77	----
" —City and County B'ds. "	1,133,500	10	May & Nov.	1871	----
" — " " "	2,200,000	6	Jan. & July.	1875	----
		6	" "	1888	----
		6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,586	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	585,523	738,527	677,625	719,911	751,270	599,762	6,938,611
1866	504,991	408,864	388,480	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	76,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,527	123,319	118,753	1,261,050
1862	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,886	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	180,272	3,222,692
1866	237,555	174,164	226,251	197,886	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,368	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,621	767,598	946,707	921,886	749,191	546,659	7,958,980
1866	523,566	405,634	523,744	518,736	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,234	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	50,208	50,198	51,485	61.787	51,386	60,895	528 364
1864	47,393	56,565	67,822	61,912	59,182	68,178	53,518	88.458	87,037	97,876	94,543	76,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	104,801	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719.354	734.106	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885.136	902,906	965,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965.294	1,024.649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,163,295	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	242,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,891	697,141	663,402	6,329,447
1865	671,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37.271	56.687	46,452	81,329	55.257	48,544	512.218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52.864	77,112	83.059	76.764	68,863	710.225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93.546	96.908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,526	104,608	115,184	125,252	116,495	116.146	106,767	1,224,059
1866	90,071	84,318	82,910	82,722	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	48,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,642	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,713
1866	121,776	84,897	72,135	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231.265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,823
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4.120.153
1865	363,996	366,361	413 974	365,180	351,489	337,095	301,613	418,575	486,808	524,760	495.072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	------	------	------	------	------	------	------	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2.124.314
1862	230,159	159.658	161,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	238,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3.168.065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,769	4,504,549
1866	282,438	265,796	337,158	343,737	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,998	83,202	131,448	128,970	99,662	86,482	164.710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,747	171,125	2,535,091
1866	131,707	122,621	124,175	121,904	------	------	------	------	------	------	------	------	------
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	968,228	1,002,768	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	967,869	613,391	965,659	1,346,734	1,255,521	1,182,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	263,443	224,957	223,242	268,176	302,596	332.400	278,006	346.242	275,960	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	514,618	412,553	284,319	3.793,005
1866	267,541	248,109	326,236	277,424	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234.456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,874	283,996	254,255	388,725	414,707	448.994	463,873	466,557	454,826	4,088,832
1863	235,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815.902	746,955	526,009	6.324.083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	295,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	457,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	582,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129.466
1865	590,144	678,504	857,583	733,866	637,186	646,905	594,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234.194	204,785	202,966	204,726	2,084.074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,737	207,098	162,694	2,240,503
1866	178,119	155,893	192,138	167,300	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	98,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	170,595	161,052	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	243,840	221,570	220,209	265,164	2,050,322
1865	144,084	139,171	155,758	144,001	138,733	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,745	61,770	37,830	689,383
1866	45,102	36,006	39,301	43,332	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	12,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	93½
" " " 1850.	676,000	6	Jan. & July.	"	1880	95
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	94½
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	97
"	200,000	6			1879	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	97
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85
" " $1,700,000	1,700,000	6	"	"	1883	85
" " $2,500,000	867,000	6	"	"	1889	89
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1863	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	96
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	87

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	86
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	87
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	78
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	83
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Connecticut and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	105
3d Mortgage	642,000					
Toledo depot bonds	164,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		10
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	93
2d Mortgage	2,516,500		March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	50
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	1st Div'n.	300,000	7	Jan. & July.	New York.	1893
Construction bonds,	2d Div'n.	666,000				
Eastern (Mass.):						
2d Mortgage (convertible)		420,000	5	Jan. & July.	London.	1872
3d Mortgage (convertible)		739,200	6	Feb. & Aug.	Boston.	1874
1st M. (State) $75,000 a y'r after '64		425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71
Essex Railroad Bonds		214,400	6			1876
East Tennessee and Georgia:						
State, 1st Mortgage		970,000				
Endorsed by State of Tennessee		150,000				
Mortgage (ordinary)		790,688				
East Tennessee and Virginia:						
State, 1st Lien		1,602,000				
Endorsed by State of Tennessee		200,000				
1st Mortgage (after State)		100,000				
Redeemable in Stock		66,95[illegible]				
Eaton and Hamilton:						
1st Mortgage		757,734	†		var.	
Erie and North-East:						
Exchanged for Buff. and St. L.		149,000	7	Jan. & July.	New York.	61–'76
Evansville and Crawfordsville:						
Mortgage Bonds		1,090,000	7			1861
Mortgage Bonds		150,000	7			1881
Florida:—						
Internal Improvement (State)		1,655,000	7			1891
Free Land, 2d Mortgage		1,500,000	8			1891

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund; "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	78
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103½
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1372	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,900,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	" "	" "	1870	90
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	79½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	106½
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	106
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	92
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	94½
2d General Mortgage	2,253,500	7	" "	" "	1877	85
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug	New York.	1893	87
2d Mortgage	1,500,000	7	April & Oct	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July	New York.	1891	98
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		98
2d Land Grant	691,000					
Income Bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,822					
Mortgage (due 1860, '63 and '65	350.000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov	New York	1915	92½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200.000	6	Jan. & July.	New Haven.	1869	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805.000	7	Semi ann'ally	New York.	var.	100
New London Northern:						
1st Mortgage	60.000	7	Jan. & Ju'y	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255.000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641.000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1899	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Debts of former Cos outst'ding	100,000					
Funding [S. F.] Bonds	1,298.000	7	Feb. & Aug	" "	1876	91
Exchanged Stks [S. F.] Bds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	"	var.	
" " " "	45,550	6	"	"	1883	
Bonds of Aug. 1859, Convertible	2,385,000	7	Feb. & Aug	"	1876	102
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	"	1887	91
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage	926,500	7	June & Dec.	" "	1888	96
Buffalo Branch	186,500	7	Jan. & July.	"	1891	
Sterling Bonds	3,810,582			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'76	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93
2d Mortgage	3,077,000	7	"	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	75½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	800	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	304,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	101
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,382					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	360,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	56
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	76,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1859	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	650,000	6			'69–'74	
Domestic Bonds, past due	234,000	6				
Sterling	2,000,000	6	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	89
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				88
Equipment bonds	600,000	7				64
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	93½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	80½
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1873	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	180,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,836	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	385,010	109,500	21,632	518,965	30.3	.....	56,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.8	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
3 Nov. '55	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307.060	95.000	731	.....	23.8	53,325	89.470	48.029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902.356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,805	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,335	75.2	452,235	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,045	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	140,391	16	....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,636.485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,457	85,946	3	....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871 742	86 0	202.567	306,766	83.204	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	528,767	3,619,600	2,000 000	223.197	6,810,340	117.4	657,755	1,847,291	622,516	9	105
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,059	268,396	9	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,635	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. .. '62	100.0	3.9	10.0	163 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,927	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	.....	.....	.....	6,596,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,125,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,855	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,340.092	1,833 517	8½	97
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,618,232	1,306,347	8,376,510	5,924,969	525,259	16,464,265	400.0	1 963,105	5,728,910	2,752,273	20	116
31 May, '65	242.0	688.0	....	—	164	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,4 2	930.0	.....	6,820.759	1,802,272	—	28½
31 Mar. '65	181.8	—	....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	1,679,659	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	94½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,478	—	—
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,668,060	708.3	3,507,4 6	7,181,205	2,174,924	10	129½
31 Dec. '65	118 0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,563	5 0,338	250,189	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	600,767	—	34
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,886	158,541	—	....
31 Dec. '58	99.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25.689	1,689,900	1,362,284	140,689	3,458,108	110 0	.....	448,858	230,834	9	75
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,022	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,892	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,401	—	36½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,160	*	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929.782	75.5	112,134	431,606	155,347	—	—
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 873,123	63,981	— —	3,649,396	980,000	27,364	4,891,349	100 0	200,815	412.156	162,268	—	—
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,396	—	—
30 Jun. '65	135.0	96.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736.513	29.0	236,061	188,483	63,774	7	80
30 Jun. '65	66.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419.548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566.000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	248,969	108.434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491 386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,215	1,715,063	—	109½
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	3,537,175	663,971	19,672,646	523.8	2,18 1,61	4,686,445	1 936,788	6	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,531,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,423	—	—
31 Dec. '58	83.2	—	....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	260,047	121,659	—	—
								MISSOURI.													
31 Aug '63	96.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,185	950,499	640,641	—	80
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14 4	—	45	28	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	271 510	—	—
8 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,487,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
2 Sep. '64	66.5	3.6	3 2	—	19	13	278	*St. Louis and Iron Mountain*	5,437,063	389,029	—	1,971,2 2	3,501,000	40 558	6,362,109	90.1	249,188	399,291	51 349	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	206,584	757,381	36.5	76,844	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	—	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,000	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	379.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	296.8	2,988,010	6,509,945	4,544,097	3	108½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	144
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,457	1,830,000	640,000	47,118	3,020,600	70.9	418,213	752,605	172,232	6	99
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	120½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,335	10	139
30 Nov. '65	44.6	24.0	60.8	—	32	69	369	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,785	83.6	669,234	1,697,164	537,957	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	997,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	28	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,188	2,217,219	52.4	221,748	533,109	175,404	6	105
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452.9	382,965	782,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,27.,075	490,768	6	105½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	452,261	993,694	314,255	8	108½
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275	—	300,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	155,647	300,964	51,227	8	118½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	106½
30 Nov. '64	98.5	8.8	27.5	—	26	68	488	Old Colony and Fall River	3 923.876	384,503	—	3,609,660	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	—
30 Nov. '64	18.6	—	0 7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	425	Providence and Worcester	1,401,056	209,053	165,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,936	140,129	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	48
30 Nov. '65	156.1	17.3	128.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,027,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	137
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 88½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,900,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,748	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	491	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	66½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	106½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	93
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	760,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,295	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,468	—	.....	124 2	.....	5,799,980	1,140,788	35	120½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,980	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10,685,940	1,509,000	838,636	13,981,735	86.0	1,187,978	3,036,390	1,287,953	10	113½
31 Dec. '64	58.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,960	1,164,500	31,200	4,536,960	53.0	270,000	570,764	171,755	7	86
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000 000	806.000	—	6,434,399	33.8	654,192	1,876,981	803,328	10	128
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158.800	280,000	45,072	463,872	21.2	99,757	146,936	29,200	—	—
31 Dec 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,181	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec. '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130 510	6½	46½
31 Dec. '64	38 5	—	.....	47.	—	—	—	West Jersey	1,461.249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395.000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.6	—	35	35	608	Buffalo and State Line	2,267,888	516.576	189,900	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,946.466	769,028	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	183	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,811	4	73½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,642	7,737,980	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	110
30 Sep. '64	94.0	9.5	08.3	—	15	32	110	Long Island	2,567,162	361,512	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	68
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	3,305,377	1,279,791	24,501,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,984,714	6	94
30 Sep '64	130.7	2.1	45 0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	103.8	1,780,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,863	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	55,498	218.994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	23	24	398	Rome, Watert'n & Ogdensb'g.	2,095,871	368,305	—	1,774,175	1,729,900	50,226	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	380,000	—	930.324	51.3	114,725	257.035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,817	34,237	—	628,160	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,150	1,685,257	38,832	2,932 506	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	822,700	2,179,811	111.9	872,270	575,446	281,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	—	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	—	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045.000	51,300	2,934,509	171.9	.....	469.458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '65	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,366	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,241,780	593,209	138,147	3,000,000	1,629,000	—	5 601,786	202.0	.....	1,241,857	508,228	19	100
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032.368	2 499,348	1,235,162	15	115
31 Dec. '64	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210 661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,422,741	2,696,877	736,794	5	84½
31 May '65	109.	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,090,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	104½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307.321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,825	142.0	.....	1,069,187	431,980	—	—
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5.111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15.805,315	250.8	456,408	1,038,165	427.405	—	.....
30 Apr. '62	192.8	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,960	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
3 Aug. '65	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,496	596 400	251,867	3,843,966	1,341,098	14,202	5,172,138	205.9	356,409	719,924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	3 207	189,488	—	—
Dec 64	242.4	—	—	—	49	18	989	Toledo & Wa beah	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,322	945,192	3½	58

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by loco motives with trains.	Earnings. Gross.	Net	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	164,201	356,277	123,892	—	....
31 Dec. '65	387.0	108.0	....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,706,588	48,000,780	440.0	2,647,709	5,811,235	2,125,200	—	....
31 Oct. '65	65.0	2.5	4.0	—	21	9	418	Catawissa	3,634,000	*	—	3,350,000	278,000	—	3,629,000	69.5	240,415	370,225	149,587	—	35
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,367	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,553	1,733,320	38,671	15	157½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	38,743	201,072	—	....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.			302,872	loss.	5	27
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,382,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,585	500,000	100,000	2,409,585	32.0	30,575	53,829	1,195	—	....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,052	389,318	2,510,500	58.5	173,778	352,215	78,702	—	19½
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,618	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	176,037	663,015	60,201	—	....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,042,560	1,871,630	10	61
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading		R. R.)		3	37
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(		)		8	56
31 Oct. '65	55.6	14.2	18.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,378	—	84½
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,051,447	45,850,796	421.0	5,846,778	17,459,169	4,189,111	10	64½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311 (91	656,739	336,376	8	55
31 Oct '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,692,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(Oper. by Penn. R.R. Co.)				—	33
30 Nov. '65	98.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,363	20,240,673	6,900,663	—	30,695,075	471.3	3,688,309	11,142,519	4,812,271	10	55½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,050,432	345,891	10	114
31 Oct. '65	96.0	—	83.6	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,886	10,669,742	197.0	981,466	3,384,609	1,046,804	10	60
31 Oct. '65	59.5	—	114	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820	—	1,774,773	1,500,000	64,205	3,784,101	72.0	272,688	594,563	130,361	—	9
31 Dec. '64	468.3	—	108.5	—	187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330	*	—	8,181,128	12,657,000	—	23,942,670	468.3	3,940,773	7,140,446	3,019,067	10	98½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t o	Northn	Cen.		144,006	316,488	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,086	982,300	130,840	1,777,176	26.4	138,578	34,240	200,598	—	....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	45
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,009	250,000	—	—	62.0	321,000	557,587	254,508	12	102½
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	....	109.6	....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	....	164.5	....	341,190	125,871	....	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.9	....	220,014	96,145	....	....
31 Dec. '65	136.0	106.0	....	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	....	413,757	196,985	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	....	140.0	....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	166,264	—	536,654	1,902,000	390,407	....	130.8	160,142	297,808	149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	....	1,635,096	973,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	....	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	32,369	....	47.4	64,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	66,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	....	159.0	....	734,115	337,384	6	....
1859	....	—	....	—	....	....	....	Nashville and Northwestern	....	....	—	....	....	—	....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	....	....	—	216,962	413,000	408,477	....	30.0	....	1,248	....	—	....
								TEXAS, (*all sided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	....	....	—	....	....	....	....	32.0	....	....	....	—	....
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	....	....	—	....	....	....	....	56.0	....	....	....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	276,000	240,000	171,560	....	50.0	31,300	52,670	....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,845	196,568	—	....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....	....	....	—	....
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	—	3,033,466	105.0	164,794	426,180	184,470	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,551	425,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper. by Vt		Central		6	98
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,995	61,207	26,451	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	oper. by	b.Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,584,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	10,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	178	Orange and Alexandria	....	....	—	2,063,655	2,517,500	590,056	....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,638	374,996	—	1,265,300	1,851,500	292,842	4,745,256	133.4	....	410,166	201,344	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,65 ,500	775,142	8,741,091	101.7	....	183,136	81,892	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	....	78.6	159,961	279,945	145,386	7	....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,760	204,808	26,853	....	43.5	1,058,054	163,752	79,585	6	....
30 Sep. '59	28.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	....	28.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,659,648	80.0	....	240,446	121,052	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,283,271	214.9	480,193	740,489	347,967	—	....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 55	—	56½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,527	7,110,000	402.000	951,880	8,755,527	285.9	911 288	1,985,511	647,831	—	....
10 May, '64	108.9	—	10.6	—	20	22	557	Racine and Mississippi	3,892,016	*	—	2,705,720	1,417,000	1,086,328	5,892,471	142.3	466,043	490,597	138,210	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (Jay	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	....	236,798	67,852	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,462,569	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,798	117,842	—	1o
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	....	10,345	*	15,123,430	54,750,510	7,336,405	77,210,345	1,096	....	3,368,510	1,154,865	—	....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	....	3,011,860	1,649,510	11	....
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	100,421	107,640	20,005	—	....
1 July, '61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,799,232	60 0	....	132 555	36,070	—	....
								NOVA SCOTIA.													
Dec. '62	81.5	30.6	....	—	20	18	160	Nova Scotia	4,276,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	87,181	—	....
								NEW GRANADA.													
31 [illegible]	8.	—	—	—	11	22	176	[illegible]	9,500,000	*	658	5,000,000	75,000	—	10,193,752	48.7	....	257,488	1,922,956	—	....

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	48½
Chicago & Alton (preferred)	2,425,400	7	7	101
Chicago & Northwestern (pref.)	12,994,720	7	7	58½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	79
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	43
" (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	96
" " " (2d pref.)	1,014,000	7	7	93
Milwaukee & St. Paul (preferred)	2,400,000	7	---	71
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66½
Toledo & Wabash (preferred)	984,700	7	7	53
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	909 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	------	------	------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	414,608	6	M. & S.	1870	93½
Six per cent. Loan	2,672,948	6	A. & O.	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	495,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	------	------	90
Boat Loan	99,852	6	------	------	88
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	85½
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,589	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	25
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	54
Delaware and Hudson	100	10,000,000	10	142
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	5,104,050	8	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	75½
" (preferred)	100	1,175,000	10	117
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	28½
" " (preferred)	50	2,888,988	—	34½
Susquehanna and Tide Water	50	2,048,260	—	18½
Union	----	----------	—	2½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	26
Wyoming Valley	50	750,000	16	164½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	41	@ 45 —
Pig, American, No. 1	40	@ 42 —
Bar, Refined, English	94	@100 —
Bar, Swedes, assorted sizes (in gold)	95	@105 —
	Store Prices.	
Bar, Swedes, assorted sizes	155	@ — —
Bar, English & American, Refined	110	@ — —
Bar, English & American, common	100	@ — —
Scroll, English	140	@190 —
Ovals and Half round	132 50	@142 50
Band, English	—	@140 —
Horse Shoe	135	@145 —
Rods, English	112 50	@170 —
Hoop, English,	146	@210 —
Nail Rod per lb.	9	@ — 10
Sheet, Russia per lb.	27	@ — 28
Sheet, English, Single, Double and Treble	6	@ — 8
Sheet, Am., Single Double and Treble	—	@ — —
Rails, English (gold) per ton	—	@ 56 —
Rails, American	80	@ — 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	17	@ — 22
English Spring (1st & 2d qlty.)	11	@ — 12
English Blister (1st & 2d qlty.)	12	@ — 19
English Machinery	13½	@ — 15
German	14½	@ — 16½
American, Blister	11	@ — 13
American, Cast, Hammered	17	@ — 21
American, Cast, Rolled	12	@ — 14
American Spring	10	@ — 12
American Machinery	13	@ — 14
Milan (in bond)	—	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	—	@ — 40
Sheathing, Yellow	—	@ — 32
Pig, Chile	—	@ — —
Bolts	—	@ — 43
Braziers'	—	@ — 45
American Ingot (cash)	29	@ — 29½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	—	@ — —
Spanish	8 50	@ 8 75
German Refined	8 50	@ 8 75
English	8 50	@ 8 75
Bar per lb.	—	@ — 9
Pipe and Sheet	—	@ — 11½

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	21	@ — —
Straits	19½	@ — 20
English	20½	@ — 20½
Plates, Charcoal I. C per box	12 75	@ 13 25
Plates, I. C. Coke	10	@ 12 —
Terne, Coke	9 25	@ 9 50
Terne, Charcoal	11 75	@ 12 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb.	—	@ 6 50
Clinch (cash)	—	@ 8 —
Copper	—	@ — 50
Ausable Horse, Norway Iron, Forged	—	@ — 35
Zinc Nails (6 mos.)	—	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	27	@ — 27½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	73	@ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	—	@ — —
Naptha, Refined (60@63 gravity)	40	@ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending May 16.

	Th. 10	F. 11	Sat 12	M. 14	Tu. 15	W. 16
Atlantic M. S. S. Co	128	129½	132½	131½	131½	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	108½
Canton Co.	58½	58½	59½	59½	60½	60½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	97½	97½	----	----	----	96½
" " pref.	----	----	----	----	----	101
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	87	----
Chicago, Burl. & Q.	----	----	----	115	----	117
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	29½	28½	28½	28½	28½	29½
" " pref.	60½	60½	58½	59½	59½	59½
" " 1st M.	85	----	----	----	87	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	87	----
Chicago & Rock Isl.	95½x	94½	94½	95	94	94½
" 1st M. '70	----	----	----	----	----	99½
Clev., Col. and Cin.	115	----	----	----	----	----
Clev. and Pittsburg	83½	83½	83½	84½	84½	85½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	80
Clev. and Toledo	104½x	104½	104½	----	104½	104½
" " S. F. 7 p.c.	----	98½	----	99	----	99
Cumberland Coal, pref	45½	44½	45½	45½	45½	45½
Del. & Hudson Canal	143	143	142	142½	----	142
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	100½	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	73½	75½	78½	74½	75½	75½
" pref.	78½	79½	----	----	----	79
" 1 M. 7 p.c. '67	----	----	----	99½	100	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	96½	----	----	----	----	----
" 4 M. 7 p.c. '80	94	----	93	93	98	----
" 5 M. 7 p.c. '83	95	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	80	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	109½x	109½	----	109½	110	110
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	102½	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124½	122½	122½	120½	122	121½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	103½	----	----	----	----	----
Marietta & Cin. 1st pref.	43	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13	----	12½	----	12½	12
Michigan Central	----	----	109	109½	109½	109½
" S F. 8 p.c. '82	108	108	----	107½	108½	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	78½	78½	79½	79½	81	80½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	93½	94	----	----	94½
" " 2 M.	----	88	88	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	93	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	74½	74½	74½	74½	74½	74½
" iss. to H. & St. J. R.	78	----	78	----	----	----
" " Pacific	----	----	----	----	75½	----
New York Central	92½	92½	92½	92½	92½	93½
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	101½	102	----	102	102	----
" 6s, S. F. '83	91	----	----	92	92	----
" 6s, S. F. '87	91	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	100	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	83½	84	84½	84½	84½	----
Ohio & Miss. cer.	26½	26	26½	26½	26½	26½
" " pref.	----	75	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	225	----	----
Panama	----	----	----	----	----	----
Penn's Coal Co.	----	----	----	----	140	----
Phila. and Reading	107½	101½	107½	107½	107½	107½
Pitts. Ft. W. & Chicago	99½x	99½	98½	99	99½	99½
" 1M.	----	102½	102	----	102½	----
" 2M.	----	----	----	----	97	----
" " 3M. 84	----	----	----	----	----	----
Quicksilver Mining Co.	56½	55½	55½	54½	54½	54½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	64½	66	----	66½	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	80	80	----	----	81
" " Inc. b'ds.	----	----	----	----	74½	75
Tennessee 6s, 1890	90½	90½	90½	90½	90½	90½
Tol. Wab. & Western	----	----	----	----	----	37
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	73	----	74	----	----	75
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	68	----	----	68	68½	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 16.

	Th 10	F.11	Sat.12	M.14	Tu.15	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	99	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	96	96	----	----	----	96
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	95⅞	96	96	96	96⅛	96
U. S. 5s, 10-40s, reg.	----	----	----	----	96⅛	----
U. S. 6s, 1881, reg.	109¼	109¼	108⅞	----	----	108⅞
U. S. 6s, 1881, cou.	109⅛	109⅛	109⅛	109	109	108⅞
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	121¼	121¼	----	----	122
U. S. 6s, 1868, reg.	116	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	117	----	----	----
U. S. 6s, 1 year certif.	100⅛	100⅛	----	----	100⅛	100⅞
U. S. 6s, 5-20s, c. 1862	102x	102⅛	102	101⅞	101⅛	101¼
U. S. 6s, 5-20s, c. 1864	102⅛x	102⅛	102	----	----	----
U. S. 6s, 5-20s, c. 1865	102⅛x	102⅛	102⅛	----	102	101⅜
U. S. 6s, " reg.	102⅛x	----	102⅛	102⅛	----	102
7.30 Notes, 1st series	102⅛	102⅛	102⅜	102	102⅛	102⅛
" " 2d series	102⅛	102⅜	102⅜	102⅛	102⅛	102⅛
" " 3d series	101⅜	102⅛	----	102⅛	----	102⅜
American Gold	----	----	127	----	129⅛	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 15.

	W.9	Th.10	F.11	Sat.12	M.14	Tu.15
Cattawissa	----	----	----	----	----	----
" preferred	31⅛	30⅛	30⅜	30⅛	30½	29⅛
Camden & Amboy	122⅛	130	128	128	128⅛	128
" " 6s, '87	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	87	----	----	----	87⅛	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	92⅛	----	----	----	----	94
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	53	----	----	----	----	54
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	95½	----	----	----	----	----
Lehigh Navigation	54⅛	54⅜	54⅛	----	54½	----
" " 6s, '84	87⅛	87⅛	87⅛	87⅛	87⅛	----
Lehigh Valley R. R.	----	61	61	61	61	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	34	36	37	37	----	36⅛
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	90	----	----	----	----	----
Minehill	----	----	56	----	56	----
Morris Canal	----	----	----	----	77	76¼
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	90	90	----	90	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	54⅛	54⅛	----	54⅛	54⅛	54⅜
" 1st m.	----	----	----	101⅛	102	----
" 2d m.	----	95	----	95¼	96	----
Penn. State, 5s	88	88⅛	89⅛	90	----	----
" " 5s, coupon	90	----	----	90⅛	90⅜	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	95	95	95	----	95	----
" " new	98⅛	99	99	99	98⅜	98⅜
" " muno	----	----	98⅛	99	----	----
Philad., Germ. & Nor.	----	55	55	----	----	----
Phila. & Reading	53⅜	53⅛	53⅜	53⅜	53⅛	53
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	93	----	95	----	----	----
Philadelphia & Erie	33⅛	33⅛	32⅝	32⅛	32⅛	32
" " 6s	----	----	91	----	91	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	35	----	34⅛	----	34⅛	34⅛
" " 6s '82	----	84	86⅛	85⅛	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	16⅛	16⅛	16⅜	16⅛	16⅛
" " 6s '78	----	----	----	62⅛	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	25	25⅛	25	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	31	30⅛	29	29	20⅛	21⅛
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	80	----	85	----	----
Spruce & Pine, "	----	----	----	38	38	38

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 15.

	W 9.	Th.10	F.11	Sat.12.	M 14.	Tu.15
Baltimore City 6s, 1875	97	97	97⅛	----	97⅛	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	99⅛	99⅛	99⅛	100	100	100
Balt. and Ohio	109	----	----	----	----	108⅛
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	92⅛	----	44⅛	----
" " b'ds, '85	84	----	84	84	84	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 16.

	Th. 10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Lowell	----	----	----	----	----	99
Boston and Maine	120⅛	121⅛	----	121	120⅛	120⅛
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	140	140	----	----	----	139
Cheshire, pref.	----	----	----	----	----	48
Concord	66½	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	104⅛	106	106	----	----	105⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	108⅛	----	----	----	----	----
Manchester & Lawr'ce.	106⅛	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	92⅛	----	----	93	----	93
Old Colony and Fall R.	105⅞	----	----	----	103	103⅛
Ph., Wil. & Baltimore	60⅛	60	60	60⅛	59⅛	60
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	98	----	98	98	98	98
Vermont & Mass.	47⅛	47⅛	48	----	48	----
Western	----	----	----	----	----	137
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	90	90	90	----	92
Metropolitan "	48	----	----	----	50	50½
Middlesex "	41	43	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	44	43⅜	43	42⅛	43	42⅛
Franklin "	42⅛	42	----	42	43⅛	44
Huron "	----	----	41⅛	----	----	41
Isle Royale "	----	11⅛	----	12	----	----
National "	----	----	19	----	----	21
Minnesota "	11	11½	11	11	----	11⅛
Pewabic "	36⅛	37	37⅛	38	37⅜	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	48	49	----	49⅜
Rockland	----	3⅞	4	4⅛	4⅛	4⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 4th of May.

United States 6s, 1881	—	to	—
Do. 5s, 1874	—	"	—
Do. 6s, 5-20s, 1882	67⅜	"	68⅛
Virginia State 5s	55	"	58
Do. 6 per cent.	46	"	48
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	70	"	72
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	70	"	72
Do., Consolidated mort., 1890	59	"	61x
Erie shares, $100 (all paid)	47⅛	"	48⅛
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	72	"	73
Do. do. $100 shares, all paid	76	"	77
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82, x. c	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	65	"	70
Panama, 1st mortgage 7s, 1865	—	"	—
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	38	"	42
Phil. & Erie, 1st mort., 1861, guar. by P. R. R.	72	"	74

American Railroad Journal.

Saturday, May 19, 1866.

Stock Exchange and Money Market.

The Government is turning its attention, or rather some parts of it are, to the foreign commerce of the country. The Secretary of State, after having long directed his pen to the rectification of our foreign diplomacy, has now, at the prompting of the Secretary of the Treasury, addressed himself to our Consuls abroad, and laid down for them rules for the performance of numerous if not onerous duties. It is believed that by means of false invoices and unfair valuations, the revenue has been defrauded to the extent of twenty millions a year; and it is believed at the Treasury department that greater vigilance on the part of our foreign Consuls whose business it is to authenticate these invoices, would remedy these abuses. So Mr. Seward, in a lengthy circular, has called on them to give particular attention to the subject, and in many cases to require samples of the articles shipped. To tell the truth, these consulates have been hitherto used to reward political adherents without regard to qualifications, and thus these Consulships have been filled up with doctors, lawyers, poets and novelists, whoever could make a stump speech, or write a puff in prose or poetry, or influence a local majority. Many of the incumbents have found it difficult to find their way to the countries to which they were accredited, and the consequence has been a very inefficient discharge of duty, and a continuous violation of the revenue laws by means of false papers and concealed values. We think the Secretary's circular will fail of its intended effect, unless the appointments hereafter are made from a class of persons of a superior grade, both in experience and ability. But the intention is good and the projected change may be followed by the selection of more competent men, otherwise the circular will never be followed up.

The latest news from abroad is, that the danger of a foreign war is imminent. As thunder storms often proceed from an unexpected quarter, so do the present difficulties. It was Austria and Prussia that gave signs of the storm, but now suddenly the wind shifts, and the danger lies between Austria and Italy. We have expressed the opinion that these European troubles would not have much permanent effect on our securities, and we notice that the *Herald* of Tuesday adopts our opinion. Certain it is, that the recent panic in the London Market, greater than before experienced in nine years, had much less effect on our Government bonds, than those of any other country. Emigration from Europe was never on so grand a scale as at this moment, and this remittance of bone and muscle, of men and women, is of a piece with the disposition to remit money here for the purchase of American securities. It is the country and its funds, and its soil, and its prosperity which cannot be competed with successfully in the long run by any other nation. We may count on the future as a sure thing, and if we are in a hurry we may discount it too. Our securities are now being placed in a most permanent form, on a firm basis, and must overtop those of all other markets.

Gold has taken an upward rise of about 2 per cent., with a subsequent slight reaction. The Government has disbursed since 1st of May, about eight millions for interest, but many coupons remain unpresented. A large amount of interest has had to be remitted abroad, and this will fully account for the late shipments, and the corresponding advance in exchange. Yet the balance in the Treasury is enormous, and no doubt much of it will be disposed of as a matter of economy. Indeed there is a bill before Congress authorizing the Secretary of the Treasury to sell it down to $25,000,000. The rise in gold is to be deprecated, however, no matter what the cause may be. The late advance of 2 per cent. reduced the purchasing power of the currency all of thirteen millions of dollars, or in other words, took just so much money out of the pockets of the people. If the paper dollar was again worth its face in gold or

silver, the people would be gainers to the extent of nearly two hundred millions beyond its present received value. Is it any wonder that we are for having good money again? And are they not blind to their own and the public interests who seek to maintain a depreciated currency?

We do not care how much paper money may be set afloat; if it is only redeemable in specie, it will then regulate itself. We believe the business of this country requires a much larger amount of paper than any other of its size or population on the globe; and the reason is apparent. Our commerce expands every hour; if not on the ocean, it does among ourselves. We are a trading, trafficking, enterprising, venturesome people; we must ever "*do or die.*" Let the currency be sound, and it may go where it can. We are not afraid if it is only safe and redeemable on demand. The gold customs received since last July to May 5, were $114,730,460; and the gold interest paid $39,275,861—leaving a balance of $75,454,599. This has, however, been somewhat reduced since that date. No one can question the ability of this Government to meet its obligations promptly, especially when we know that our imports are on the increase. This will be seen at a glance.

In the first six months of 1864, and the three following months (in all nine months) the duties received at this port amounted to $56,357,210 94. In 1865, for the same period, they were $38,898,-986 56; while in the present year of 1866, they have already reached $100,696,231 39. During the same periods the exports from this port were as follows: in 1864, merchandize $120,479,090; specie, $39,397,104—total, $159,876,194. In 1865, merchandize, $178,656,218; specie, $26,263,467—total $204,919,685. In 1866, merchandize, $168,-672,445; specie, $17,646,329—total, $186,318,774; and the exports for the month of March were also in reality nearly ten millions more than they were in the same month in 1865. So that we may safely, say our foreign commerce is growing quite as fast as is desirable or practicable, while prices remain under the influence of our inflated currency, if it is inflated beyond its real value. If flour, for example, could be sold as cheaply abroad as it once was, it would be an element of trade which at present it is not. On the contrary, we have announced the fact that foreign flour is being imported here and paying a large profit. It is rather a disgraceful fact that we cannot raise our own bread—but so it is. Labor is so dear, taxation so heavy, and the imported necessaries of life so costly, that the farmer cannot raise a bushel of wheat at anything like former rates. A general fall of prices would enable him to do better at the old figures than he now does, and his market would be larger and steadier.

The report of the associated Banks for the week ending May 12, shows an increase in loans of $3,-647,183; in specie of $3,056,405; in deposits of $7,179,550; in legal tenders of $3,836,212; and a decrease in circulation of $722,418.

This proves the continuance of an unexampled plentifulness of money, which bids fair to continue, there being no disturbing causes apparent or to be dreaded. Four and five per cent are the rates with good borrowers; and the supply of commercial bills is small, and has been so for sometime past, showing the prudent manner in which general business is conducted. We hope this line of conduct will be persisted in. Nothing will bring this country round so soon as economy and care. Our enterprise is unbounded, and so are our facilities. They however require good management to ensure final success.

We have in this number of the JOURNAL expressed our dissent from the proposition before Congress to tax raw cotton 5 per cent., adopting the views of the N. Y. Chamber of Commerce on this subject, and, indeed, of our merchants generally. Indeed if the Chamber had the powers of legislation we might safely trust to its experience, patriotism and practical good sense, the solution of most of the questions which are disturbing Congress and dividing the people.

Now that the Reciprocity treaty has by its termination deprived us of free coal, lumber, and especially wool, it is a satisfaction to know that we are likely to have a supply of this last from an unexpected quarter. The aggregate exports of domestic produce from California during the last quarter, have been, we are happy to announce, larger than for the whole of any year up to 1861. The wool clip is the finest ever produced. In 1860, California possessed 46,574,004 sheep, increased 10 years from 17,574, and now still more numerous. The quantity of wool raised in 1850 was 5,520 lbs., and in 1860 2,681,922 lbs. In 1850 the whole quantity clipped in the United States was 52½ millions of pounds, and in 1860 it was 60,-511,343 lbs., an increase of 15.2 per cent.

California, in this last mentioned year, manufactured 400,000 lbs. of wool. Its trade with the Sandwich Islands, Australia and New Zealand is largely increased, particularly in breadstuffs; and when the steam line to Japan and China is established, we may expect to see a lucrative trade in that direction, which the Pacific Railroad will assist in bringing to New York, especially in those valuable articles which will admit of being readily transported in cars. This is a consummation to be wished, and devoutly too.

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,213,994	$1,508,753
Gen. merchandise	3,556,837	3,258,368
Total for the week	$4,770,831	$4,767,121
Prev. reported	47,701,962	120,855,752
Since January 1	$52,472,793	$125,622,873

The New York exports, exclusive of specie, for the week ending May 15th, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$1,757,151	$3,738,972
Prev. reported	63,435,304	87,402,537
Since January 1	$65,192,455	$91,141,509

The balance in the Sub-Treasury on Wednesday was $105,009,551 35.

Governments remain steady and popular; the small decline abroad, owing to the general panic there, having small effect here on the American holders. There seems to be a disposition to pay no regard to foreign quotations of our stocks to any great extent; which, indeed, would not be worth considering, if it were not that foreign agencies here are as much engaged in making money out of our securities as out of any other property, and their tactics have to be looked after. Large short sales of 5-20's by foreign speculators, were entered into, with the expectation of a large rise in gold to match. But sales by the Government on Tuesday at 130 upset all these fine calculations of a handsome profit, much to their disappointment, and loss.

We are glad to state that Railway securities and shares are generally improving under the assurance of increasing business and earnings.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. 7s, Bounty Loan, 103⅛; do., 6s, 1873, 92½; do., 5s, 1874, 87½; Tennessee 5s, 73; do., 6s, 1868, 88; Connecticut 6s, 96; Atlantic and Great Western 1st mort., Ohio div., 85; Milwaukee and St. Paul, 56½; do., pref. 71; do., 1st mort., 87; Chicago and N. W. Con., 78; Brooklyn Park Loan, 89; Stonington R. R., 102½; Indianapolis and Cincinnati R. R., 75; Chicago and Milwaukee, 63; New Jersey R. R., 128; New York and New Haven, 105; Long Island, 68; Chicago and Great Eastern, 43; N. J. Central, 113¼; Ohio and Miss. certificates, 28; pref., 28⅛; Cary Imp. Co., 15½; Mariposa pref., 20¾; Boston Water Power, 41½; Central Coal, 43; Wyoming Valley Coal, 39½; Ashburton Coal, 16½; American Coal, 64; Spruce Hill Coal, 4⅝; Spring Mt. Coal, 45; Brunswick Land, 8¾; Manhattan Gas, 150; Western Union Tel., 59¼; do., Russian Extension, 108; Union Navigation, 105¼; Pacific Mail scrip, 218; Bank of Commerce, 109½; Mech., Banking Ass., 106; Merchants Bank, 116; Union Bank, 115; Park Bank, 105; Central Bank, 105; Am. Ex. Bank, 114 Shoe and Leather Bank, 108; St. Nicholas Bank, 103; 4th National Bank, 104; Ocean Bank, 103; Bank of America, 140½; National Bank, 106.

Philadelphia.—Connecting R. R. bonds, 90; Sunbury and Erie 7s, 96; Warren and Franklin guar., 7s, 84; Elmira and Williamsport 5s, 70; Morris and Essex bonds, 92⅛; Reading mort. 6s, 1884–'80, 89; Harrisburg R. R. bonds, 90; Allegheny Co. coupon 5s, 73; Morris Canal Boat Loan, 88; Union Canal, 2⅞; do., interest bonds, 23½; Schuylkill Nav. 7s, Boat Loan, 84; Chester Valley, 1¾; 13th and 15th streets R. R., 20½; Union R. R., 35½; Buck Mt. Coal, 50; Hazleton Coal, 56; N. Y. and Middle Coal Fields, 6½; Mechanics Bank, 29½; Commercial Bank, 55; Penn. Township Bank, 52¼; Farmers and Mechanics Bank, 120; Commonwealth Bank, 55; Bank of North America, 122; Philadelphia Bank, 139; Caldwell Oil, ⅜; Dalzell, 1; Jersey Well, 31c.; Maple Shade, 3; Ocean, 6⅜; Tarr Homestead, ⅝. The latest quotations are: City 6s, 95@96; do., new, 98¼@98½; State 5s, 90@90¼; do., coupon, 89@91; do., 6s, W. L., 102@102; Phila., Wil. and Balt., 60; Reading, 53⅝@53⅞; do., 6s, 1870, 93½@95; do., bonds, 90½@91; do., con., 106@108; Camden and Amboy, 129¾@130; Penn R. R., 54¼@54⅜; do., 1st mort., 102@102¼; do. 2d mort., 96½@97; Little Schuylkill R. R., 36½@37; Morris Canal, 75½@77; do., pref., 117@117; do., bonds, 90@91; Wyoming Valley Canal, 64½@60; do., 6s, 80@85; Susquehanna Canal, 15⅜@16⅛; do., 6s, 62½@63½; Sch. Nav., 27@28⅜ do., pref., 34⅝@34⅞; do., 6s, 1882, 85@85½; Union Canal bonds, 24¾@25; Delaware Div. Canal 53@54; do., bonds, 80@90; Elmira and Williamsport, 27@30; do., pref., 43@45; do., 7s, 1873, 96@96; Lehigh

Coal and Navigation, 54¼@54½; do., bonds, 1884, 87⅜@87½; North Pennsylvania, 38@40; do., 6s, 90@90¼; Philadelphia and Erie, 32¼@32¾; do., 6s, 91¼@91½; Minehill, 56@57; Catawissa, 35@38; do., pref., 28¼@28⅞; Lehigh Valley, 61⅜@61½; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 84@85; West Philadelphia, 68@71; Spruce and Pine, 37⅜@38; Green and Coates, 30@82; Chestnut and Walnut, 52@60; Thirteenth and Fifteenth, 20½@21½; Girard College, 27@32; Tenth and Eleventh, 54@60; Norristown, 54@55; Union, 35½@35⅝; Hestonville, 19⅞@10.

Boston.—Ogdensburg 1st mort., 93; do., 2d mort., 37⅛; Rutland and Burlington 1st mort., 85; do., 2d mort., 7s, 40; Vermont Central 1st mort., 93½; do., 2d mort., 30½; Boston and Lowell 6s, 97; Old Colony and Fall River 6s, 1868, 98; Vermont Central and Vermont Canada 8s, 1876, 100; Great Falls and Conway 6s, guaranteed, 92; South Shore R. R. 6s, 91; Vermont and Mass. 6s, 93; N. Y. and Boston Air Line 6s, 35; Granite Railway, 52¾; Ogdensburg and Lake Champlain R. R., 38½; Boston and Lynn Horse, 67½; Stony Brook R. R., 70; New Hampshire 6s, 1878, 95; Massachusetts 5s, 1894, gold, 94⅛; do., 1874, 97; do., 6s, 1871@1875, 107⅝; Connecticut 6s, 1883, 95½; Rhode Island 6s, 1882, 94¾; Maine 6s, 1883, 96¾; Hartford 6s, 1879, 93½; Chicago 7s, 1881, 94; Cambridge 5s, 1893, gold, 93⅜; Salem 6s, 10-50s, Water Loan, 103½; Albany 6s, 1893, 95; Cook Co., Ills., 7s, 91; Boston 5s, 1883, 95½; Portland 6s, 1878, 95¾; Gardiner 6s, 1870, 90¼; Boston Water Power Co., 43; Waverly Land, 4; Cary Imp., 15¾; Smith and Parmalee Gold, 10¼; Consolidated Gregory Gold, 11.60; Rocky Mt. Gold, 2; Mammoth Vein Coal, 1¾; Short Mt. Coal, 28; Penna Canal Coal, 40½; Collins Coal, 40; New England Coal, 25; Franklin Coal, 7½; Belmont Coal, 4.15; Cambridge Gas, 98; Exchange Bank, 130; Market Bank, 102½; State Bank, 107¼; Blackstone Bank, 122¼; Union Bank, 116¾; Hamilton Bank, 121; Merchants' Bank, 111¾; Atlas Bank, 110½; Eliot Bank, 116¼; Suffolk Bank, 113¼; 3d National Bank, 101¼; Howard Bank, 102½; Traders Bank, 96; Everett Bank, 97¾; Shoe and Leather Dealers' Bank, 134½; Tremont Bank, 115¼; Webster Bank, 105¾; Bay State Mining Co., 12⅞; Boston, 1; Copper Harbor, 1¾; Dana, 2; Eagle River, 1½; French Creek, 30c.; Hancock, 19½; Hanover, 1¾; Hungarian, 50c.; Madison, 1¾; Northwestern, 4¼; Petherick, 6¾; Superior, 4⅛; St. Clair, 2¾; St. Mary's, 87½c.; South Side, 2⅛; West Minnesota, 2½; Winthrop, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 79¾; N. W. Va. 1st mort., 96; Virginia 6s, registered, 42½; Springfield Mining Co., 0.50; Bare Hill, 0.80; Am. Gas Coal, 0.50; Maryland Anthracite, 6¾; Baltimore Chrome, 0.60; National Express Co., 1¾; Mechanics' Bank, 18¾; Com. and Farmers' Bank, 41; Bank of Baltimore, 108½; Franklin Bank, 12; Union Bank, 72½; Farmers, and Planters' Bank, 32; Merchants' Bank, 110½. The latest quotations are: Balt. and Ohio, 108@108¾; do., 6s, 1867, 97½@98; do., 1875, 92¾@94; do., 1880, 90@94; do., 1885, 92½@94; Northern Central, 44@44½; do., bonds, 1885, 84¼@84¼; N. W. Va. 1st mort., 1878, 96@97; do., 2d mort., 90@95; do., 3d mort., 93@96; Marietta and Cincinnati 7s, 1891, 79@79¾; Central Ohio, 22@25; do., 1st mort., 78@82; Western Md. bonds, 76@80; do., guar., 96@98; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@101½; do., 1890, 100½@101; Baltimore 6s, 1870, 95½@97; do., 1873, 96@98; do., 1875, 98@99; do., 1886, 97½@98; do., 1890, 99¾@100; do., coupon, 96½@99; do., Park, 98½@99; do., 1892, 90@95; do., 5s, 1838–'70, 82@83; City Passenger R. R., 17¾@18; Canton Co., 60¼@60¾; Gardner, 0.80@0.90; Am. Gas Coal, 0.40@0.90; Maryland, 0.15@0.25; North State, 0.15@0.15; Springfield, 0.10@0.15; George's Creek, 109@110½; Santa Clara, 6½@9; Balt. Chrome, 0.55@0.60; Bare Hill, 0.70@0.80; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.60@0.70; Baltimore Coal, 140@200.

Covington and Ohio Railroad.

The Commissioners appointed by the States of Virginia and West Virginia to award a charter for the completion of this road, met according to appointment, in Baltimore on the 1st inst., and after a session of several days' duration, adjourned to meet in New York on the 7th inst., where, we understand, they have been successful in effecting negotiations for the construction of this great work. It will be recollected that the Legislatures of the above States, at their last sessions, passed a concurrent act appointing five commissioners on behalf of each State to offer to capitalists the charter of this road, with full power to bind both States in a contract for the construction, equipment and running of the same. The road is to commence at the termination of the Virginia Central at Covington, on Jackson's River, and to terminate at the mouth of Big Sandy River, on the Ohio, where it will unite with the Lexington and Big Sandy road, in Kentucky. It will reach the Ohio 120 miles below Parkersburg, and will form a link in an important and direct line of railway communication—being the fifth, and the first one starting south of Baltimore—across the continent from the Atlantic to the Pacific. About three and a half millions of dollars were expended before the war on this line, including the tunnel through the Allegheny, (which is finished,) all of which is donated by the two States to the new company. The Covington and Ohio road will be the common feeder to the Virginia Central, the Virginia and Tennessee and the Valley roads from Harper's Ferry to Salem, Va. Its charter interdicts discrimination against any other company chartered by either State. There is also a provision that no taxation shall be imposed on the property of the company until its profits shall amount to *ten per cent. per annum* on its capital.

☞ We call the attention of our readers to the card of Messrs. PRINCE & DAUCHY, Bankers and Brokers, 44 Broad street, successors to J. R. Garland & Co., and W. R. Traverse & Co. Being members of the Stock Exchange, they are enabled to transact business in their line with facility and dispatch. Mr. Garland and Mr. Traverse are special partners. The reputation of these gentlemen, as well as their contribution to the capital of the firm, will add greatly to the character and strength of the house.

☞ The Shore Line Railroad Company, between Boston and New York, are endeavoring to obtain permission from the Connecticut Legislature to bridge the Connecticut River at Lyme.

Erie Railway.—Col. Miller's Improvement.

We learn that the day express trains on this railway have been recently furnished with a new set of coaches, smoking and baggage cars, which are said to be far ahead of anything heretofore in use. These coaches were built at the company's shops, are 67 feet long, supported on six-wheeled trucks, and will seat comfortably 80 passengers. They have been fitted up without regard to expense, and the upholstery is really luxurious. The improvement in the formation of the backs of the seats, being so arranged as to fit every portion of the back like an easy chair, is a very desirable one; while special pains have been taken to give ample room for the limbs and support for the feet.

Miller's Platform, with his patent Self-Coupler and Buffer, has also been adopted, by which the platforms are brought close together, thereby avoiding the jerking and twitching usually experienced in stopping and starting trains, and forming a perfectly smooth and safe passage-way from one coach to another. Beside these advantages, it is claimed that this kind of platform, being a continuation of, and on a direct line with the sills of the coaches, prevents the possibility of one coach telescoping, as it is termed, into another, in case of collison or accident of any kind.

The smoking-cars are furnished with cane-seated revolving chairs, and at one end a news stand has been erected, where all the current literature, as well as a good cigar, can be obtained. On such a train as this, stopping at proper hours for breakfast, dinner and supper, at eating-houses equal, if not superior, to most of the first-class hotels in the country, travelers cannot fail to properly appreciate all that is being done for their comfort by the managers of this great thoroughfare, and at the same time enjoy the magnificent scenery abounding everywhere on this line of railway.

☞ We invite attention to the Advertisement of Messrs. NATHAN, COHEN & Co., on the outside page of this day's paper. Mr. H. H. Nathan is a member of the New York Stock Exchange. Mr. M. Cohen late of Baltimore and well known in that city, was for many years connected with the management of the Hudson River Railroad; and was subsequently the successor of Gen. McClellan in charge of the Western Division of the Ohio and Mississippi Railroad, as its President and Superintendent. More recently he has been connected with the management of the Philadelphia and Reading Railroad. Mr. Cohen brings therefore to his firm great railroad experience, and will no doubt have the confidence of parties desirous of disposing of, or investing in, securities which he so thoroughly understands. Mr. Frederick Nathan is a member of the New York Mining and Petroleum Board.

☞ A meeting of the Directors of the Newburgh and Middletown Railroad Company was held at Newburgh, on the 11th inst., when the organization was completed and the company was put in working order.

☞ Mr. Gerritt Smith brought a suit against the Rome and Oswego Railroad, claiming $60,000 for damages to his property. The case was submitted to arbitration, and the referee awarded Mr. Smith $9,500.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad, for the week ending May 7, 1866..... $14,938 31
Corresponding week previous year..... 12,788 43

Increase..... $2,149 88

Receipts from Jan. 1, to May 7:
1866..... $178,678 62
1865..... 160,119 48

Increase..... $18,559 14

The traffic of the Great Western Railway of Canada, for the week ending May 11th, 1866, were..... $61,834 24
Corresponding week of 1865..... 59,003 62

Increase..... $2,830 62

The earnings of the Grand Trunk Railway of Canada for the week ending May 5th, 1866, were..... $125,780 00
Corresponding week of previous year.. 128.474 00

Decrease..... $2,694 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in May, 1866..... $18,475 00
Corresponding week previous year..... 16,614 48

Increase..... $1,860 52
Commencing 1st Jan. 1866..... $358,496 00
Commencing 1st Jan. 1865..... 377,043 17

Decrease..... $18,547 17

The earnings of the Chicago and Northwestern Railway for the second week in May, 1866 were..... $151,145 72
Corresponding week of previous year.. 125,934 81

Increase..... $25,210 91

The earnings of the Chicago and Great Eastern Railway for 1st week in May were..... $24,226 22
Same period last year..... 18,410 91

Increase in 1866..... $5,815 31

The earnings of the Michigan Central Railroad for the 1st week in May, 1866, were..... $78,542 45
Corresponding week of previous year.. 74,093 48

Increase..... $4,448 97

The earnings of the Chicago and Rock Island Railroad for the 1st week in May, 1866, were..... $63,924 00
Corresponding week of previous year.. 49,627 00

Increase..... $14,297 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in May, 1866, were..... $88,895 00
Corresponding week of 1865..... 79,039 00

Increase..... $9,856 00

Chicago and Northwestern Railway.

The Freeport, Ills., *Journal* says that a very large mortgage was recorded in the County Court at that place on the 19th ultimo. It was executed by the Chicago and Northwestern Railroad Company to Samuel J. Tilden, of the City of New York, to secure the payment of two million five hundred thousand dollars. It covers six hundred and three miles of railroad, and all the depot grounds and other lands and rolling stock belonging to the same. The lines of road covered by the mortgage are the following: The road from Chicago to Green Bay, Wisconsin, 242 miles; from Chicago to Fulton, Illinois, 136 miles; from Chicago to Freeport, 121 miles; from Kenosha, Wisconsin, to Rockford, 73 miles, and from Belvidere to Beloit, 21 miles. The United States revenue stamp affixed to the mortgage is for $2,500. The fee for recording was $15.

Commerce of New York.

The foreign imports at New York for the month of March, are officially stated as follows:

	1865.	1866.
Entered for consumpt'n	$7,066,126	$15,200,809
Do. for warehousing...	7,872,855	9,539,100
Free goods.....	830,450	1,179,177
Specie and bullion....	243,242	285,854
Total entered at port..	$16,012,373	$26,204,940
Withdr'n from wareh'e.	5,795,512	7,844,644

The foreign exports for the same period compare thus:

	1865.	1866.
Domestic produce.....	$13,898,565	$23,291,485
Foreign free mdse.....	307,221	57,167
Foreign dutiable.....	191,927	320,165
Specie and bullion	381,913	1,045,039
Total exports	$14,779,626	$24,713,856
Total excl. of specie..	14,397,713	23,668,847

The imports for the first three months of the current year compare as follows:

	1865.	1866.
Entered for cons'tion..	$17,462,395	$51,147,040
Entered for wareh'ing..	17,950,907	31,407,353
Free goods.....	2,290,642	3,922,187
Specie and bullion....	402,214	530,747
Total entered at port..	$38,106,158	$87,007,322
Wd'n. from warehouse.	17,122,658	22,935,577

The exports for the first three months of the year compare as follows: the foreign exports are given in currency value, and the imports in specie value:

	1865.	1866.
Domestic produce	$24,964,691	$59,844,602
Foreign mdse. (free)..	487,435	122,073
Foreign mdse(dutiable)	1,257,992	1,005,856
Specie and bullion....	4,589,967	5,558,405
Total exports	$51,300,085	$66,530,936
Total excl. of specie...	46,710,128	60,972,531

For the first nine months of the fiscal year the imports were as follows:

	1865.	1866.
Six mos. end'g Jan. 1.	$79,767,221	$142,730,367
In January.....	10,620,117	30,109,830
In February.....	11,473,668	30,692,557
In March	16,012,373	26,204,940
Total nine months....	$117,873,379	$220,737,694
Deposits specie.....	1,240,822	1,602,205
Total mdse.....	$116,632,557	$229,135,489

The exports for the same period compare thus:

	1865.	1866.
Six mos. end'g Jan. 1.	$131,946,100	$107,699,914
In January.....	16,561,593	20,108,207
In February.....	15,750,807	17,195,507
In March.....	14,397,713	23,668,817
Total mdse.....	$178,656,218	$168,672,445
Specie.....	26,263,467	17,646,329
Total exports 9 mos..	$204,919,685	$186,318,774

The receipts at this port for customs duties, for the first nine months of the current fiscal year, were:

	1865.	1866.
Six months ending January 1..	$24,473,902 73	$65,077,328 87
In January.....	4,231,737 47	12,437,474 16
In February.....	4,791,247 10	12,008,273 74
In March.....	5,392,099 26	11,173,154 62
Total 9 months..	$38,888,986 56	$100,696,231 39

☞ The Dubuque and Sioux City Railroad was formally opened to Iowa Falls on the 26th ult.

Railroads of Missouri.

Summary of the various acts to provide for the sale of certain Railroads in the State of Missouri, and to secure the early completion of others.

On the 19th of February, 1866, the Legislature of Missouri passed an act, in 17 sections, of which the following is a summary:

SEC. 1. The Governor is authorized and required to take immediate possession of the Southwest Branch of the Pacific Railroad, with all its property, real and personal, rights, franchises, etc., and all the lands hitherto appropriated to its construction and granted to the State of Missouri by act of Congress of 1862, and all other acts. And having obtained possession of the same, to turn them over to a Board of Commissioners to be sold by them in the interest of the State; and it is made the further duty of the Governor to advertise the St. Louis and Iron Mountain Railroad, the Cairo and Fulton Railroad, the Weston and Atchison, Atchison and St. Joseph and Platte County Railroads, and their property and appurtenances, and sell the same to the highest bidder by auction. The Weston and Atchison, Atchison and St. Joseph and Platte County roads to be hereafter designated as the Platte County Railroad, and the Southwest Branch of the Pacific Railroad to be designated as the Southwest Pacific Railroad.

2. A Board of three Commissioners is to be appointed for each of the said railroads. Their powers and duties are specially stated in this section and the method of filling vacancies declared.

3. The duty of the Boards is to be to receive possession of the railroads, and "to manage, operate and dispose of the same," as provided for by this act, to attend the sale of the same as by the 1st section, and purchase them in for the use and benefit of the State, for an amount not exceeding the respective liens on said roads in favor of the State.

4. After appointment and qualification, they shall, within 30 days, publish a notice of such appointment, and invite proposals for the purchase of the said roads. The notices to be published for 60 days in two papers in St. Louis, New York, Philadelphia and Boston.

5. The proposals shall be based on the following terms: The price bid shall be payable as follows—one-fourth on closing the contract, and the balance in five equal annual instalments, with 6 per cent. interest on deferred payments, payable in cash or bonds or liabilities of the State, or bonds guaranteed by the State. The roads and rolling stock to be kept in good serviceable condition during the progress of the work, the Southwest Branch to be finished within three years to a point opposite the town of Lebanon, in Laclede county; to the town of Springfield in Greene County in four years; and to the Western line of the State in five years, all from the date of the sale; $500,000 to be expended thereon every year. The St. Louis and Iron Mountain Road to be finished to a point South of Pilot Knob, to connect with the Cairo and Fulton road, in three years, and finished to the Mississippi River, opposite to or below Columbus, Ky., in five years. At least $500,000 to be expended annually. The Cairo and Fulton Road of Missouri is to be completed from the Mississippi river, opposite Cairo or Columbus, to the intersection of the St. Louis and Iron Mountain road, within three years. The Platte County road to be finished from the Missouri river opposite the city of

Kansas to the city of Weston, and from Sarannah to Forest city, in two years from the date of sale, and shall be completed to the State line of Iowa in three years; the sum of $250,000 to be expended annually.

6. The roads are to be awarded to be highest and best bidders, if made in accordance with the terms and conditions stated in the foregoing sections, with power of rejection by the Commissioners.

7. If the bids are unsatisfactory, proposals shall be invited from time to time, under new notices until a sale of said roads is effected; provided, however, that if, in the opinion of the Governor, a more expeditious and advantageous sale may be secured thereby, and work on the Southwest Branch be more speedily commenced, a sale may be made without notice, provided the lien of the State is preserved therein for securing the payment of the purchase money remaining unpaid, and which shall secure the completion of the road, as provided for in section 5; and also that such sale shall be first approved by the Governor.

8. After an award is made, duplicate contracts embracing all these stipulations, to be approved by the Governor, shall be executed and filed, and the latter shall deliver a formal deed of conveyance to the purchasers, which shall be construed as other deeds conveying real estate, and embracing all the road, rolling stock and property of every description; and the purchasers shall execute the proper mortgages to secure the payment of the purchased money; the purchasers of the Cairo and Fulton Railroad are not, however, to receive conveyances of the lands subscribed by counties to the stock of said road.

9. The rights and franchises of the roads are to be enjoyed by the purchasers, subject to the limitations of the act.

10. The purchasers are authorized to borrow money and to issue construction bonds of $500 or $1,000, secured by morgages on their respective roads, appurtenances and rolling stock, subject only to the State's lien for the amount of purchase money unpaid. These bonds are to be endorsed by the Governor, and countersigned by the Secretary of State. The State, however, is not to be held liable for any portion thereof; $125,000 of these bonds may be issued whenever $100,000 in cash have been expended on the work, and in that ratio for larger sums. Expenditures in cash of $50,000 on the Cairo and Fulton and Platte County roads will entitle them to bonds in the same ratio of amount. The books, papers, &c., of the said companies to be subject to the inspection of the Governor, or his agent appointed therefor.

11. The State assumes the full payment of the guaranteed bonds of the Pacific Railroad under act of March 2d, 1861. When the company purchasing the Southwest Branch has 20 miles in running order west of Rolla, and exhibits proof thereof, the Governor is authorized to issue a certificate granting the right of way in the public lands under the act of Congress approved June 1, 1852, not impairing however any existing pre-emption right.

12. The quantity of land sold by the Pacific Railroad under its grant is to be ascertained, and the amount of money received therefor to be paid into the State Treasury.

13. The Commissioners are to have the power to settle all matters of account between the said Branch Road and the Pacific Road, and when put in possession of the Southwest Branch to arrange with the Pacific the terms and conditions of operating the same in conjunction.

14. Failure of purchasers to perform their agreements, to work a forfeiture of the roads, and the Governor is to retake possession.

15. The Legislature to have the reserved right in case of the sale of the St. Louis and Iron Mountain road to regulate freight on iron ore and coal.

16. All acts and parts of acts inconsistent herewith are repealed.

17. The act to act to take effect immediately.

Supplementary Act of March 19, 1866.

SEC. 1. The "Southwest Branch," and the "Southwest Branch of the Pacific Railroad to mean and to be the Southwest Pacific Railroad."

2. The 4th section of the preceding act not construed to require any new advertisement on the part of the Governor.

3. The 10th section to be construed so as to leave it optional with the purchasers to print the said act and certificate of the Governor, on the back of the bonds, or omit the same.

4. The payment in full of the purchase money by the Pacific Railroad, being certified to the State Treasurer he shall execute a deed of the lands referred to in the 12th section, provided that no person shall receive deeds who has not a clear right in accordance with the act of Congress of June 10, 1852, and the laws of the State of Missouri.

5. The newspaper notices modified to one paper in each of the cities named, and 20 days substituted for 30.

6. The act to take effect immediately.

Act to incorporate purchasers under the foregoing acts, approved March 20, 1866.

SEC. 1. Purchasers of the railroads mentioned to form companies, the number of corporators to be not less than 13.

2. Articles of incorporation to state the name, number of miles of road, shares of capital stock, names of directors, &c., who shall manage for one year, or until others are chosen in their places, &c.

3. When $1,000 are subscribed for each mile, and 5 per cent. paid thereon, the articles may be filed, and the body commences its corporate existence.

4. Powers of the original charters extended to the new corporation.

5. The act not to deprive any purchasers of the railroads or branches thereof described in the act of February 19, 1866, from any of the benefits secured them thereby.

6. It shall not be obligatory on the purchasers to incorporate under this or any other act of the Legislature, but they may take possession, and control, and operate in accordance with the terms of this particular act, or under such corporate rights as they may have acquired by the purchase.

7. This act does not relieve purchasers from the terms, conditions and limitations of the other acts.

8. To take effect immediately.

☞ The Sandusky, Dayton and Cincinnati Railroad Company has been re-organized and a new board of Directors chosen. The new Company is called the Sandusky and Cincinnati Railroad.

Maryland and Delaware Railroad.

The Easton, Md., *Star* says: "We learn that the work on the Maryland and Delaware Railroad has been interrupted by some attachments which have been laid against the contractor, growing out of claims against him in New Jersey. As the suits have nothing to do with the Maryland and Delaware Railroad Company, it is thought the matter may be arranged in a few days, so as to allow the work to proceed."

South Side (L. I.) Railroad.

We understand that Messrs. Shanahan, Myers & Co., have taken the contract for the construction of this road. It will commence at Jamaica and run to Islip, 35 miles. It is designed to continue the road into Brooklyn at an early day. Work will be commenced immediately, and prosecuted to early completion. We are informed that the company has sufficient funds now on hand to grade and tie the road, with a considerable surplus towards the purchase of iron. C. F. Fox is President, and Samuel McElroy Chief Engineer.

European and North American Railway.

In the Massachusetts State Senate on the 9th inst., the bill to aid in the construction of this road, the provisions of which we gave in our last issue, was ordered to be engrossed by a vote of 23 to 10. On the 11th, the bill came up in the House, when the Speaker ruled that the bill involved an appropriation of money, and therefore should, under the constitution, have originated in the House. On motion, the bill was laid on the table. On the 15th, the same bill was introduced in the House, and referred to the Committee on Railways and Canals.

Goshen and Montgomery Railroad.

We are informed that the work of construction on this road is now being pushed with vigor at every available point on the line. It is the expectation of the contractors to have the grading completed, ready for the superstructure within 90 days. This road will be 10½ miles in length, and will be an important feeder to the Erie Railway, and will afford railway accommodation to a numerous and wealthy population of a large portion of the Wallkill Valley heretofore so much needed. Mr. Wilkinson, of Montgomery, is President, and A. P. Robinson, Chief Engineer.

Florida Railroad.

At a meeting of the stockholders of this company held at Gainesville, Alachua Co., Florida, on the 21st ult., the following named gentlemen were chosen directors: D. L. Yulee, President; F. C. Barrett, Secretary; E. N. Dickerson, Marshall O. Roberts, A. H. Cole, Philip Dell, James B. Dawkins, H. A. Corley and James T. Thomas.

☞ We give this week an abstract of the laws of Missouri, including the supplementary act subsequently passed, in relation to the sale and future disposition of certain railways in that State, which are of importance to parties interested therein, or intending to become so.

☞ We learn that surveyors are busy locating the route of the New York and Oswego Midland Railroad. The directors have issued an address to the people along the proposed line, in which they estimate the whole cost of construction and equipment from Oswego to New York at about the sum of $8,000,000.

Morris Canal and Banking Co.

We have the report of this company for the year ending February 28, 1866. From this we learn that the necessary repairs and improvements having been completed, the canal was filled in the latter part of March, and business commenced upon it on the first day of April, 1865, and continued without serious interruption until the 14th day of December, a period of two hundred and fifty-eight days.

The income of the company from tolls and other sources during the year was $600,584 30

And the expenses were:

Repairs of canal & works.	$178,897 27	
Operating canal	58,290 47	
Salaries, law and other expenses	$42,949 16	
Less gain in int.	8,167 74	
	34,781 40	
Transportation expenses .	895 43	
		272,864 57
Balance—profits of the business		$327,719 73
Balance at credit, Feb. 28, 1865		90,919 57
		$418,639 30
Dividends on preferred stock		$117,500 00
" " consolidated stock		102,500 00
Interest on mortgage bonds		45,660 00
United States taxes		9,988 49
Discount on boat loan		24,963 12
Depreciation of boat stock		725 72
Balance—surplus		117,351 97
		$418,639 30

The whole amount of freight transported upon the Canal, during the last season, was 716,587 tons, or 7,340 tons less than in 1864. By referring to the "Table of Trade and Tonnage," it will be seen that the quantity of coal exceeded that carried in 1864 by 35,150 tons; and that in the ore trade there was a falling off in the quantity amounting to 49,086 tons.

The receipts of the company from all sources, during the year, have been $600,584 30; the current expenses have been $272,864 57; leaving as net earnings, $327,719 73. Out of this, dividends, amounting to ten per cent., have been paid upon both the preferred and consolidated stocks; and the interest upon the company's bonds as it fell due—after which a balance of $117,351 97 was left to the credit of profit and loss at the close of the fiscal year.

The Board, on the first day of November last, created a "Boat Loan" of $330,000, and authorized the sale of two-thirds of that amount, to stockholders only, on or before the first of January last. Of this $151,220 has been taken upon the terms proposed; and certificates, or bonds, have been prepared and issued to all who have paid the full amount of their subscriptions. The amount subscribed for by stockholders has been less than that directed to be sold; a portion of it, therefore, remains on hand subject to such order as the Board may think proper to make in relation thereto.

From the report of the Assistant Engineer and Superintendent, it appears that the Canal and works are in good condition; and as navigation is now resumed with a larger number of boats than ever before, and with increased facilities for shipping coal at Port Delaware, the prospect of business during the season upon which we are entering appears highly favorable.

As some difference of opinion has existed respecting the proper disposition of the receipts from the canal, over and above the amount which the Directors are bound to pay, as dividends, to the holders of preferred stock, the following extracts from the agreement entered into by the company with the subscribers to that stock are here given, for the information of those concerned.

VII. That the entire receipts of the Canal shall be appropriated as follows:

1st. To the payment of current charges.

2d. To the payment of interest on outstanding debts.

3d. To the payment of dividends on the preferred stock in the fulfilment of the foregoing covenants.

4th. To the payment of dividends on the old or common stock, until such dividends reach two dollars and fifty cents each share per annum, and ten dollars per annum on any consolidation of such stock. Four shares of old or common stock, being taken to compose one share of such consolidated stock.

VIII. That in the event of the net earnings of the company enabling it to pay dividends beyond the rates above named, that such further dividends shall be paid in the same proportion on all the stock. Four shares of old or common stock being taken as equal to one share of preferred stock. But it is understood that the Directors are authorized to make such expenditures, from time to time, as the exigencies and proper management of the business of the company may in their judgment require, before any dividends are paid on the old or consolidated stock, but only so far as it may be done without interfering with the payment of the dividends on the preferred stock, and it is hereby expressly agreed between the Morris Canal and Banking Company and the subscribers and holders of the new preferred stock hereby created, that no dividends shall be paid to the holders of the old or consolidated stock, until the holders of the new preferred stock above mentioned, shall at all times have received equal to ten per cent. per annum, in semi-annual payments on said stock.

GENERAL STATEMENT.

Cost of Canal and appurtenances ...		$3,110,679 59
Assets:		
Cash	$35,011 45	
Bills receivable, individual accounts, etc	56,130 65	
Materials	7,387 66	
		98,529 76
		$3,209,209 35
Capital stock:		
Consolidated		$1,025,000 00
Preferred		1,175,000 00
Mortgage bonds		761,250 00
Boat loan		99,852 50
Liabilities:		
Individuals accounts, etc.	$23,029 30	
Dividends unclaimed	6,398 68	
Coupons "	1,326 90	
		30,754 88
Profit and loss—surplus		117,351 97
		$3,209,209 35

President and Engineer.—WILLIAM H. TALCOTT.
Vice President.—JOHN D. WARD.
Secretary.—JOHN RODGERS.
Ass't Engineer and Sup't.—A. P. BERTHOUD.

☞ The President has approved the bill extending the time for the completion of the Union Pacific Railroad, eastern division, until the 27th of June, 1866. The time for completing each succeeding one hundred miles is to be reckoned from that date. This bill extends for two years, the time for commencing and completing the Northern Pacific Railroad and all its several sections.

☞ The Southwestern of England Railway Company possesses a monster engine, named the Colossus. It has been built to draw a train of eighty loaded wagons eighty miles in three hours, each loaded wagon weighing about ten tons. It can drag nearly one thousand tons from London to Southampton with almost the speed of a bird flying.

Cincinnati, Richmond and Chicago R. R.

The certificate of re-organization of the Eaton and Hamilton railroad company was filed in the office of Secretary of State at Columbus, Ohio, on the 8d inst., under the new name of Cincinnati Richmond and Chicago Railroad Company. The capital stock for the time being is $500,000, divided into 100,000 shares of $50 each. The purpose of the new company is to hold, operate and maintain the railroad heretofore held by the Eaton and Hamilton Railroad Company.

Concord and Claremont Railroad.

The people of Northwestern New Hampshire are spiritedly at work in their endeavors to secure the extension of the Concord and Claremont Railroad from its present terminus at Bradford to Newport and thence to the Connecticut river at Claremont. The town of Newport has recently voted an appropriation of forty-five thousand dollars toward the proposed enterprise. A grand mass meeting for the furtherance of this object is soon to be held at Clarement.

☞ The first meeting of the Coos Railroad Company is to be held at Whitefield, N. H., on the 1st of June. The Boston *Commercial Bulletin* says: The people of Coos county are getting in earnest about a railroad, and it is altogther probable that a road will be built from Littleton to Lancaster at no very distant day, with a connection thence with Northumberland on the Grand Trunk Railroad.

☞ The stock in the proposed Passenger Railway to run from Cooper's Point to Kaighn's Point, N. J., is being taken with sufficient spirit to warrant the commencement of work at an early day. The track, as proposed, will run down Front street to Kaighn's-point avenue, and up Fourth street to Cooper's Point, opposite Vine-street ferry.

☞ The *Milwaukee Sentinel* states that the Chicago and North Western Railroad Company have leased the track and stock of the Chicago and Milwaukee Railroad—the lease having gone into effect on the 8th inst.

The earnings of the Western Union Telegraph Company, for the month of March, 1866, were	$329,112 78
March, 1865	260,645 88
Gain in 1866	$68,466 90

☞ Navigation was opened on the Rideau Canal, between Kingston and Ottawa, Ca., on the 3d inst.

BORDEN & LOVELL,

70 and 71 West Street, New York.

GENERAL AGENTS

Borden Mining Company's

CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., NEW YORK, May 1, 1866.

The Annual Meeting of the Shareholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the City of Chicago, on Wednesday, the 30th day of May, 1866, at 3 o'clock P. M.

The transfer books of the company will be closed at the close of business on the 19th instant and re-opened on the 2d day of June next.

L. A. CATLIN, Secretary.

4t18

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXII., No. 21.] SATURDAY, MAY 26, 1866. [WHOLE No. 1,571, VOL. XXXIX.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 26, 1866.

Osage Valley and Southern Kansas R. R.

The Boonville extension of this road, connecting Boonville on the Missouri River with Tipton on the Pacific Railroad, is now under progress of construction. The distance is 24½ miles, and will be completed ready for the superstructure during this year. Its importance as forming a link in a grand central Missouri route, can be readily seen. By a northward continuation of 50 miles through a very favorable country, it will intersect the North Missouri Railroad, thereby making a direct connection with Chicago and the Northeast by the way of Quincy. By intersecting the Pacific Railroad at Tipton, the route to the great west for northern travel is greatly shortened, and a direct eastern outlet obtained from Central Missouri. By the main line itself from the Pacific Railroad at Tipton, in a southeasterly direction through the heart of Missouri into the State of Kansas, a rich and valuable section of country now almost isolated is brought into direct connection with all existing facilities of transit. In fact, the Osage Valley and Southern Kansas Railroad will it is said, at no distant day, appear before the public as the Grand Central Missouri route. This important public work is now under the control of energetic officers, and an efficient Board of Directors. General J. H. Baker is President; Judge Ignatius Hazell, Vice President; Col. D. W. Wear, Secretary; Col. J. A. Eppstein, Treasurer; Capt. Jas. L. Stephens, General Agent; and Chas. W. Allendorph, Chief Engineer.

Southwest Pacific Railroad.

The South West Branch of the Pacific Railroad, which diverges from the Main Line at Franklin, Mo., 37 miles west of St. Louis, and extends thence to Rolla, 76 miles, being one of the four railroads advertised to be sold by the State under foreclosure of its mortgages, was purchased on the 13th inst., by Gen. John C. Fremont, for the sum of $1,300,000. The recent acts of the Legislature of Missouri under which this sale was effected, an abstract of which we gave in our last issue, requires the purchaser to finish the road within three years to a point opposite the town of Lebanon in Laclede County; to the town of Springfield in Greene Co., in four years; and to the western line of the State in five years, all from the date of sale—$500,000 to be expended thereon every year. The terms of payment of the purchase money are: one-fourth on closing the contract, and the balance in five equal annual instalments, with six per cent. interest on deferred payments, payable in cash, or bonds or liabilities of the State, or bonds guaranteed by the State. The purchaser is authorized to borrow such sums of money for the completion of the road, or for the payment of the balance due the State, or any part thereof, on such terms, and at such rate of interest as he may deem expedient; and for that purpose may issue construction bonds of $500 or $1,000, and to secure the payment of the same, may execute in due form a mortgage on the road, appurtenances and rolling stock; subject only to the State's lien for the amount of the purchase money remaining unpaid. This road has a land grant of 1,030,000 acres selected along the line in 1852, embracing some of the best land west of the Mississippi River. The famous Granby lead mines in Newton Co., are a part of its "reality." It is contemplated to make this road a part of the route from Springfield to California, provided for in the Southern Pacific Railroad bill reported in the Senate by Senator Brown of Missouri. Gen. Fremont obligates himself to finish the road within the time specified in the act. He has, it is said, connected with him some of the strongest capitalists in the country. It is estimated that four or five millions of dollars will finish the road; and its owners claim that it will be worth twelve millions when completed. Under the law for consolidating the State debt, the proceeds of the sale of this road will go into a sinking fund for the ultimate redemption of the new Missouri consols.

What to do and how to do it.

The public mind has been much agitated on the subject of increased facilities and cheaper transportation betwen the east and the great west. A Commercial Convention assembled at Chicago in 1864, and another Convention at Detroit in 1865, to take the matter into account. Both Conventions adjourned without the adoption of any efficient plan, at least none that the public has deemed sufficiently feasible to be acted on.

The following plan has been suggested by a gentleman as one that will overcome all difficulties:

First. A double track road-bed, to be owned by a joint stock company, but to be open to free competition in transportation, any one being allowed to put trains on the road and run them, paying tolls to the company the same as a turnpike road or the canals of this State for the privilege of transporting over it.

Second. A uniform rate of speed, and just such rate of speed as will give the road its greatest freight capacity, probably from eight to ten miles an hour.

This plan, though it has nothing new in principle, combines the arrangements in a more perfect form to give it efficiency than anything we have heretofore contemplated. We observe that the *Evening Post*, *Commercial Advertiser*, *Brooklyn Union*, *N. Y. Tribune* and *Scientific American*, are out in approval of the plan. So many and strong advocates will be certain to popularize the project unless there is discovered some defect which we are unable at present to foresee.

It is assumed that a transportation thoroughfare on this plan will have a freight capacity

equivalent to 20 single track or 10 double track roads of unequal rates of speed; that the equal or uniform rate of speed will do away nearly all the difficulties in management and liability to accident, while free competition in transporting over the road will take away the injurious power of monopoly, and consequent imposition on the public.

We confess that our expectations of the success of this plan are sanguine, and if we mistake not, the era of Railway efficiency will soon commence.

*

Minnesota Central Railroad.

We have received a copy of the First Annual Report of this company, comprising the Reports of the President and Directors, Chief Engineer and Superintendent, and the statement of the Treasurer; also a compilation of Acts of the Legislature of Minnesota, and of Congress, relating to the same.

The length of road completed and in operation December 31, 1865, was 56 miles; of this, 42 miles, from Mendota to Northfield, was opened for business on the 4th of September, and the remaining 14 miles to Faribault, on the 18th of October, 1865.

The earnings of the road during these four months were $45,497 19; of which $31,336 45 were from the transportation of freight, $13,364 10 from passengers, and $896 64 from mails, rents, etc. The expenses during the same time were $27,507 69—leaving as net earnings, $17,989 50.

At the time this company succeeded to the property, August, 1863, grading amounting in the aggregate to 20 miles was completed. The masonry and other mechanical work was trifling in amount. Since that dato the grading done by this company on the main line consists of 30 miles north of Faribault, and about 6 miles south of that place, of average cost, and 6 miles of very heavy work at the crossing of the Minnesota River and its approaches, comprising a very large amount of loose sand and solid rock excavation. The masonry consists of four piers and an abutment for the turntable bridge and two adjoining spans across the Minnesota River, also abutments for bridges over Cannon River, and Minne-ha-ha, Vermillion and Heath Creeks, road bridges at Fort Snelling and Faribault, and sluices, culverts and cattle guards.

On the St. Paul Branch, a large amount of grading has been completed, and the foundations for the entire bridge across the Mississippi River prepared. Foundations for 2,000 feet of trestle work are also completed.

About three miles of the road have been ballasted. In addition to the 56 miles of main track, 5.6 miles of side track have been laid. At every station, buildings for passengers and freight have been built; also, at various points on the line, engine houses and water stations, grain warehouses and elevators, machine and car shops, etc.

The amount expended in construction, equipment, etc., to the date of the report will appear in the annexed balance sheet. The estimated cost of completing the road from Faribault to a junction with the Winona and St. Peter Railroad at Owatonna, 15 miles, including all buildings, is $255,581. It is thought the junction will be made by midsummer, when an increase of equipment will be required of three locomotives and two passenger cars.

No less important and advantageous to the company's interests, will be the extension southward to the State line of Iowa, and the connection there with the system of railroads leading to Milwaukee, Chicago and St. Louis, giving a diversity of outlets to the trade of Minnesota, and extending greatly the tributary area of the road. The lumber of Minnesota will be exchanged for the gypsum of Iowa, and an immense increase in freighting will at once ensue.

The length of road from Owatonna to the State line is 44 miles, and the estimated cost of completion $716,553.

The Minnesota Central Railway Company was incorporated by an Act of the Legislature of the Territory of Minnesota, approved March 1, 1856, under the name of the "Minneapolis and Cedar Valley Railroad Company." The lands granted by the Act of Congress, approved March 3, 1857, to the Territory of Minnesota, applicable to the route of the road, were granted to said company by an Act of the Legislature of the Territory of Minnesota, approved May 22, 1857.

Pursuant to the provisions of an amendment of the constitution of the State of Minnesota, ratified by a vote of the people April 15, 1858, the Minneapolis and Cedar Valley Railroad Co., delivered to the State of Minnesota $600,000 of bonds, secured by a first mortgage upon its road, lands and franchises, in exchange for an equal amount of the bonds of the State. Upon default in the payment of interest upon its bonds so issued to the State, the said mortgage was foreclosed by the Trustees named therein, and the road, lands and franchises of the company were bid in by the Governor for the benefit of the State of Minnesota, August 16, 1860. By virtue of the terms of the aforesaid amendment of the constitution, the said company also forfeited to the State, December 31, 1861, all its lands and franchises for failure in the construction of its road as provided in said amendment of the constitution.

The State thus became vested with the lands, property and franchises of the company, both by foreclosure of its mortgage and purchase thereunder, and by the forfeiture provided in the constitution.

By an Act of the Legislature of the State of Minnesota, approved March 10, 1862, the road, lands and franchises then held by the State, were granted conditionally to certain persons therein named, who were authorized to organize and hold the same under the name of the "Minneapolis, Faribault and Cedar Valley Railroad Company." The present Board of Directors are grantees and successors of the persons named as grantees and corporators in the said Act of March 10, 1862. By a recent Act of the Legislature of the State of Minnesota, approved February 1, 1864, the conditions annexed to the grant of 1863 are removed, and the road and its lands and franchises granted unconditionally to, and confirmed in the present company, under the name of the Minnesota Central Railway Company.

The road as in process of construction commences at the State line, between Minnesota and Iowa, in range eighteen, and runs through the Counties of Mower, Dodge, Steele, Rice, Dakota and Hennepin, and terminates at the flourishing towns of Minneapolis and St. Anthony, with a branch road diverging from the main line at Mendota, and running to the city of St. Paul, the capital of the State. The length of the entire road and branch as contemplated, is 120 miles. The original corporation (before the road was foreclosed and became the property of the State,) expended in the aggregate, the sum of $600,000 in the grading and masonry required, and the work performed under their auspices, in detached portions, when equated with reference to the entire cost of graduation and masonry, (excluding from the account a costly structure contemplated by that company at the crossing of the Minnesota River, and seven miles of light finished grading between Fort Snelling and Minneapolis, which has been abandoned for a more favorable location,) amounts to more than six-tenths of the work necessary in the beginning, to prepare the road for the rails, from the State line to Mendota, a distance of 105 miles, or in other words, is fully equal to a continuous road bed of an average value per mile as great as that of Western roads, and 63 miles in length. This result of a very large expenditure of money, all of which will be made available, accompanied the grant from the State, to the present company, as a donation.

The work of preparing the Northern Division of the road from Minneapolis to Faribault 56 miles, for the rails, was commenced by this company in August, 1863, and the road was opened for business from Mendota to Northfield, September 4th, and from Minneapolis to Faribault, October 18th, 1865.

Between Faribault and the junction with the Winona and St. Peter Railroad, at Owatonna, in Steele County, a distance of 15 miles, the work of preparing for the rails, is well advanced; strong parties of men are now engaged in completing the grading and masonry, and the iron will be laid by July 1st, to the junction.

The lines of railroad now in progress, which will form connections with the Minnesota Central, are the branch line of the St. Paul and Pacific, which forms a northward extension of this line from St. Paul and Minneapolis, and is now in operation 42 miles, to Elk River, and to be opened the present year to Watab, a further distance of 38 miles; the main line of the St. Paul and Pacific from Minneapolis, westward, of which 20 miles are now graded, and will be opened the present year; the Minnesota Valley Railroad, now in operation from Mendota to Shakopee, 22 miles, and to be opened the present summer from St. Paul to Belle Plain, a distance of 46 miles; the Winona and St. Peter Railroad, now running from Winona to Kasson, 65 miles, and which is being pushed forward energetically to the junction, at Owatonna, in Steele County; the McGregor Western Railroad, which, like the last mentioned road, is being vigorously prosecuted towards the junction at the State line; and the Cedar Valley Railroad, of Iowa, the completion of which from Cedar Rapids, to the State line, will give with the two last named lines of road, four outlets to the cities of Milwaukee and Chicago and the eastern railroad systems, and open up all Northern Iowa to the lumber trade of St. Anthony Falls.

During the past year the subject of a through line of railroad from St. Louis to St. Paul and Minneapolis, has engaged very largely the attention of the citizens of Missouri, Iowa and Minnesota. As a means of communication with the lower Mississippi Valley, this project is of commanding importance, and its accomplishment, in view of the fact that a number of links in the line are already constructed, is by no means an undertaking of great magnitude.

The consummation of this plan will make the Minnesota Central Railway a part of the great route between the head of navigation on the Mississippi and the Gulf, and by which the products of Minnesota, passing through the port of New Orleans, will seek their markets abroad. The completion of this line at an early day may be confidently relied upon.

The entire cost of completing the road, right of way, fencing, buildings and a full equipment, will be $2,840,000, exclusive of the cost of the branch to St. Paul. The cost of the St. Paul Branch is estimated at $390,000, including a bridge over the Mississippi River and depot grounds in the city of St. Paul. An arrangement has been entered into with the Minnesota Valley Railroad Company, whereby this branch will be built and owned jointly by the two companies, making the cost to each company $195,000. The depot grounds at Minneapolis, fourteen acres in extent, lying but one block distant from the lumber and flour manufactories, have been donated to the company, by the public spirited citizens of that town; their

present value at prices for which cash sales are being daily made is not less than $20,000. A very liberal spirit has been evinced by landholders along the entire line, and when not made a gift to the company, the right of way has been purchased at very low rates.

The land grant of this company is distributed along the entire line, but is mostly located in the Counties of Mower, Freeborn, Dodge and Steele; settlements having been retarded in those counties on account of their remoteness from the river. This grant amounts to 168,110.28 acres. The lands are of excellent quality and embrace every variety of heavy timber, openings, prairie and grass lands. At $7.50 per acre, which it must be conceded is a low estimate for lands contiguous to settlements, and lying within an average distance of 7½ miles of a railroad, their cash value is $1,260,827.10. In this estimate no account is made of the additional grant made by Congress at its last session, whereby all vacant lands lying without the fifteen miles limits and within twenty miles limits, were ceded to the State for the benefit of this line of road. The number of acres included in this grant has not as yet been ascertained, but will, undoubtedly, exceed 20,000 acres, and may reach a much larger amount. These lands are estimated as worth in cash $5 per acre, or $100,000. The supply of timber for wood and ties is abundant. For a distance of twelve miles in the County of Rice, the line passes through a dense forest of hickory, sugar maple, oak, ironwood, elm, and other varieties of timber. This forest is known as the "Big Woods," and extends thence in a body westward to the Minnesota river.

The northern half of Dakota County is also well timbered with burr oak. This abundant supply places it entirely in the power of the company to regulate the price of fuel for a long period of time.

Excepting the counties of Houston, Filmore, Winona, Olmstead, Wabashaw and three-fourths of Dodge and Goodhue, which from their situation east of the line of the road, and their proximity to another line of railroad and the Mississippi River, are necessarily excluded from the calculation, and that portion of the State which may be included in the district tributary to the extension of the Winona and St. Peter Railroad from the junction in Steele County to St. Peter, when that extension is made, the remainder of the State is either directly or indirectly dependent, during at least one-half and mostly for the whole year, upon this road as a means of communication with the east. A large and very fertile and populous district of country bordering the road must remain so for all time.

Independent of the counties and parts of counties heretofore adverted to as not tributary to this road, (except in their intercourse with the State Capital and the manufacturing centre at the Falls of St. Anthony,) the statistics of the population for 1865, taxable valuation for 1864, and agricultural and forest products of the residue of the State for 1861, are as follows:

Population	166,000
Taxable valuation	$28,716,168
Bushels of Wheat	2,159,814
" Barley	143,946
" Corn	1,459,416
" Rye	212,978
" Oats	1,444,242
" Potatoes	1,420,442
Pounds of Wool	14,829
" Cheese	118,737
" Maple Sugar	337,800
" Butter	1,747,083
" Tobacco	28,743
F. B. M. Lumber	90,109,000
Value of Live Stock	1,850,473
Tons of Hay	150,018

The number of tons of way freight carried was 8,970; do., of through freight 2,444—total 11,414. Tons carried one mile 375,591.

Number of way passengers carried 7,871; do., of through passengers, 785—8,556. Number of passengers carried one mile, 263,698.

The number of miles run by loaded cars was, 55,905; by empty cars, 24,648.

The equipment of the road consists of 5 locomotives, 3 first-class passenger cars, 2 baggage, 80 box, 22 flat, 11 hand, 4 ditching, 6 lumber and 4 iron cars.

The estimated revenue of the road the first year after completion is $1,005,400; operating expenses, 55 per cent., $552,970—net eatnings $452,430, equal to 14.9 per cent. on the cost of the road ($3,035,000); and equal to 7 per cent. on a capital of $6,460,700, or a cost per mile of nearly $54,000. Deducting the cash value of the land grant, will leave the net cost of the road $1,674,173—on which the above earnings will be upwards of 27 per cent.

BALANCE SHEET.

Construction	$1,103,723	99
Equipment	121,567	04
Buildings	93,466	04
Grading and masonry, St. Paul Br.	72,672	46
Stock of material	31,277	39
Tools and machinery in repair shops	34,393	39
Wood	16,045	65
Milwaukee and St. Paul Railway	11,066	75
Coupons, first mortgage bonds	29,194	71
New cars	7,556	57
Station agents	1,576	15
Cash on hand	8,545	19
Miscellaneous	24,846	92
	$1,555,972	25
Capital stock	$497,441	89
First mortgage bonds	848,569	89
Locomotives sold	58,414	61
S. Chamberlain	40,853	66
Ticket balances	520	70
Bills payable	77,430	18
Unpaid vouchers for December	16,752	52
Income account	17,989	50
	$1,555,972	25

President.—S. CHAMBERLAIN.
Treasurer.—A. H. LINTON.
Sup't and Engineer.—D. C. SHEPARD.

Mississippi and Missouri Railroad.

The Mississippi and Missouri Railroad is to be sold about the 25th of June, at Davenport, under a decree of foreclosure rendered on the 12th instant in the United States District Court at Des Moines. The decree forecloses all the mortgages on the road, viz: First and second mortgages on first division of the road from Davenport to Iowa City and Muscatine; first mortgage on the second division from Iowa City west, including the lands granted by Congress in aid of the road; first mortgage on the Oskaloosa division, from Muscatine to Washington and west, and the second land grant mortgage covering the whole road. The Court found that there is due upon the several mortgages the sum of $7,482,545 34, and entered a decree for that amount. It will be bought by the Rock Island Railroad Company, or the capitalists who control that company, organized as a new company. The sum at which the road is to be purchased is fixed by agreement among the bondholders at $5,500,000, to be divided as follows: First mortgage, first division, and the income bonds given for interest on that mortgage and interest to July 1, 1865, par; second mortgage, first division, 80 per cent. of principal. Oskaloosa division, mortgage, including income bonds given for interest on that mortgage, 62½ per cent. of principal. Land grand mortgage, including income bonds given for interest on that mortgage, 70 per cent. of principal; 2d mortgage construction, 30 per cent. of principal. Stock 16 per cent. This with the expenses of foreclosure, &c., will absorb the entire amount of $5,500,000. The Chicago and Rock Island Railroad Company, on taking possession of the Mississippi and Missouri Railroad, will proceed to extend it westward to Des Moines and Missouri.

Portage Lake Copper Mines.

We give below from the Portage Lake *Mining Gazette*, the product of the mines located in the Portage Lake District for the first quarter of the year 1866:

	January.		February.	
	Tons.	lbs.	Tons.	lbs.
Quincy	42	1,620	77	1,510
Franklin	50	1,050	65	235
Pewabic	45	275	55	186
Huron	39	1,440	39	1,680
Isle Royale	32	1,780	28	1,421
Grand Portage	25	1,506	23	515
Hancock	20	1,485	26	3
Albany and Boston	23	728	24	975
Sheden Columbian	10	903	..	....
Calumet (ingot)	..	....	5	1,190
Total	291	789	345	1,715

	March.		Total.	
	Tons.	lbs.	Tons.	lbs.
Quincy	130	190	250	1,320
Franklin	80	570	195	1,855
Pewabic	70	257	170	718
Huron	39	1,773	119	893
Isle Royale	25	1,108	87	311
Grand Portage	36	1,401	85	1,422
Hancock	35	005	81	1,493
Albany and Boston	18	1,000	66	703
Shelden Columbian	13	1,644	24	547
Calumet (ingot)	13	1,631	19	821
Total	463	1,579	1,001	83

☞ We learn that an arrangement has been made between the Vermont and Canada and Vermont Central 1st and 2d mortgages, by which the back interest on the first mortgage will be settled by the issue of new bonds to the amount of 50 per cent., and it is confidently stated by those who are most conversant with its affairs, that the net earnings of the road will, in the course of one or two years, be sufficient to pay the interest on all the issues, including the second mortgage. The 1st mortgage bonds are now selling at 93@93½, including some ten years' back interest.

☞ The Boston and Worcester Railroad Co. have purchased a large piece of ground upon which they contemplate building a large engine house, which will accommodate as many as twenty engines. A new freight house will then be erected in the immediate vicinity of their present one, much larger and more convenient. A large addition of one hundred feet in length is also being added to the freight house of the Western Railroad. The large and rapidly increasing business of these roads has rendered these improvements necessary.

☞ At a meeting in London of the bondholders of the State of Georgia, it was unanimously resolved that the offer of the State to fund the arrears of coupons and over due bonds into a new debt, carrying 7 per cent. interest, be accepted.

☞ Nemaha County, Kansas, has voted $125,000 for the St. Joseph and Denver Railroad, and Doniphan, Brown and Marshall Counties, in that State, are expected to follow the example.

Philadelphia and Reading Railroad.

In the AMERICAN RAILROAD JOURNAL, of January 20th, we gave the President's Report in full. In the present instance we select several important tables referring to the years ending Nov. 30, 1864, and 1865 respectively, and append a general statement of the cost, earnings and dividends since the completion of the road in 1842–'3.

ROADWAY.

Extent of road operated by the company in the years 1864 and 1865:

	Miles of Track.		M. of Sidings.		Total.	
	1864.	1865.	1864.	1865.	1864.	1865.
Phila. and Reading	198.50	198.80	80.51	90.23	279.31	289.03
Willow street	3.50	....	0.54	....	4.04	....
Mt. Carbon & Port Carbon	5.00	5.18	7.98	8.97	12.98	14.15
Mount Carbon	7.83	7.83	2.07	2.07	9.90	9.90
Lebanon Valley	80.98	84.88	11.31	13.11	92.29	97.99
Chester Valley	21.50	21.50	1.80	1.80	23.30	23.30
Schuylkill Valley	25.23	30.82	1.71	2.49	26.94	33.31
Mill Creek	15.03	15.93	4.67	7.20	19.70	23.13
Union	3.47	3.47	0.61	0.61	4.08	4.08
Good Spring	9.10	10.23	1.72	2.03	6.51	12.26
Lorberry Creek	5.62	6.62	0.89	0.89	10.82	7.51
Little Schuylkill	32.83	32.83	16.37	16.65	49.20	49.48
East Mahanoy	10.00	11.84	1.61	2.67	11.61	14.51
Port Kennedy	0.78	0.78	....	....	0.78	0.78
West Reading	1.74	1.74	....	....	1.74	1.74
Mine Hill and Sch. Haven	88.12	89.45	44.78	46.88	132.90	136.33
Total miles	509.53	521.90	176.57	195.60	686.10	717.50
		509.53		176.57		686.10
Increase 1865 over 1864		12.37		19.03		31.40

LOCOMOTIVES AND CARS.

Locomotive engines and cars on the road at the close of the fiscal years:

	1864.	1865.
Locomotives—1st class engines	152	186
" 2d "	23	27
" 3d "	5	5
" 4th "	3	3
Total	183	221
On Mine Hill Railroad (not included above)	33	33
Aggregate on all roads operated	216	254

	No. of cars.		Equiv. 4 wheel.	
	1864.	1865.	1864.	1865.
Coal Cars—8 wheel, iron cars	3	3	6	6
" " wooden cars	3,134	3,179	6,268	6,358
" 4 wheel, iron cars	2,964	2,958	2,964	2,958
" " wooden cars	2,187	2,177	2,187	2,177
Total	8,288	8,317	11,425	11,499
Freight Car—16 wheel, platform gun cars	...	1	....	4
" 8 wheel, house cars	294	295	588	590
" " cattle cars	17	18	34	36
" " platform	535	557	1,070	1,114
" 4 wheel, house	202	202	202	202
" " cattle	2	2	2	2
" " platform	114	102	114	102
" " sand and ore	10	10	10	10
" " lime	66	80	66	80
Total freight trains	1,240	1,267	2,086	2,140
Passenger Cars—8 wheel	58	63	116	126
Baggage " "	16	17	32	34
Mail and Express Car—8 wheel	7	7	14	14
Total passenger trains	81	87	162	174

In addition to the above there are used in the management of the road:

In the *Transportation Department:*	1864.	1865.	1864.	1865.
8-wheel house cars, wreck trains	3	3	6	6
" platform cars, with cranes	6	6	12	12
" crate cars, for sawed wood	8	8	16	16
4-wheel house cars, wreck trains	5	5	5	5
" open cars, for cord wood	87	73	87	73
" " depot, fuel, etc	3	3	3	3
" pass. and baggage cars for stock trains, &c	5	5	5	5
Total in transportation department	117	103	134	120
In use on the Mine Hill Railroad	79	79	80	80
And in the *Roadway Department*	370	313	449	378
Aggregate of all cars	10,175	10,466	14,338	14,391

GENERAL ACCOUNT.

	1864.	1865.
Preferred stock	$1,551,800 00	$1,551,800 00
Common stock	15,902,394 32	15,902,394 32
" for dividend	2,618,129 15	2,618,129 15
Bonds converted into stock Dec., 1864	.....	129,000 00
15 per cent. stock div. upon do. paid Dec.,'64	.....	19,350 00
Bonds converted into stock in 1865	.....	20,000 00
Aggregate stock	$20,072,323 47	$20,240,673 47
Sinking fund stock, created in lien of bonds purchased and cancelled	.....	161,000 00
Loans—5 p. c. sterling bonds, 1836–'67	408,000 00	408,000 00
" 5 p. c. " 1836–'80	182,400 00	182,400 00
" 6 p. c. dollar " 1849–'70	2,856,600 00	2,695,600 00
" 6 p. c. " " 1861–'71	106,000 00	106,000 00
" 6 p. c. " " 1843–'80	549,000 00	549,000 00
" 6 p. c. sterling " 1843–'80	976,800 00	976,800 00
" 6 p. c. dollar " 1844–'80	804,000 00	804,000 00
" 6 p. c. " " 1848–'80	101,000 00	101,000 00
" 6 p. c. " " 1849–'80	67,000 00	67,000 00
" 6 p. c. "(conv.)" 1857–'86	564,500 00	415,500 00
" 7 p. c. "(L.V.)" 1856–'86	60,000 00	60,000 00
Aggregate loans	$6,675,300 00	$6,365,300 00
Bonds and mortgages on real estate	596,579 33	535,362 67
Balance of reserve fund	372,050 53	3,305,739 01
Total debtor side	$37,716,253 33	$30,608,075 15
Railroad	$14,449,398 39	$14,449,398 39
Depots	477,699 22	477,699 22
Locomotives and cars	3,765,774 45	3,765,774 45
Real estate	1,493,005 90	1,493,005 90
P., R. and P. telegraph stock	20,730 00	20,730 00
Lebanon Valley Branch	4,548,878 57	4,548,878 57
Willow street Railroad	100,000 00	100,000 00
Pottsville Water Company stock	24,305 65	24,305 65
Pottstown Gas Company stock	3,000 00	3,000 00
Sch. and Susq. and Allentown R. R. stock	531,312 83	531,312 83
Shamokin Valley & Pottsville R.R. purchase	50,000 00	50,000 00
Propeller and barges	5,440 00	5,440 00
Cost of property	$25,469,544 01	$25,469,544 01
Stocks and bonds	.....	1,822,638 61
Real estate	.....	236,001 53
New wharves at Richmond	.....	183,465 40
Sidings, etc.	.....	157,711 35
	$25,469,544 01	$27,869,360 90
Assets—cash items	$669,886 77	$2,046,698 67
" stocks and bonds held by company	1,915,599 84	851,928 57
Materials on hand, &c	1,021,410 46	927,321 23
Debts due (current)	124,372 27	259,109 95
" (partly secured)	177,601 55	261,067 50
Total assets	$3,938,864 89	$4,346,125 92
Liabilities—debts due by company	$606,679 70	$598,611 95
" coupons to Jan. 1	154,758 00	147,873 00
" interest on bonds	13,273 17	10,762 26
" sinking funds	561,236 49	833,910 54
" credit balance renewal fund	95,495 29	16,253 92
" U. S. and State taxes on div	261,812 92	.....
Total liabilities	$1,692,150 57	$1,607,411 67
Assets over liabilities	$2,246,709 32	$2,738,714 25
Total credit side	$37,716,253 33	$30,608,075 15

OPERATIONS OF THE ROAD.

Statement of coal, merchandise and material carried in 1864, and 1865:

Coal Transported—Tons of 2,240 lbs.:	1864.	1865.
Main Line—Anthracite from Schuylkill County	2,763,347	2,813,176
Lebanon V. Br.— " " " Pine Grove	2,024	1,074
" " " " Treverton	1,182	134
" " " " Lykens Valley	245	2,442
" " " " Lackawanna	....	169
" " " " Shamokin	354	....
" " " " McCauley	....	168
" " Bituminous from Broad Top Region	232,991	197,409
" " " Eagleton	696	9
" " " Westmoreland Co., &c.	64,711	76,233
Total tons of 2,240 lbs	3,065,577	3,090,814
Merchandize Transported—Tons of 2,000 lbs.:		
Total way-billed and paying freight	807,106	846,105

Materials Transported—Tons of 2,000 lbs.:	1864.	1865.
Total, including ballast, timber, rails, etc	242,908	249,863
Tonnage, including passengers in tons of 2,000 lbs.	4,606,286	4,712,016
Total amount of coal to date, in tons of 2,240 lbs.	35,825,260	38,916,074
Total tonnage of road to date, in tons of 2,000 lbs	49,256,315	53,968,331

Statement of passenger travel in 1864 and 1865:

Number of passengers	1,048,521	1,481,632
Number of miles traveled	31,829,477	36,582,415
Equivalent number of through passengers	342,252	393,359
Number of passengers to date, including Phila. Branch	6,490,837	7,972,469

TRANSPORTATION AND INCOME ACCOUNT.

	1864.	1865.
Receipts from travel	$909,881 56	$1,065,846 89
" freight on goods	953,776 45	1,165,276 86
" freight on coal	7,203,775 00	8,627,292 02
" United States mail	23,497 33	28,871 21
" miscellaneous	178,410 53	255,231 72
Total receipts	$9,269,340 87	$11,142,518 70
Balance from previous year	1,756,678 93	673,173 71
Total resources	$11,026,019 80	$11,815,692 41
Running account	$1,251,451 85	$1,551,007 74
Workshop "	994,626 32	1,514,317 97
Depot "	125,529 61	149,710 59
Superintendence	293,735 29	324,398 95
Repairs and renewals—		
Roadway	476,723 72	648,512 24
Bridges	26,107 74	53,610 67
Building	51,735 56	82,665 32
Machinery	45,250 40	59,553 20
Richmond wharves	68,631 07	71,682 51
Police	30,936 64	48,389 07
Sundries	22,791 15	33,535 39
Drawbacks and allowances	1,197,329 93	1,368,480 51
Renewal fund	376,342 29	424,384 08
Total expenses	$4,961,190 55	$6,330,248 24
Interest on bonded debt	502,153 76	409,210 76
New Works and equipment	2,022,692 59	1,339,264 10
Sinking funds	392,020 30	431,230 30
Total disbursements	$7,878,027 20	$8,509,953 40
Total Reserved Fund	$3,147,992 60	$3,305,739 01
Dividend 15 per cent. on preferred and common stock declared Nov. 30, 1864	$2,618,129 15	
Less stock cancelled in lieu of b'ds	104,000 00	
	$2,514,129 15	
U. S. and State taxes on debt	261,812 92	
	2,775,942 07	
10 per cent. dividend on common and preferred stock	$2,024,067 34	
U. S. and State taxes on do	202,406 73	
		2,226,474 07
Balance Reserved fund	$372,050 53	$1,079,264 94

PROGRESS OF THE COMPANY.

1.—Statement of the number of engines and cars, and of the mileage of engines annually, 1843–'65:

Years.	Number of Engines.	Number of cars.—Passenger.	Number of cars.—Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5,086	1,047,014
1850	92	20	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5,755	1,707,366
1858	142	58	5,634	1,570,842
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	145	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	217	81	9,606	3,328,229
1865	221	87	10,074	3,688,309

2.—Statement of the gross receipts annually, 1843–'65:

Years.	Passengers.	Coal.	Merchandize.	Total.
1843	$71,895	$278,840	$37,927	$394,318
1844	92,362	445,509	49,293	597,613
1845	103,411	886,939	60,582	1,000,381
1846	141,749	1,600,667	137,584	1,889,714
1847	156,201	1,698,664	136,220	2,000,945
1848	174,959	1,386,605	117,458	1,692,556
1849	155,908	1,648,900	106,348	1,933,590
1850	148,379	2,071,731	125,822	2,360,786
1851	152,432	2,018,871	123,672	2,294,975
1852	168,430	2,150,677	138,964	2,480,626
1853	225,763	2,254,684	180,612	2,688,288
1854	272,368	3,253,823	231,627	3,781,640
1855	301,952	3,664,095	325,851	4,291,898
1856	288,427	3,242,458	348,699	3,879,584
1857	322,612	2,412,923	329,986	3,065,521
1858	309,142	1,865,693	335,915	2,510,750
1859	365,720	1,883,685	474,888	2,724,293
1860	333,359	2,328,158	599,620	3,312,546
1861	338,905	2,111,023	406,321	2,905,839
1862	403,564	2,879,419	523,416	3,911,830
1863	566,520	4,897,200	673,142	6,252,902
1864	909,882	7,203,775	953,776	9,269,341
1865	1,349,850	8,627,292	1,165,277	11,142,519

3.—Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year in 1865:

Fiscal Years.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends.—on common Amount.	Dividends.—Stock Rate.
1843	$7,119,292	$394,318	$214,923	$179,395	$	
1844	9,398,354	597,613	329,442	268,171		
1845	10,275,351	1,078,031	570,726	507,305		
1846	11,531,441	1,900,115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692,555	1,212,029	480,525		
1849	16,318,087	1,933,591	1,023,245	910,346		
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,294,976	1,304,291	990,684		
1852	17,141,987	2,480,626	1,340,797	1,139,829	722,971	8* / 6
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,201	2,010,438	587,423	10*
1855	19,004,180	4,291,889	1,941,041	2,350,857	1,077,029	8* / 4
1856	19,163,151	3,879,584	1,979,017	1,900,565	770,530	8
1857	19,262,720	3,065,522	1,601,753	1,463,769	385,425	4
1858	23,811,910	2,510,751	1,382,720	1,128,031		
1859	24,070,825	2,724,293	1,478,477	1,245,816		
1860	24,161,889	3,312,546	1,686,561	1,625,985		
1861	24,481,217	2,905,838	1,282,133	1,623,705		
1862	25,126,389	3,911,830	1,816,155	2,095,774	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*
1864	25,469,544	9,269,341	4,961,190	4,923,151	2,618,129	15*
1865	25,469,544	11,142,519	6,330,248	4,812,271	2,618,129	15*

* Paid in stock.

4.—Statement of the number of passengers and tons of coal, merchandize and material carried over the road annually, 1843–'65:

Years.	Passengers Carried.	Tonnage carried.—Coal.	Merchandize.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,463	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118,676	1,570,531
1849	95,577	1,097,762	51,204	145,503	1,429,564
1850	92,726	1,351,507	63,625	157,450	1,743,680
1851	127,590	1,650,270	63,807	219,731	2,145,132
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,563
1855	277,617	2,213,292	154,384	247,478	2,909,667
1856	282,300	2,088,903	198,886	236,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	428,523	160,084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,416	2,310,991	451,733	171,499	3,260,953
1863	576,861	3,065,261	652,863	234,071	4,391,877
1864	1,048,501	3,065,577	807,106	242,908	4,606,286
1865	1,481,632	3,090,814	846,105	249,863	4,712,016

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ....Ca.	200,000	5	....	10c
Acton Vale....Ca.	50,000	5	....	5c
Adventure ....L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	....	20
Algomah .... "	20,000	....	2	25c
Alliance ....Ca.	200,000	2½	....	....
Allouez ....L. S.	20,000	....	1	1½
American ....Ca.	200,000	2½	....	5½
Amygdaloid ....L. S.	20,000	....	....	25
Annapolis....Md.	50,000	10	....	....
Arizona....Ariz. T.	10,000	100	....	....
Ascot ....Ca.	20,000	20	....	....
Astor ....L. S.	20,000	....	1	6¼
Atlas .... "	20,000	....	1	2¾
Aztec .... "	20,000	....	1	3
Balt. and N. C....N. C.	20,000	5	....	25c
Bare Hill .... "	....	....	....	80c
Bay State....L. S.	20,000	....	3½	14
Beaver .... "	20,000	....	1	....
Bedford ....Ca.	125,000	5	....	50c
Black River .... "	200,000	2½	....	10c
Bohemian....L. S.	20,000	....	7½	12
Bolton ....Ca.	200,000	5	....	1
Boston ....L. S.	20,000	....	5*	1½
B. and Corinth ....Vt.	20,000	10	....	....
Brooklyn....L. S.	20,000	....	2	....
Brome ....Ca.	100,000	5	....	2
Cabot ....L. S.	20,000	....	½	....
Caledonia .... "	20,000	....	....	6
Cambridge .... "	20,000	....	5	15c
Canada ....Vt.	100,000	4	90c	75c
Carp Lake....L. S.	20,000	....	....	1½
Cascade .... "	20,000	....	....	....
Central .... "	20,000	....	....	41
Champlain ....Ca.	200,000	1½	....	15c
Chatham .... "	200,000	2	....	....
Chandiere .... "	100,000	1	....	60c
Chester .... "	200,000	1	....	12c
Cheticamp .... "	30,000	5	....	1½
Chippewa ....L. S.	20,000	....	....	....
Cleveland....Ca	100,000	5	....	....
Cliff ....L.	20,000	....	....	....
Clifton .... "	20,000	....	....	....
Collin .... "	20,000	....	½	....
Columbian .... "	20,000	....	4½	10½
Consolidated .... "	20,000	....	5	5c
Copper Falls .... "	20,000	....	24½	44½
Copper Harbor .... "	20,000	....	1	1½
Copper Hill .... "	200,000	1	....	15½
Copperas Hill .... "	50,000	10	....	....
Cornwall ....Vt.	100,000	2	....	25c
Dacotah ....L. S.	20,000	....	3½	3
Dana .... "	20,000	....	....	2½
Deep River....N. C.	....	5	....	15a
Delaware ....L. S.	20,000	....	....	10
Derby .... "	20,000	....	....	1½
Devon .... "	20,000	....	1	4½
Dorchester .... "	20,000	....	6	7
Douglas .... "	20,000	....	....	....
Dover ....Ca.	200,000	....	1	3½
Dudley ....L. S.	20,000	....	½	1c
Dunham....Ca.	200,000	2	....	25c
Durham .... "	200,000	5	....	25c
Eagle River....L. S.	20,000	....	3½	1½
El Dorado (Silver) "	20,000	....	....	....
Escot ....Ca.	25,000	20	....	4
Essex .... "	200,000	....	....	20c
Etna ....L. S.	20,000	....	....	4½
Eureka .... "	20,000	....	....	....
Everett .... "	20,000	....	5*	....
Evergreen Bluff .... "	20,000	....	....	12
Flint Steel .... "	20,000	....	....	18
Forest City .... "	20,000	....	3	1
Forest Shepherd .... "	20,000	....	6	11c
Franklin ....L. S.	40,000	25	6½	45½
French Creek....Pa.	100,000	5	....	1½
Gardner City ....L. S.	20,000	....	....	....
Gardner Hill .... "	20,000	....	5	80c
Girard .... "	20,000	....	....	6
Glade .... "	20,000	....	1	....
Glencoe ....Ca.	200,000	1	....	10c
Globe ....L. S.	20,000	....	1	....
Grand Portage .... "	20,000	....	1	40
Grand Trunk....Ca.	100,000	5	....	60c
Great Western....L. S.	20,000	....	2	1c
Green Mountain....Vt.	20,000	10	....	4½
Guilford ....L. S.	20,000	....	5	40c
Hamilton .... "	20,000	....	....	1
Hancock .... "	20,000	....	6½	20½
Hanover .... "	20,000	....	½	2½
Hartford .... "	20,000	25	12½	....
Hazzard .... "	20,000	....	....	....
Highland .... "	20,000	....	7	3½
Hilton .... "	20,000	....	....	1½
Hope .... "	20,000	....	½	1½
Hudson .... "	20,000	....	....	2
Hulbert .... "	20,000	....	....	3½
Humboldt .... "	20,000	....	2	7½
Hungarian .... "	20,000	....	1	87½c
Huron .... "	20,000	....	16	4½
Indiana .... "	20,000	....	....	6
Inverness .... "	200,000	2½	....	....
Isle Haute .... "	40,000	....	....	....
Isle Royale ....L. S.	20,000	5	16	12

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ....L. S.	20,000	....	....	....
Keweenaw .... "	20,000	....	....	4
Kickapoo .... "	20,000	....	1	....
King Phillip .... "	20,000	....	2	....
Knowlton .... "	20,000	....	1	6
Lafayette....Ca.	200,000	1	....	1½
Lake .... "	200,000	1	....	14c
Lawrence ....L. S.	20,000	....	....	....
Lennoxville ....Ca.	100,000	5	....	50c
Logan .... "	100,000	3	....	2½
Lyster .... "	200,000	2	....	....
Madison....L. S.	20,000	....	1	2½
Malden .... "	20,000	....	1	....
Mandan .... "	20,000	....	2½	45c
Manhattan .... "	20,000	....	2½	1½
Marquette .... "	20,000	....	....	....
Maryland ....Md.	....	5	....	15c
Mass ....L. S.	20,000	....	....	....
Massachusetts .... "	20,000	....	....	....
Mendota .... "	20,000	....	4	....
Merrimac .... "	20,000	....	4	....
Meteor .... "	20,000	....	....	....
Mesnard .... "	20,000	....	1½	....
Michigan .... "	20,000	....	....	....
Middlesex .... "	20,000	....	....	....
Mineral Hill	....	....	....	70c
Minnesota....L. S.	20,000	....	3½	13½
Missisquoi....Ca.	150,000	2	....	1½
Montezuma ...N. Mex.	300,000	5	....	....
Morrison....L. S.	20,000	....	....	....
Nashua .... "	20,000	....	....	....
National .... "	20,000	....	5½	17
Native .... "	20,000	....	3	1c
Naumkeag .... "	20,000	....	1	2½
Nelson....Ca.	200,000	1	....	10c
Nequaket ....L. S.	20,000	....	....	2
Nevada (Silver)... "	20,000	....	....	....
New England .... "	20,000	....	2	....
Newton ....Ca.	200,000	1	....	....
New York ....L. S.	20,000	....	....	½
N. Y. & Passaic...N. J.	100,000	5	....	....
North Cliff ....L. S.	20,000	....	4	2
North Silver Lake "	20,000	....	....	....
North State .... "	20,000	....	3	10c
North Sutton....Ca.	100,000	5	....	1
North Western....L. S.	20,000	....	7½	4½
Norwich .... "	20,000	....	....	4
Ogima .... "	20,000	....	....	5½
Ontonagon .... "	20,000	....	....	2
Ottawa ....Ca.	200,000	1	....	23c
Pacific ....L. S.	20,000	....	....	....
Pennsylvania .... "	20,000	25	2½	14½
Petherick .... "	20,000	....	2½	7
Pewabic .... "	20,000	....	3½	37½
Phila. & Boston... "	20,000	....	2½	2
Phœnix .... "	20,000	....	15	13
Pittsburg & Boston "	20,000	....	5½	50
Pontiac .... "	20,000	....	3½	1
Prince of Wales ...Ca.	200,000	....	....	....
Providence....L. S.	20,000	....	....	½
Quincy .... "	20,000	....	10	47
Reid Hill ....Ca.	200,000	1	....	....
Reliance ....L. S.	20,000	....	....	7½
Richford .... "	60,000	5	....	....
Ridge ....L. S.	20,000	....	....	....
Rockland .... "	20,000	....	5	4½
Roscoe ....Ca	200,000	1	....	....
Rudisell .... "	....	....	....	50c
St. Clair....L. S.	20,000	....	3	3½
St. Flavien ....Ca.	100,000	5	....	....
St. Francis .... "	100,000	5	....	....
St. Mary's (L. & M.)L. S.	20,000	....	....	1c
Salem .... "	20,000	....	1	....
Sharon Consol .... "	20,000	....	....	....
Sheldon .... "	20,000	....	....	16
Silver Creek .... "	20,000	....	1	....
Silver Hill .... "	20,000	....	....	30c
Silver Lake .... "	20,000	....	....	....
Silver Valley .... "	20,000	....	....	10c
Southampton....Ca.	100,000	5	....	....
South Bedford .... "	200,000	2	....	20c
South Side....L. S.	20,000	....	3	2½
Springfield....Md.	....	5	....	50c
Stadecona ....Ca.	100,000	5	....	....
Star ....L. S.	20,000	....	7½	1½
Stark ....Vt.	100,000	2	....	....
Strafford .... "	30,000	10	....	50c
Superior ....L. S.	20,000	....	4	3½
Sussex .... "	20,000	....	....	....
Sutton....Ca.	100,000	5	....	55c
Toltec ....L. S.	20,000	....	20	1½
Tremont .... "	20,000	....	5*	1½
Union (L. & M.)... "	20,000	....	....	....
Vernon .... "	25,000	10	....	....
Victoria....L. S.	20,000	....	1½	....
Vulcan .... "	20,000	....	....	....
Washington .... "	20,000	....	....	....
Waterloo....Ca.	100,000	3	4*	15c
Waukegan ....L. S.	20,000	....	....	....
West Minnesota... "	20,000	....	2½	1½
Wickham ....Ca.	200,000	5	....	20c
Wickopee .... "	100,000	5	....	5½
Winthrop ....L. S.	20,000	....	....	2
Wyandotte .... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake....N. Y.	50,000	50	....	½
East River	6,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	118
Harewood .... "	20,000	5	....	....
Kahtadin....Me.	3,000	100	....	....
Lake Superior....L. S.	20,000	25	....	....
Massachusetts .... "	25,000	1	....	....
Mount Pleasant....Pa.	10,000	50	....	....
Teal Lake....L. S.	....	....	....	2
Tyson .... "	20,000	10	....	3
Lead and Zinc:				
Amenia....N. Y.	100,000	5	....	8½
Bucks County ....Pa.	....	....	....	½
Canada ....Ca.	50,000	5	....	2½
Clute	....	....	....	½
Crystal Lake	....	....	....	....
Erie	....	....	....	21
Gay's River	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone....Pa.	....	....	....	1
Lancaster	....	....	....	....
Macomb ....N. Y.	100,000	5	....	45c
Mineral Point	100,000	5	....	½
Mount Hope ....N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ....N. J.	12,000	100	....	110
N. Y. & Boston...N. Y.	100,000	5	....	2½
Oswegatchie ....Ca.	100,000	5	....	1
Placentia Bay....N. F.	....	....	....	½
Ramsay ....Ca.	20,000	25	....	....
Rossie .... "	100,000	5	....	....
Shawangunk ....N. Y.	100,000	5	....	....
Sussex ....N. J.	....	....	....	40c
Union	100,000	5	....	57c
Wallkill ....N. Y.	....	....	....	25c
Coal & Anthracite:				
American ....Pa.	37,500	25	....	65
Ashburton .... "	50,000	50	....	16
Atlantic & G. C ...Md.	....	....	....	100c
Baltimore .... "	....	100	....	2
Bear Valley .... "	40,000	12½	....	14
Beaver Meadow ....Pa.	100,000	50	....	....
Belmont .... "	10,000	50	....	4½
Big Mountain ....Pa.	....	....	....	5
Blackhall ....N. S.	8,000	25	....	....
Boston & Pictou.. "	100,000	5	....	....
Bridgeport ....Pa.	30,000	10	....	....
Broad Mountain .... "	30,000	10	....	....
Butler	....	....	....	15
Cape Briton....N. S.	200,000	2½	....	....
Carbondale....Pa.	....	....	....	3
Central .... "	....	....	....	42
Clinton .... "	....	....	....	2½
Coal Brook .... "	4,000	50	....	....
Continental .... "	10,000	50	....	73½
Cumberland (pref.)Md.	50,000	100	....	44
Daniel Webster	5,000	100	....	....
East Mahanoy....Pa.	....	....	....	....
Everhart	20,000	25	....	....
Franklin ....Pa.	5,000	100	....	11½
Fulton .... "	60,000	5	....	7
Gilbertson	5,000	100	....	28
George's Creek....Pa.	10,000	....	....	109
Grand Tunnel	4,000	100	....	50
Green Mountain....Pa.	....	....	....	4
Hampton & Balt...Md.	....	....	....	91
Hazleton ....Pa.	32,300	50	....	58½
Henry Clay	3,000	100	....	....
International ....N. S.	20,000	50	....	....
Lawrence ....Pa.	2,000	100	....	6½
Locust Mountain .. "	....	....	....	46
Lorberry .... "	4,000	100	....	11
Macan .... "	2,000	100	....	....
Mahanoy .... "	1,000	20	....	6½
Metropolitan .... "	....	100	....	....
Middle Coal Fields.. "	....	....	....	6½
Milford	2,500	50	....	....
Mill Creek....Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narraganasett ....R. I.	8,000	10	....	....
New Creek....Pa.	....	....	....	½
North. & Luzerne .. "	....	....	....	....
Penn. .... "	100,000	50	....	141
Penn. Cannel .... "	6,000	50	....	40½
Picton .... "	4,000	100	....	....
Pine Knot....Pa.	4,000	50	....	....
Port Hood	4,000	100	....	49½
Potomac ....Md.	40,000	10	....	5½
Powell ....Pa.	....	....	....	....
Preston	....	....	....	15
Princess Alex....N. S.	5,000	100	....	....
Ridgeway	....	....	....	....
St. Clair ....Pa.	5,000	100	....	7½
Schuylkill Valley...	20,000	10	....	12
Shawmut	6,000	50	....	....
Short Mountain ....Pa.	16,000	50	....	30½
Stafford	....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ....Pa.	....	....	....	....
Summit .... "	40,000	20	....	15
Susq. Coal & C. M. "	....	....	....	4½
Tamaqua .... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley....Pa.	22,780	50	....	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ....Col.	50,000	10	....	....
Acadia (G.)....N. S.	100,000	3	....	....
Albion (G.) .... "	100,000	3	....	....
Alpine (G.) ....Col.	150,000	10	....	....
Alps (G.) .... "	100,000	5	....	....
American .... "	200,000	2	....	....
Am. & Mex. (S.)..N. M.	....	....	....	....
Am. Pioneer....A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.)....N. S.	100,000	2	....	....
At. & Pac. (G. & S.)Nev.	50,000	10	....	....
Bay State (G.) ....Col.	200,000	5	....	....
Beacon (G.) ....N. S.	200,000	2	....	....
Benton (G.)....Col.	100,000	5	....	....
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) .... "	10,000	50	....	....
Briggs (G.) .... "	10,000	100	....	....
Bullion (G.) .... "	200,000	25	....	....
Burroughs (G.) .. "	100,000	10	....	....
Canadian (G.)....Ca.	200,000	2	....	....
Central (G.)....Col.	50,000	20	....	....
Chaudiere (G.) ....Ca.	100,000	5	....	....
Chebucto ....N. S.	100,000	5	....	....
Colonial (G.)....Ca.	100,000	2½	....	....
Colorado (G.) ....Col.	50,000	10	....	....
Consol. Gregy (G.)Col.	50,000	100	....	11½
Copalinshe (G.).... "	200,000	20	....	....
Corisannie (G.).... "	100,000	10	....	....
Corydon (G.) .... "	100,000	25	....	....
Day & Bushnell (G.)C.	300,000	10	....	....
Denver (G.)....Ca.	50,000	20	12½	....
Dorset (G.) .... "	170,000	5	....	....
El Dorado (G.)...Nev.	100,000	5	....	....
Empire (S.) .... "	....	....	....	....
Empress (S.)..... "	....	....	....	....
Eureka (G.)....Cal.	....	....	....	....
Excelsior (G.)....Col.	30,000	10	....	8
Frankfort (G.)	100,000	2	....	....
Garrison's (G.)....Col.	100,000	5	....	....
Gilbert River (G.)...Ca.	100,000	5	....	....
Gilpin (G.) ....Col.	100,000	5	....	....
Gold .... "	100,000	5	....	....
Gold Field	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River	100,000	3	....	....
Gould & Curry(G.S.)N.	....	....	....	....
Gunnell (G.)....Col.	300,000	10	....	....
Halifax (G.)....N. S.	200,000	2	....	....
Holman (G.)....Col.	150,000	2	....	....
Hope (G.) .... "	80,000	25	10	....
Isaac's Harbor (G.)N.S.	100,000	5	....	....
Isabella (G.) ....Col.	....	....	....	....
Kennebec (G.)....Ca.	100,000	5	....	....
Kent (G.)....N. S.	200,000	1	....	....
Lake (G.) ....Col.	....	....	....	....
Lake Major....N. S.	12,000	50	....	....
Libertad (G. & S.)Mex.	....	....	....	....
Manhattan (G.)....Col.	100,000	10	....	....
Mariposa (G.)....Cal.	100,000	100	....	11
Massachusetts (G.)..Ca.	500,000	5	....	....
Mex. Pac. (G. & S.)Mex.	100,000	100	....	....
Montague (G.) ....N. S.	50,000	10	....	....
Montana (G.)....Col.	100,000	5	½	....
Montezuma (G. & S.)N.	100,000	5	....	....
Mt. Alpine (G.) ....Col.	250,000	5	....	....
Mt. Vista (G. & S.)Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	....
New Gregory (G.) "	50,000	10	....	....
New York (S.) .... "	100,000	10	....	....
N. Y. & N. S. (G.) N.S.	100,000	5	....	....
Nova Scotia (S.).. "	100,000	2	....	....
Oldham (G.) ..... "	100,000	2	....	....
Otate (S.) ....Mex.	....	....	....	....
Palma (S.) .... "	....	....	....	....
Peck (G.) ....N. S.	100,000	5	....	....
Peninsular (S.)...L. Cal.	....	....	....	....
Picacho (S.) ....A. T.	50,000	50	....	....
Pontiac (G.) .... Col.	50,000	20	....	....
Prince Albert (G.)..Ca.	100,000	2	....	....
Quartz Hill (G.) ..Col	40,000	25	....	5½
Quicksilver ....Cal.	100,000	100	....	50½
Renfrew (G.) ....Ca.	120,000	2½	....	....
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.)....Col.	....	....	....	2
Sacramento (S.)..Nev.	....	....	....	....
San Antonio (S.)..A. T.	60,000	50	....	....
Santa Clara (Q.)...Cal.	....	....	....	....
Santa Rita....Ariz. T.	....	....	....	....
Scottie (S.)....Ariz. T.	....	....	....	....
Sherbrooke (G.) ..N. S.	100,000	10	....	....
Sierra Nevada (G.)Col.	....	....	....	....
Silver Hill (S.) ...Nev.	....	....	....	....
Sonora (S.)....Ariz. T.	....	....	....	....
Southam (G.) ....N. S.	100,000	5	....	....
Stafford (G.)....Ca.	100,000	5	....	....
Star (G.) ....Col.	100,000	25	....	....
Stewart (G.) ....Ca.	100,000	5	4	....
Smith & Parm. (G.)Col	125,000	20	20	9½
Tascher (G.) .... "	50,000	10	....	....
Victoria (G.)..... "	100,000	2	....	....
Waverly (G.) .... "	50,000	10	....	....
Windsor (G.) ....Col.	100,000	10	....	....
United States (G.)..	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l't in single l'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——	——	——	—	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	....	27
30 Nov. '64	4.52	——	179	28	..	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27 43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	90
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	....	41,000	——	——	——	——	——	——	——
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	——	26	6	..	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	....	——
30 Nov. '64	11.75	——	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	67½
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	....	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11,000	——	(Middlesex)	——	50	25	——
30 Nov. '64	31.85	——	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	....	51½
30 Nov. '64	6.84	——	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	——	3	....	50
30 Nov. '64	5.69	——	75	9	—	Quincy	135,243	71,600	55,583	31,533	28,510	1,369	——	....	——
30 Nov. '64	6.75	——	66	15	—	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	....	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)	——	5	....	25
30 Nov. '64	2.50	——	10	2	—	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	....	——
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)	——	——	....	——
30 Nov. '64	6.00	——	70	——	——	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	....	——
30 Nov. '64	——	——	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	....	86½
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,650	——	——	(Leased)	——	6	....	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	....	——
30 Nov. '64	11.60	——	59	8	..	Worcester	86,657	75,800	——	53,668	25,453	——	——	....	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '64	10.76	——	....	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	——	78	—	Broadway & 7th Ave., N. Y	3,293,245	2,100,000	1000000	75,000	95,551	18,965	——	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	——	——	55
30 Sep. '64	24.00	——	——	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	....	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	——	——
30 Sep. '64	11.75	4.00	....	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	——	——	——
30 Sep. '64	0.09	9.41	——	——	——	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	——	——
30 Sep. '64	——	18.00	——	——	——	Brooklyn City & Rockaway	——	12,000	——	700	——	——	——	——	——
30 Sep. '64	——	25.00	——	——	——	Brooklyn, E. N. Y. & R'k'w'y	90,000	50,000	25,000	15,000	——	——	——	——	——
30 Sep. '64	——	——	——	——	——	Buffalo Street	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	23.00	——	——	——	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	——	——	——	——	——	——
30 Sep. '64	——	——	——	——	——	Central City (Syracuse)	——	——	——	——	——	——	——	——	——
30 Sep. '64	19.00	3.00	——	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	——	327,713	30,493	——	100	——
30 Sep. '64	17.25	——	....	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	——	100,438	9,148	——	——	——
30 Sep. '64	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	12	100	——
Sep.	'64	18.50	1.00	....	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	44,000	5,000	452,701	4,208	12	....	——
30 Sep. '64	12.00	1.00	....	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	——	——	——
30 Sep. '64	....	....	....	....	..	Fourteenth Street (N. Y.)	....	....	....	....	....	....	8	....	....
30 Sep. '64	4.52	——	——	——	——	Grand St. & Newtown (W'g)	——	——	——	——	——	——	——	——	——
30 Sep. '64	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	168,749	72,000	88,000	——	34,660	897	——	——	——
30 Sep. '64	——	——	——	——	——	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	....	——	——	——	Niagara Street (Buffalo)	....	....	....	....	....	....	——	——	——
30 Sep. '64	11.00	7.00	——	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	——	90,108	loss.	——	100	——
30 Sep. '64	——	——	——	——	——	N. Riv. & Wall st. Ferry (N. Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '64	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	——
30 Sep. '64	7.50	3.40	....	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	——	——	——	——
30 Sep. '64	16.00	——	....	....	..	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	——	100	65
30 Sep. '64	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,306	14,753	5	100	136
30 Sep. '64	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	——	——
30 Sep. '64	17.50	——	....	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	——	——	——	——	Troy and Cohoes	50,000	——	——	——	leased.	——	——	——	——
30 Sep. '64	6.50	9.00	——	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	——	——
30 Sep. '64	1.50	——	——	3	—	V. Brunt st. & Erie Rw. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	——	——
30 Sep. '64	——	12.00	——	——	——	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	——	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	....	7	..	Hoboken and Hudson City	32,000	30,000	——	2.000	....	....	——	——	——
31 Dec. '62	5.05	2.50	....	8	..	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	....	——
31 Dec. '62	10.47	——	....	....	..	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411.000	211,000	200,000	——	71,050	19,183	——	50	——
31 Dec. '62	5.80	——	....	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA									
31 Oct. '65	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	——	——	40	10	57
31 Oct. '65	5.50	——	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	——
31 Oct. '65	12.33	——	262	40	0	Frankford & South w'k (Ph.)	765,569	491,620	200,000	——	286,861	91,545	——	50	——
31 Oct. '65	6.00	——	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	——	——	——	——	62,732	8,227	——	——	——
31 Oct. '65	4.50	——	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	——	158,803	39,721	2	50	52
30 Nov. '66	19.00	——	250	44	0	Germantown	385,169	112,245	250.000	——	197,195	49,561	——	——	55
31 Oct. '65	5.04	——	120	25	0	Girard College (Phila.)	114,611	160,000	——	——	122,866	36,832	4	50	26½
31 Oct. '65	2.00	——	25	4	1	Harrisburg City	49,504	30,118	——	9,000	6,726	3,562	——	25	——
31 Oct. '65	19.00	——	328	56	0	Hestonv., Mantua & Fairm'nt	——	——	183,600	75,131	153,813	32,179	——	50	20
31 Oct. '65	4.50	....	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	——	25	11
31 Oct. '65	....	....	....	....	..	Oakland (Pitts'urg & E. L.)	....	....	....	....	....	....	....	....	....
31 Oct. '65	3.75	——	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	——
31 Oct. '65	2.06	——	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	——	67,040	14,278	14	50	——
31 Oct. '65	3.80	——	165	27	9	Philadelphia City	240,264	100,000	135,000	——	149,978	59,722	7½	50	——
31 Oct. '65	5.00	——	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	——	38,781	6,494	5	20	——
31 Oct. '65	4.50	——	51	10	0	Ridge Avenue & Manyunk	179,385	120,000	63,300	——	41,737	6,903	——	50	12½
31 Oct. '65	18.09	——	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	——	437,562	158,830	10	50	85
31 Oct. '65	5.62	——	87	9	7	17th & 19th st. (Phila.)	114,388	120,000	——	——	51,683	9,187	——	50	13
31 Oct. '65	7.00	——	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	39½
31 Oct. '65	7.00	——	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	——	——	210.143	87,310	9½	50	53
31 Oct. '66	6.25	——	143	23	0	13th & 15th st. (Phila.)	——	——	——	——	143.038	38,435	5	50	22
31 Oct. '65	23.05	——	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	——	50	35½
31 Oct. '65	6.00	——	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	——	9	4	0	Williamsport	——	15,150	——	522	3,637	1,851	——	25	——
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	....	18½
						OHIO.									
31 Dec. '62	5.00	——	....	....	..	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	——	....	....	..	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	——	....	....	..	Passenger (Cinc.)	69,857	50,000	....	....	....	....	....	....	....
31 Dec. '62	3.63	——	....	....	..	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount out. standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1860	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	....	....	....
Middlesex:					
1st Mortgage	31,000	..	....	....	....
Malden & Melrose bonds	51,762	..	....	....	....
Real Estate	4,000	..	....	....	....
Ninth Avenue:					
1st Mortgage	87,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	....	....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	....	....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1880	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, May 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	122
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120½
" " " ..... coupon		6	" "	1868	120½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000			Due.	
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	99
" " " ..... coupon		5	" "	1871	
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	
" " " " " ..... coupon		6	July.	1881	
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	107
Loan of July 17, & Aug. 5, 1861 ..... registered	202,313,150	6	" "	1881	107½
" " " " " ..... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,000	6	May & Nov.	1882	
" " " (5-20s) ..... coupon		6	" "	1882	100½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	
" " " (5-20s) ..... coupon		6	" "	1884	101½
Loan of March 3, 1865 (5-20s) ..... registered	71,003,500	6	May & Nov.	1885	102½
" " " (5-20s) ..... coupon		6	" "	1885	102½
Loan of March 3, 1864, (10-40s) ..... registered	171,219,100	5	Mar. & Sept.	1904	95½
" " " ..... coupon		5	" "	1904	94½
Pacific R. R. Bonds of (currency) registered	4,634,000	6	Jan. & July.	'95-'96	
" " " (") ..... coupon		6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	167,350			Due.	
" June 30, '64 & Mar. 3, '65 1st series	316,512,650	7.3	Feb. & Aug.	1867	101½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	101½
" " 1865 ..... 3d series		7.2	Jan. & July.	1868	101½
Debt Certificates	62,620,000	6	At maturity.	1 year	100½
One & Two Year Legal Tender Notes	6,036,900	6		1 & 2 y	
Compound Interest Notes of 1864	167,012,141	6	At maturity.	3 y'rs	
Temporary Loans at 4, 5 and 6 per cent	131,497,854		" "	10 d'y	
United States Notes (greenbacks)	415,164,318				
Fractional currency	28,192,017				
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	
" — " " ..... "	688,000	6	" "	1876	
" —Funded Interest ..... "					
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	109
" —War bonds ..... "		7	" "	1872	
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	97
" " " (free.) ..... "		6	" "	1892	
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	
" — " " ..... "	2,271,750	6	" "	'68-'86	
" — " " ..... "	434,000	7	" "	'72-'86	
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	
" — " " ..... registered	1,758,400	6	" "	1870	
" —State Bonds of 1859 ..... coupon	721,198	6	" "	1860	
" — " " 1859 ..... "	436,000	6	" "	1862	
" — " " 1859 ..... "	229,372	6	" "	1865	
" — " " 1859 ..... "	2,371,725	6	" "	1870	
" — " " ..... "	1,778,677	6	" "	1877	
" — " " ..... "	241,000	6	" "	1879	
" — " War Loan ..... "	1,157,700	6	" "	1879	
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	
" — " War Loan ..... "	2,058,173	2½	" "	1866	
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	
" — " " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	90½
" —Fu ded Coupons ..... "		6			
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	96½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	
" — " " ..... "	1,727,000	6	"	1870	101
" — " " ..... coupon	3,192,763	6	"	1890	
" — " " ..... inscribed		6	"	1890	
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	
" — " "	244,000	5	Jan. & July.	'70-'74	
" — " "	376,000	5	April & Oct.	'72-'74	97
" — " "	220,000	5	May & Nov.	1880	
" — " War Loan	6,429,000	5	" "	1894	95
" — " Scrip	297,000	6	June & Dec.	'68-'77	107½
" — " "	150,000	6	April & Oct.	1868	
" — " "	1,024,000	6	Jan. & July.	'71-'75	109
" — " "	2,080,000	6	" "	'76-'78	
" — " War Loan	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	
" — " " ..... "	1,750,000	6	" "	'78-'83	
" —Canal Loan ..... "	100,000	6	" "	1873	
" —Renewal Loan ..... "	216,000	6	" "	1878	
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	
" —Bounty Bonds ..... "	345,000	7	May & Nov.	1890	
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	75
" — " " (H. & St. R R.)	3,000,000	6	" "	'72-'85	78
" — " " (Pac. R. R.)	7,000,000	6	" "	'72-'87	76
" —New Sinking Fund Bonds		7	" "	1896	
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds ..... coupon	1,650 000	6	" "	'83-'85	
" " " Notes	2,306,000	8	var.	var.	
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	
" —War Loan ..... coupon	731,000	6	" "	'71-'72	98
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	
" — " " ..... bounty fund	25,586,000	7	"	1870	103½
" — " " ..... general fund	1,189,780	6	"	pleas.	
" — " " ..... canal fund	702,000	6	"	1866	
" — " " ..... general fund	500,000	6	"	1868	
" — " " ..... canal fund	3,050,000	6	"	1871	

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	96½
" — " " ..... "	2,250,000	6	"	1874	98
" — " " ..... "	500,000	6	"	1875	
" — " " ..... "	900,000	6	"	1877	
" — " " ..... general fund	800,000	6	"	1878	
" — " " ..... "	909,607	5	"	pleas.	
" — " " ..... canal fund	192,585	5	"	1866	
" — " " ..... "	1,163,000	5	"	1868	
" — " " ..... general fund	442,960	5	"	1868	
" — " " ..... canal fund	167,000	5	"	1871	
" — " " ..... "	4,500,000	5	"	1874	87½
" — " " ..... general fund	900,000	5	"	1875	
" — " " ..... "	800,000	5	"	1878	
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	84½
" — " " (new) ... "	3,500,000	6	Jan. & July.	1900	
Ohio—State Bonds ..... coupon	1,009,500	5	Jan. & July.	1865	
" — " " ..... "	562,268	6	" "	1860	
" — " " ..... "	379,866	6	" "	1868	
" — " " ..... "	2,183,532	6	" "	1870	
" — " " ..... "	1,600,000	6	" "	1875	
" — " " ..... "	4,095,307	6	" "	1881	
" — " " ..... "	2,400,000	9	" "	1886	
" —Domestic Bonds	679,213	6	May & Nov.	'68-'71	
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90
" — " " ..... coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	94
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	
" — " " ..... coupon	1,499,000	6	" "	'77-'90	
" — " " (new) ... "		6	" "		
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct	'76-'90	75
" — " " ..... "	239,167	5½	" "	'72-'79	
" — " " ..... "	1,706,000	6	" "	'82-'89	95½
" —Railroad Loans ..... "	14,046,000	6	" "	long.	68½
" —Funded Interest ..... "		6	" "	1892	
Vermont—State Bonds	175,000	6	Various.	'67-'83	
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	
" — " " ..... coupon	11,108,000	6	" "	'86,'95	
" — " " (sterling). ..... "	1,866,000	5	" "	1872	
" —Funded Interest ..... registered		6	" "	'76-'96	
" — " " ..... coupon		6	" "	'76-'96	
West Virginia—State Bonds ..... coupon		6			
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	
" — " (") ..... certificates	700,000	6	April & Oct.	'82-'98	
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	
" — " "		6	"	1870	
" — " "		6	Jan. & July.	1873	97½
" — " "		6	May & Nov.	1875	98½
" — " "		6	Jan. & July.	1886	98
" — " "		6	quarterly.	1890	100
" — " " ..... coupon		6	"	1890	
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	
" — " "		5	Various.	'66-'70	
" — " "		5	"	'71-'75	
" — " "	7,846,026	5	"	'76-'80	95½
" — " "		5	"	'81-'86	110½
" — " "		6	"	'67-'76	100
" —Water Loan	668 000	5	May & Nov.	'70-'71	
" — " "	305,000	5	Jan. & July.	'77-'78	
" — " " (sterling)	1,949,711	4½	" "	'72-'73	
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	80
" —Public Park Loan ..... "		6	" "	'81-'97	
" —Improvement Loans ..... "		6	" "	'66-'95	
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	94
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	
" — " (new)	956,000	6	Jan. & July.	1876	
" —Water Loan ..... coupon	1,464,000	6	" "	1888	
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-,75	
" — " "	4,714,000	6	" "	'76-'78	
" — " "	1,800,000	6	" "	1883	
" — " "	5,149,271	6	" "	1887	
" — " "	275,000	6	" "	1898	
" —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	
" —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	
" — "	3,125,200	5	" "	1870	
" — "	319,000	5	" "	1873	
" — "	1,000,000	5	" "	1874	
" — "	334,700	5	" "	1875	
" — "	2,016,000	5	" "	1876	
" — "	2,375 000	5	" "	79-'80	
" — "	900,000	5	" "	1890	
" — "	674,300	5	" "	1898	
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	
" — " (new)	749,222	5	" "	'67-'82	
" — " (old)	2,232,500	6	" "	'66-'93	98
" — " (new)	7,898,717	6	" "	'66-'99	95½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	95½
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'69-'71	
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	
" —Water Loan ..... "	484,000	6	" "	'71-'83	
" —Sewerage Loan ..... "	425.000	6	" "	'79-'88	
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	
" — " " ..... "	329,000	6	Jan. & July.	1875	
" —City and County B'ds. "	1,133,500	6	" "	1888	
" — " " " "	2,200,000	6	" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	408,364	388,480	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	237,555	174,164	226,251	197,886	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	231,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	565,145	490,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,151	546,669	7,958,980
1866	523,566	405,634	523,744	518,736	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25,461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528 364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	102,801	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,394
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	Including Buffalo Division 1,187,188	983,855	1,070,434	1,153,295	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,988	7,181,208
1866	582,828	512,628	516,822	406,773	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512.219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,496	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,065	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,997	72,135	108,082	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,285	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	161,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	288,613	264.935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1865	312,846	277,234	412,393	409,427	------	------	------	------	------	------	------	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.638	151,902	175.696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,991
1866	131,707	122,621	124,175	121,904	------	------	------	------	------	------	------	------	------
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,188	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.788	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,881	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311.070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,349	3,793.005
1866	267,541	246,109	326,236	277,424	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905.839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,800	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	612,178	9,555,510
1865	653,053	605,305	1,116,215	923,283	416,341	866,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,595	277,009	261,210	249,419	277,390	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	486,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	640,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,863	580,964	8,489,062
1866	555,438	474,738	654,390	606,078	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	158,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	169,882	153,772	202,771	167,390	177,625	173,722	167,513	218,553	216,737	222,737	207,098	162,694	2,240,503
1866	178,119	155,893	192,138	167,300	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,967	127,010	156,338	139,626	244,114	241,840	221,570	220,209	205,154	2,050,322
1865	144,084	139,171	155,753	144,001	135,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	------	------	------	------	------	------	------	------	------
Western Union:													
865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,393
1866	45,102	36,005	39,301	42,232	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and St. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	92
" " " 1850	676,000	6	Jan. & July.	"	1880	96
" " " 1855	1,085,000	6	Jan. & July.	"	1875	95½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.		1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98½
"	200,000	6			1879	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	$1,269,400	6	"	"	1889	94½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	55
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1863	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	90
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96
Income Bonds	1,100,000	7	May & Nov.	" "	1883	

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	87
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	77½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	80
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12 235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Connecticut and Passump. Rivers:						
1st Mortgage	638,500	8	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	99
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	93
2d Mortgage	2,516,500		March & Sept.		1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenne'a	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	78
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103½
Redemption bonds	2,565,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	
2d Mortgage	500,000	6	" "	" "	1870	90
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'68–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	79½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	†1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	108½
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	96½
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	94½
2d General Mortgage	2,253,500	7	" "	" "	1877	88
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	89
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		58
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65.	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	92½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,865,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1860	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,359,000	7	Feb. & Aug	" "	1876	102
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	91
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	97½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage	926,500	7	June & Dec.	" "	1888	96
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	56
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	"	1872	
2d Mortgage—Western "	750,000	7	" "	"	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	
2d Mortgage (new stock)						40
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	76
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,623,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1886	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
" 1849, "	67,000	6	" "	"	1880	90
" 1857, (convertible)	416,500	6	" "	"	1886	101
" 1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	604,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	86
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	6	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	93
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Conpon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	"	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1873	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	93½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	80½
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	95
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,605	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,289	6	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,394	—	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,629	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	—
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,891	16	—
28 Feb '65	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	660,000	—	—	—	—	49,663	197,387	85,946	24	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	528,767	3,619,600	2,000,000	223.197	6,810,340	117.4	652,755	1,847,291	622,596	9	107½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,281	2,952,861	66.4	329,984	714,058	268,396	9	103½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,585	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0					*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,026	265,827	6	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	51.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,010,000	489,226	10,008,224	280.0	1,450,280	3,640,092	1,832,517	8½	95
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,969	528,259	16,464,265	400.0	1,963,105	5,728,910	2,762,273	20	115
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,396	39,680,452	930.0	.....	6,820,750	1,802,272	—	27½
31 Mar. '65	181.8	—	.....	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	1,679,659	6,000,000	1,450,500	—	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	90½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	116
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,982	4,970,931	111.0	224,563	580,333	250,186	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	34½
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,090,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec, '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.5	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40..	—	36½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,423	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4,673,123	63,961	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,582,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	506,000	339,297	5,855,320	80.0	180,204	431,922	223,649	—	—
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	556 434	—	—
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada							
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,869	188.0	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	106
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	5,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	78½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	300,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	37
28 Feb. '65	268.8	—	17.7	68.0	28	21	272	*North Missouri*	6,743,482	697,708	—	2,469,540	4,350,000	93,378	7,095,870	168.8	480,186	950,499	640,641	—	—
21 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb, '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,896	—	—
28 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2..2	3,501,000	40 558	6,362,109	90.1	230,189	399,291	51,239	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100½
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	—	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	108
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	—	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,816,510	1,328,793	8	44
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	28.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	418,213	752,605	172,232	6	101½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	104.3	737,505	1,272,600	443,332	8	122
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	139
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	5½	66
30 Nov. '65	50.0	2.4	9.6	—	12	28	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	105
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	105½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,284	993,694	314,255	8	110
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	—	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,276	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	—	91,748	814,991	71.0	185,647	300,954	51,227	8	118½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	107
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	—
30 Nov. '64	18.6	—	0 7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	—	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	123½
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er. by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	48
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	137
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,708,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	67
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	108
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	—	—	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166,500	15,518	3,250,418	82.0	.....	210,265	210,265	7	93
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	—	—	24.7	oper. by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	68.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	—	124 2	.....	5,799,980	1,140,788	35	129
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,980	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	65	62	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,949	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	117
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	87
31 Dec. '65	33.8	—	.....	—	—	—	—	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,260,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,608,300	—	—	1,408,300	600,000	—	2,608,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516.576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	65½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	111
30 Sep. '64	94.0	9.5	98.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	68
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	93
30 Sep. '64	130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,736,116	1,860,429	450,769	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	28	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	960,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	84.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,488	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,963	35,572	—	.....
— —	'58	223.0	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,685	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,310,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	100
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	11b
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	876,209	228,651	—	45
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,537	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,367	208.5	1,429,741	2,696,377	736,794	5	84½
31 May '65	109..	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	104
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	—	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485 303	.....	2,366.705	3,782,430	.....	6,214,825	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	636,034	437,103	2,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
3 Aug. '58	127 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	—	—	—	—
30 Jun. '65	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595 400	251,867	3,343,956	1,341,093	14,202	5,172,133	205.9	365,409	719,924	145,900	—	15½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	386,909	1,292,000	144,994	2,810,780	125.0	209,011	320 7	189,488	—	.....
Dec 64	342.4	—	—	—	48	18	989	Toledo & Wa.....bash	10,080 918	*	—	3,427,050	6 663,868	—	10,248,015	250.0	1,244,358	2,050,322	945,492	3½	59

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	36½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	85½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	140
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,978	loss.	5	27
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	136,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	61½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	37½
31 Oct. '65	130.5	—	68.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	38
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,459 169	4,189,111	10	84½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,091	656,739	336,276	8	55½
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	31½
30 Nov. '65	93.0	59.5	238.3	—	254	68	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,661,353	20,240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	63½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,696	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	114
31 Oct. '65	96.0	—	83.6	—	152	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,242	197.0	981,468	3,884,609	1,046 804	10	89
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1 774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,862,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,073	8,489 062	3,253,547	10	92
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northu	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	107
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	884,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	841,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,146	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	.....	.....	169.0	.....	734.118	337,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,982	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	97½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,996	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Boat.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,862	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,656,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 585	—	51½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	916,288	1,985,511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	142.3	486,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482.589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	71,210,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,866	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	568,959	5,678,939	96.1	402,670	467,266	191,132	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
1Dec 63	8.1	—	.....	—	11	22	120	Pan ma	9,000,000	*	658	5,000,000	75,000	—	10,763,728	48.7	.....	1 227,438	1,328,924	—	.....

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	50
Chicago & Alton (preferred)	2,425,400	7	7	101
Chicago & Northwestern (pref.)	12,994,720	7	7	56½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	78
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	600,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	96
" " " (2d pref.)	1,014,000	7	7	93
Milwaukee & St. Paul (preferred)	2,400,000	7	---	67
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	61
Toledo & Wabash (preferred)	984,700	7	7	53
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1836	91
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	-------	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	-------	---	-------	------	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,608	6	M. & S.	1870	----
Six per cent. Loan	2,672,948	6	A. & O.	1884	87½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	455,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	-------	------	90
Boat Loan	99,852	6	-------	------	88
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	' '	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	25
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	52½
Delaware and Hudson	100	10,000,000	10	142
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	5,104,050	8	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	76
" (preferred)	100	1,175,000	10	117
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	27½
" " (preferred)	50	2,888,988	—	33½
Susquehanna and Tide Water	50	2,048,260	—	16
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	66

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	43 —	@ 45 —
Pig, American, No. 1		40 —	@ 42 —
Bar, Refined, English		94 —	@100 —
Bar, Swedes, assorted sizes (in gold)		95 —	@105 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English & American, Refined		110 —	@ — —
Bar, English & American, common		100 —	@ — —
Scroll, English		140 —	@190 —
Ovals and Half round		132 50	@142 50
Band, English		— —	@140 —
Horse Shoe		135 —	@145 —
Rods, English		112 50	@170 —
Hoop, English		145 —	@210 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia	per lb.	— 27	@ — 26
Sheet, English, Single, Double and Treble		— 6	@ — 8
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English (gold)	per ton	55 —	@ 56 —
Rails, American		80 —	@ — 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 17	@ — 22
English Spring (1st & 2d qlty.)		— 11	@ — 12
English Blister (1st & 2d qlty.)		— 12	@ — 19
English Machinery		— 13½	@ — 15
German		— 14½	@ — 16½
American, Blister		— 11	@ — 13
American, Cast, Hammered		— 17	@ — 21
American, Cast, Rolled		— 12	@ — 14
American Spring		— 10	@ — 12
American Machinery		— 13	@ — 14
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 40
Sheathing, Yellow		— 32	@ — —
Pig, Chile		— —	@ — —
Bolts		— —	@ — 43
Braziers'		— —	@ — 45
American Ingot (cash)		— 29	@ — 30½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	—	@ — —
Spanish		8 50	@ 8 75
German Refined		8 50	@ 8 75
English		8 50	@ 8 75
Bar	per lb.	—	@ — 9
Pipe and Sheet		—	@ — 11½

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 21	@ — —
Straits		— 19½	@ — 20
English		— 20½	@ — 20½
Plates, Charcoal I. C	per box.	12 75	@ 13 25
Plates, I. C. Coke		9 50	@ 11 50
Terne, Coke		9 50	@ 9 75
Terne, Charcoal		11 75	@ 12 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	— —	@ 6 50
Clinch (cash)		— —	@ 8 —
Copper		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 32
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 27½	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73	@ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — —
Naptha, Refined (60@63 gravity)		— 40	@ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending May 23.

	Th. 17.	F. 18.	Sat 19.	M. 21.	Tu. 22	W. 23
Atlantic M. S. S. Co.	130	----	----	----	----	123
At. & Gt. W. (O) 1st m't.	85	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	109	----	----	----
Canton Co.	61½	62	61½	60½	59	57½
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	95½	----	96	----	95	95
" " pref.	101	----	----	----	----	100
" " 1 M.	90	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	87	----
Chicago, Burl. & Q.	116	116	----	----	116	115
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	28½	28½	29½	28½	28½	27½
" " pref.	58½	58½	59½	58½	58	56½
" " 1st M.	85	----	----	85	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	87	----	77½	----	----	----
Chicago & Rock Isl.	93½x	94	94	95½	95½	91½
" ' 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	114	----	----	115
Clev. and Pittsburg	84½	86½	85	85½	84½	83½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	104½x	104½	106	105½	104½	104½
" " S. F. 7 p.c.	100	----	----	----	----	----
Cumberland Coal, pref	47½	49	47½	46½	44½	44½
Del. & Hudson Canal	143	----	142½	143	141½	142
Del., Lack. & West.	----	----	----	----	----	140
" " 1M. 8p.c. '71-6	----	----	99	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	73½	74½	74½	73½	72	70
" pref.	----	----	----	78	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98	98	----	97½	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	87	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	110x	111½	113	113½	111½	110½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	120½	121	120½	120	117½	116½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	40	40	----	----	----	----
" " 2d "	----	----	----	20	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	----	----	12½	----	11
Michigan Central	109½	----	109½	----	109½	108½
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	80	80½	79½	78½	78
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	94½	----	----	----	----	94½
" " 2 M.	88	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	75	75	75	76	75	74½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	76	76	----	----	----	----
New York Central	94	94½	94½	94	93	93
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	92	----	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	84½	----	----	----	----	83½
Ohio & Miss. cer.	28½	28½	28½	28½	27½	27½
" " pref.	76	77	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	141	----	----
Phila. and Reading	107½	107½	107½	107½	108½	107½
Pitts. Ft. W. & Chicago	98½x	99	99	98½	97½	94
" 1M.	----	----	----	----	102½	102½
" 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	52½	54½	53½	53	52½	51½
St. L., Alton & T. H.	34	34½	34½	----	----	----
" " pref.	----	----	----	----	63	----
" " 1M.	----	----	----	----	----	90
" " 2M. pref.	----	80½	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	90½	90½	----	90½	90	90
Tol. Wab. & Western.	38	39	----	----	----	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	90
" 2M.	75½	75	----	75	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	68	68½	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 23.

	Th 17.	F.18	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	100	----	----	----	----	----
U. S. 5s, 1874, reg.	----	97½	----	----	----	97⅛
U. S. 5s, 1874, coup.	96½	----	97½	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	----	----	96	95½	----	95½
U. S 5s, 10-40s, reg.	----	----	96	95⅝	----	----
U. S. 6s, 1881, reg.	----	----	109	108⅝	----	107⅝
U. S. 6s, 1881, cou.	108⅞	----	108⅝	----	----	108
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	119	119	----	120½	----	120
U. S. 6s, 1868, coup.	----	----	120	120½	----	----
U. S. 6s, 1 year certif.	100½	----	100½	----	----	----
U. S. 6s, 5-20s, c. 1862.	101½x	101½	101⅝	101	----	100½
U. S. 6s, 5-20s, c. 1864.	102x	----	----	101½	----	----
U. S. 6s, 5-20s, c. 1865.	102x	101⅝	102½	101½	----	101½
U. S. 6s, " reg.	----	101⅛	----	102½	----	----
7.30 Notes, 1st series.	102⅜	102⅜	102⅜	102⅜	----	101⅞
" " 2d series.	102⅜	102⅜	102½	102½	101½	101½
" " 3d series.	102⅜	102⅜	----	102⅜	102½	101½
American Gold	----	----	----	----	131½	134

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Cattawissa	----	----	----	----	----	----
" preferred	28½	28½	28⅝	28⅝	28⅝	27⅝
Camden & Amboy	120	----	129½	129½	----	----
" " 6s, '67	----	----	----	99	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	90	----	----	----	----	----
" " 6s, '89	89	89	89	90	----	----
" mort. 6s, '89	94	----	95	94⅝	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	54	53⅝	52½	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	54½	54½	----	----	----	----
" " 6s, '84	----	----	87⅞	----	87⅞	----
Lehigh Valley R. R.	61	61⅜	----	61	61⅜	61½
" " 6s	93	----	----	----	93	----
Little Schuylkill R. R.	37	----	----	38½	----	----
" " 7s	----	----	92	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	56½	----	----	----
Morris Canal	----	----	76	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	38	----	----	38
" " 6s	90½	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	43½	----	----	----	----	44½
Pennsylvania R. R.	54½	54½	54⅜	54⅝	54⅝	54⅝
" 1st m.	102	----	103	----	----	----
" 2d m.	97	97½	----	97½	----	----
Penn. State, 5s	90	----	----	90½	90⅜	90
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	101½	----	----
Philadelphia City, 6s	----	----	----	95	95	----
" " new	98½	98½	98	97⅝	97	97
" " munc	98½	98½	98	97⅝	97½	98⅜
Philad., Germ. & Nor.	55	----	----	54⅝	55	55½
Phila. & Reading	53⅜	53⅝	53⅞	53⅝	53¾	54
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	93⅞	93½	----	----	----	----
Philadelphia & Erie	32	32	32½	32½	32⅝	31½
" " 6s	91½	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	27
Schuylkill Navigation	----	----	----	----	----	34
" " pref.	34½	34⅜	----	----	34½	----
" " 6s '82	----	----	----	84	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	16	----	----	15½	16	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	66	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	21	19½	19	20½	21½	20⅜
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	85	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	98	----	----	98⅜	98⅜	----
" " 1886	97	----	----	----	98	----
" " 1870	----	----	----	----	----	----
" " 1890	100½	100	----	100	100	----
Balt. and Ohio	108	----	----	108⅜	108⅜	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	98⅛	----	----	----	98⅜	----
" " " '75	----	----	93⅜	----	93⅜	93⅜
" " " '80	----	----	----	----	----	----
" " " '85	93	----	92	----	93	----
Northern Central	44½	----	44½	----	----	----
" " b'ds, '85	85	85	----	----	85½	85
" " " 95	----	----	----	----	----	----
City Passenger R. R.	18½	19	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 23.

	Th. 17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Lowell	100	100	101	----	101½	101½
Boston and Maine	----	----	----	122	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	140	----	----	----	----	----
Cheshire, pref.	48	----	----	----	49½	50
Concord	----	67	66½	----	67	67½
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	105½	----	----	106⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	110	----	----
Manchester & Lawr'ce	----	----	----	----	108	----
Michigan Central	----	----	----	----	110	----
Northern, N. H.	93½	----	94	----	94½	----
Old Colony and Fall R.	108½	----	----	108	107	107
Ph., Wil. & Baltimore	59⅛	59½	59⅛	59	58	----
Portl'd, Saco & Ports.	----	----	----	----	----	130½
Vermont & Canada	96	98	98	----	----	97½
Vermont & Mass.	48	----	----	48½	48	----
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	92	90	----	----	----	----
Metropolitan "	50½	51½	52	52	51½	51½
Middlesex "	----	50	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	42	42⅛	43½	44	44	43⅜
Franklin "	44½	45	46	46	45½	45⅛
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	17	----
Minnesota "	----	13½	13½	----	----	----
Pewabic "	37¾	38	37¾	----	----	----
Pittsburg "	----	50	----	----	----	----
Quincy "	----	----	----	----	48	47
Rockland	4½	4⅜	----	4⅜	4½	4⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of May.

United States 6s, 5-20s, 1882	64	"	65
Virginia State 6s	55	"	58
Do. 6 per cent.	40	"	45
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	70	"	72
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	70	"	72
Do., Consolidated mort., 1890	58	"	60x
Erie shares, $100 (all paid)	42	"	45
Do., 7s, preference	—	"	—
Do., 7s, 1st mort., 1867	—		—
Do., 7s, 2d mort., 1879	—	"	—
Do., 7s, 3d mort., 1883	—	"	—
Do., 7s, 4th mort.	—	"	—
Do., 7s, 5th mort.	—	"	—
Illinois Central 6s, 1875	81	"	83
Illinois Central 7s, 1875	71	"	73
Do. do. $100 shares, all paid	74	"	76
Marietta and Cincinnati Railroad Bonds	68	"	70
Michigan Central 8s, Convertible, 1869	—	"	—
Do. do. S. F. 1st mort., do., '82. x. c.	—	"	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	"	—
Do. do. do. $100 shares.	—	"	—
New York Central 6s, S. F., 1883	—	"	—
Do. do. 7s, 1864	—	"	—
Do. do. 7s, S. F., 1876	—	"	—
Do. do. 7s, Convertible, 1876	—	"	—
Do. do. $100 shares	65	"	70
Panama, 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	—	"	—
Do. 2d mort., 6s, do.	80	"	82
Do. $50 shares	38	"	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	72	"	74

American Railroad Journal.

Saturday, May 26, 1866.

Stock Exchange and Money Market.

The last week, in one respect, was a remarkable one. Not since 1859 has as much specie gone from this port at one time as went out on Saturday. Upwards of eight millions of dollars were shipped by the foreign steamers on that day, consigned to Liverpool, Havre, Bremen, and Hamburg, the largest part going to Liverpool. The first idea was, that the premium would certainly advance upon such a shipment, and the speculators then expected, and no doubt have since expected, a rise. We know that speculations are on foot looking to this as a sure event, and preparations are making to take advantage of the circumstance. The causes of this large shipment are stated very differently in the journals of the city, according to the views their editors take of the financial question generally. The reasons are probably of a composite character.

In the first place, we must remember that the interest on the debt due to foreign holders of our securities on as much as 300 millions, had to be remitted. Of course a very large sum is to be accounted for in this way. In the next, the condition of the foreign market, and the prospect of a war on the continent, would induce the foreign houses to get in all their funds in the best shape to be used as emergencies at home might require. And, again, the foreign capitalists, in the interest of their respective governments, might be expected to give what stability they could to their own affairs at home. We must not forget, however much the English political economists may boast of the extent and value of their trade, they deal with no other such country as the United States, where the auction system, the banking system, and the firm hold of foreign agencies give such facilities for the conversion of goods into money. This Country is the Dorado of foreign merchants, and here they literally pile up their gold without much difficulty. The Country is full of foreign houses, with large home credits which they use dexterously and often. It is well known that almost every foreign agent who is able to draw a 60 day bill, will do so when he can; and the remittance to meet it has hitherto been made in American securities, on a rising market, and with a profit. The bonds that have come back here, have come from weak holders abroad, who could not hold on to see the end of their speculations. So that we need not be surprised under the circumstances if specie should suddenly have been called for and shipped on a large scale. What is surprising is that this shipment did not here create a rise in the rate of interest, or the premium on gold. On the contrary the rates were undisturbed and the market was as quiet as possible. The effect of this abroad will be more surprising than the remittance itself, for our rate of interest being unaffected by it, the conclusions in our favor will be immensely to our advantage. The government is understood to have supplied all the extra demand; and with an estimated surplus even now of nearly eighty millions at command, can be ready at any moment to come to the relief of the market again. A large rise in gold is certainly to be deprecated, as prices would advance beyond the control of consumers, to fill the pockets of the holders of articles of necessity, not over scrupulous when they have a chance. The morals of trade are not of a very severe description either in this country or England; certainly not in the latter country, if we may believe what Herbert Spencer writes about it. As the market stands, it is probable that the struggle for a rise in gold will continue, under the expectation of bad news from abroad; but the Treasury can keep the control of the price here, and will be justified in doing so. The operations of the government are on so large a scale, and its receipts are so enormous, that its power of good or evil is immense, and if properly used may have a benign influence. We should prefer seeing its action of less influence on commerce and trade; but we cannot kelp it, and we trust it will be properly directed now and hereafter. The actual amount of gold in the country on the 1st of July, 1860, was as follows: New York city banks, $22,464,000;

United States Treasury, $6,253,000—total, $28,-817,000. On 21st May, 1866, it was net $72,906,-000, almost three times as much, and pretty conclusive evidence of the strength of the money power of the country. To this amount we must add the remittance from California on Monday last. And though on the 1st of July another instalment of interest comes due, the receipts continue large and the credit balances are on the increase.

We nevertheless regret to state that our imports are excessive. For the year ending May 19, inst., they amounted to $270,118,142, against only $139,667,262 for the same period in 1865, showing an increase of $130,450,880, a result by no means to be admired, and likely to produce embarrassment if long persisted in. We have but little that will pay to be exported at present prices; and the fear now is that the cotton crop will not come up to expectation. Indeed already the speculators are operating for a rise. Nothing escapes the vigilance of these persons.

One of the interesting subjects before the public just now is the talk in England with regard to its supply of coal, and the time when it is likely to fail. If we understand Mr. Gladstone correctly, he fears it will fall short in about a hundred years. We think he is mistaken. Professor Austed, one of the greatest of British authorities on this and similar topics, has published an interesting calculation on the subject, but of a different tendency. In the British Islands there are the following well known coal fields:

Newcastle and Durham with area in square miles	460
Cumberland, Westmoreland and Westriding of Yorkshire	40
Lancashire, Flintshire and North Staffordshire	380
Yorkshire, Nottinghamshire and Derbyshire.	750
Shropshire and Worcestershire	28
South Staffordshire	100
Warwickshire and Leicesershire	45
Somersetshire and Gloucestershire	120
South Wales	900
Scotland	1,600
Estimated area	7,023
Extension of new bed (probable)	1,535

The thickness of seams varies from 15 to 84 feet.

Professor Austed estimates that there are not less than 4,500 square miles of this coal area where the formations may be and are worked; and he calculates that the product may be set down at 170,400,000,000 tons of coal. But he also estimates that only one-fourth of this can be regarded as available in consequence of waste, bad working and loss in seams. So that he considers the supply may be reduced to 35,000 millions of tons. Now the present consumption is about one hundred millions of tons per annum, and then we have the supply ascertained at that rate to be sufficient for 350 years, a period remote enough, and likely to outlast even the British constitution itself. We therefore think Mr. Gladstone may dismiss his apprehensions, and if he cannot, then he may rely upon it we shall be able to supply all the deficiency. American coal, as well as American cotton and gold, may yet save the British empire from ruin. Without the two last, it would have often been in difficulty.

The greatest event in the week, however, was the news by the Cuba of the panic in England, the rise of the rate of interest to 10 per cent., the failure of many eminent bankers and contractors, and a general confusion in the British Money Market. This of course was in strong contrast with the ease which prevailed here, and may perhaps be an indication of the belief that the money centre of the world is now on this side of the Atlantic, sure to be so one of these days if not now. It was hoped by those who look for gains whenever there is financial difficulty, that gold would rush up to a high figure again, and the prices of old stocks on hand advance. But the further and immediate supply of the article was so great that the rate advanced but a few per cent, and some of the most anxious operators got rid of their Monday's purchases, while they could cover themselves. The effect of all this flurry is much discussed. We can now see why so much left us on Saturday, if we seek only the nearest reason, that it was wanted abroad in the greatest of emergencies. If the Bank of England had suspended payment, we should not have been at all surprised. The losses by the British operators in various ways since the 1st of January last, are given in round numbers at $650,000,000; and now without as yet feeling it we have sent them eight or nine millions of dollars, and the market is still easy. This must open the eyes of our European friends, and may serve Mr. Gladstone as a text for further eulogy of this country in his next speech.

Still while our debt is held abroad in such large sums, we must expect twice a year at least similar heavy shipments, and some disturbance in public feeling. And if we continue our excessive importations at such enormous prices, we are likely to be very much at the mercy of the foreign houses. We cannot too often inculcate the necessity of economy in the American people. They are buying too much of foreign articles which they do not really require, and the profits of importation are tremendous.

A pair of men's shoes made in Paris, and which cost there about $2, are here sold at $9! Flour brings a very large profit on every barrel brought from England or France, and so of other things. Who dares give the reasons? The real remedy is in economy and retrenchment, and then and not till then will we be safe.

We are happy to state that American credit abroad has not suffered to the extent that might have been expected, and when the large remittances of Saturday last arrives it is fair to conclude, it will be rapidly improved. Breadstuffs and cotton both advanced in the face of the money panic. It is worthy of notice that those journals which advocate inflation and adherence to a paper currency, with predictions of a rise in gold, are endeavoring to uphold the system and to check any desire of contraction. But there are laws which override financial crudities, and the sooner we understand the subject the better it will be for us. What we really have to fear is, that we shall have Europe emptying its warehouses upon us and selling all that our improvidence will inspire us to take. Economy, we say it again, is our only shield and buckler.

The report of the associated banks for the last week shows a gain in legal tenders of $669,448, an increase in the circulation of $496,605, and a decrease in the loans of $1,930,854. The drain for money has not reached the banks, the deposits only lessened $125,124, and the specie $374,937. Money remains plentiful at 5 per cent., just half the rate at the Bank of England.

The New York exports, exclusive of specie, for the week ending May 22d, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,229,028	$3,117,494
Prev. reported	65,192,455	91,141,509
Since January 1	$67,421,483	$94,259,003

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$736,639	$1,892,218
Gen. merchandise	1,579,749	4,238,164
Total for the week	$2,316,388	$6,130,382
Prev. reported	52,472,793	125,622,873
Since January 1	$54,789,181	$131,753,255

The balance in the Sub-Treasury on Wednesday was $108,677,338 87.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Milwaukee and St. Paul, 51⅝; do., pref. 67; do., 1st mort., 89; Ohio and Miss. 1st mort., 87; Goshen Branch bonds, 96¼; Norwich and Worcester, 103½; New York and New Haven, 107½; Stonington R. R., 107; McGregor Western, Morris and Essex, 87; New Jersey Central, 117; Chicago and Great Eastern, 44; N. Y. 7s, Bounty Loan, 103⅜; do., 6s, 1872, 98; Louisiana 6s, 96; Connecticut 6s, 97; Brooklyn 6s, Water Loan, 94; Central Coal, 42; Spruce Hill Coal, 4; Spring Mt. Coal, 42; Wyoming Valley Coal, 40; American Coal, 65; Ashburton Coal, 16; Wilkesbarre Coal Co., 48; Smith and Parmalee Gold, 9⅝; Mariposa pref., 20; Pacific Mail scrip, 218; Boston Water Power, 44½; Cary Imp. Co., 15; Western Union Tel., 61; Bank of Commerce, 110; Shoe and Leather Bank, 110; Bank of Commonwealth, 101; 4th National Bank, 103¾; Phœnix Bank, 105; Continental Bank, 99; Central Bank, 107½; Bank of North America, 109; Merchants Bank, 116; Bank State of New York, 108; Am. Ex. Bank, 113; Mer. Ex. Bank, 115; Ocean Bank, 100; Metropolitan Bank, 120; Mech., Banking Ass., 106; Park Bank, 150.

Philadelphia.—Huntingdon and Broad Top R. R., 16; Westchester 7s, 97; Allegheny Co. 5s, 74; Sunbury and Erie 7s, 93; Warren and Franklin 6s, 85; Camden and Atlantic 1st mort. 7s, 85; Pittsburg 5s, 70; Union R. R., 35⅝; 13th and 15th streets R. R., 22; West Branch Canal, 25; Schuylkill Nav. 7s, Boat Loan, 85; Fulton Coal, Big Mt. Coal, 5; Hazleton Coal, 56¼; N. Y. and Middle Coal Fields, 6⅝; Black Heath, 3¼; Philadelphia Bank, 140; Mechanics' Bank, 30; Farmers' and Mechanics' Bank, 123; Corn Ex. Bank, 63; Union Bank, 58; Consolidation Bank, 40½; Tarr Homestead Oil, 1; Ocean, 7; Maple Shade, 3¼; Ætna, 5; Sugar Creek, 1½; Jersey Well, ⅜; Caldwell, ⅜; Mingo, ⅞. The latest quotations are: City 6s, 93@95; do., new, 95@95¼; State 5s, 89¾@90; do., coupon, 89@91; do., 6s, W. L., 102@102¼; Phila., Wil. and Balt., 58; Reading, 53¼@53⅞; do., 6s, 1870, 93¼@95; do., bonds, 90@91; do., con., 107@108; Camden and Amboy, 128¾@129¼; Penn R. R., 54½@54⅝; do., 1st mort., 102@103; do., 2d mort., 96@98; Little Schuylkill R. R., 86½@88½; Morris Canal, 76@77; do., pref., 117½@118; do., bonds, 90@91;

Wyoming Valley Canal, 65¼@67½; do., 6s, 80@85; Susquehanna Canal, 15@16; do., 6s, 60@60⅛; Sch. Nav., 26¾@27; do., pref., 33¼@33¾; do., 6s, 1882, 82@88; Union Canal bonds, 24@25; Delaware Div. Canal, 53½@53⅞; do., bonds, 80@90; Elmira and Williamsport, 27@30; do., pref., 43@45; do., 7s, 1873, 96@97; Lehigh Coal and Navigation, 52@52⅜; do., bonds, 1884, 87½@88; North Pennsylvania, 38@38½; do., 6s, 90@90½; Philadelphia and Erie, 30⅞@31⅛; do., 6s, 90¾@91¼; Minehill, 56¼@57; Catawissa, 36½@37; do., pref., 27½@27¼; Lehigh Valley, 61⅜@61½; do., bonds, 92¾@93; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 85@85¼; West Philadelphia, 70@71; Spruce and Pine, 37@38; Green and Coates, 30@33; Chestnut and Walnut, 54@60; Thirteenth and Fifteenth, 21@22½; Girard College, 26@32; Tenth and Eleventh, 55@60; Norristown, 54½@55¼; Union, 35½@35¾; Hestonville, 20@20.

Boston.—Boston, Hartford and Erie 7s, 37½; Ogdensburg 2d mort., 40; Rutland and Burlington 1st mort., 86; do., 2d mort., 7s, 40; Vermont Central 1st mort., 96; do., 2d mort., 33¼; Vermont and Mass. 6s, 93; Vermont Central and Vermont Canada 8s, 1876, 100; Boston and Lowell 6s, 98½; Danvers R. R. 6s, guar., 94; Ogdensburg and Lake Champlain 42; Boston, Concord and Montreal, pref., 61; Massachusetts 5s, 1894, gold, 95; do., 6s, 1871 gold, 109½; do., 1876, 108; New Hampshire 6s, 1869, 95; Rhode Island 6s, 1881, 94; Vermont 6s, 95¼; Bangor 6s, 1867, 90¼; Boston 6s, 1867, 100; do., 5s, 1883, gold, 100¼; Salem 6s, 10-50s, Water Loan, 103¼; Albany 6s, guaranteed, 99¼; Hartford 6s, 1879, 96¼; Boston Water Power Co., 42⅞; Waverly Land, 6¼; East Boston Co., 9¼; Cary Imp., 14¾; Essex Co., 92; Summit Branch Coal, 15; Franklin Coal, 11½; Mammoth Vein Coal, 1¼; Cental Coal, 2½; Locust Dale Coal, 17½; Short Mt. Coal, 30½; Harleigh Coal, 60; Lackawanna Coal, 6½; Gilberton Coal, 28; Collins Coal, 30; Consolidated Gregory Gold, 11.80; Columbian Gold, 45c.; Webster Bank, 106; Columbian Bank, 112; New England Bank, 115; Tremont Bank, 115½; Blackstone Bank, 122½; Atlas Bank, 112; Everett Bank, 95; 3d National Bank, 104¼; Market Bank, 105; Hamilton Bank, 122½; Mt. Vernon Bank, 108½; Eliot Bank, 114¼; Merchants' Bank, 112; Bank of North America, 102¼; Boylston Bank, 129½; State Bank, 107; Fanuel Hall Bank, 126; Union Bank, 125; Shoe and Leather Dealers' Bank, 134½; Bay State Mining Co., 14; Boston, 1⅝; Concord, 4½; Calumet, 8½; Dana, 2¾; Dacotah, 3; Dudley, 1; Eagle River, 1¾; French Creek, 1⅛; Great Western, 1; Hancock, 20¼; Hungarian, 87½c.; Humboldt, 7¼; Hanover, 2¼; Madison, 2⅛; Mesnard, 1¾; North Cliff, 2; Naumkeag, 2⅛; Petherick, 7; Phœnix, 13; South Side, 2⅛; Star, 1⅞; Superior, 3½; St. Clair, 3⅝; St. Mary's, 1; Tremont, 1¼; Winthrop, 1¼; West Minnesota, 1½.

Baltimore.—Marietta and Cincinnati bonds, 79½; Western Maryland, bonds, 96¼; N. W. Va. 3d mort., 96¼; Maryland 6s, 1870, 101; Kentucky 6s, 96; Missouri 6s, 75; Santa Clara, 7¼; Am. Gas Coal, 0.30; Maryland Anthracite Coal, 7; Baltimore Chrome, 0.55; Balt. and Cuba S. and M. Co., 101; National Express, 3; 3d National Bank, 100; Mechanics' Bank, 17; Union Bank, 68; Exchange Bank, 100; Bank of Baltimore, 108; Com. and Farmers' Bank, 41. The latest quotations are: Balt. and Ohio, 108@108½; do., 6s, 1867, 97½@98; do., 1875, 92½@94; do., 1880, 93½@94; do., 1885, 92½@94; Northern Central, 44@44¼; do., bonds, 1885, 84¼@86; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 90@92; do., 3d mort., 93@96; Marietta and Cincinnati 7s, 1891, 78¾@79; Central Ohio, 22@25; do., 1st mort., 96@97½; Western Md. bonds, 76@80; do., guar., 96¼@98; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 101@101; Baltimore 6s, 1870, 95@97; do., 1873, 96½@98; do., 1875, 98@98¾; do., 1886, 98½@99; do., 1890, 99¾@100; do., coupon, 99@99; do., Park, 98½@99; do., 1892, 90@95; do., 5s, 1838–'70, 82@83; City Passenger R. R., 18@18½; Canton Co., 58@60; Gardner, 0.80@0.90; Am. Gas Coal, 0.40@0.50; Maryland, 0.15@0.25; North State, 0.10@0.15; Springfield, 0.10@0.15; George's Creek, 100@110; Santa Clara, 7@8½; Balt. Chrome, 0.50@0.60; Bare Hill, 0.70@0.80; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.60@0.65; Baltimore Coal, 140@200.

St. Joseph and Denver Railroad.

A dispatch to the St. Louis *Democrat*, dated St. Joseph, Mo., May 14th, says: "Commissioners are now out in Kansas connecting the route over which the St. Joseph and Denver railroad is to run. The $4,000 just voted by Buchanan county and the subscriptions of the counties in Kansas will be placed on the market without delay, and with the proceeds the work will be commenced at once. An effort will be made to complete fifty miles of the road by next January. Twelve miles are now graded, and twenty-five miles of iron on hand, it having been piled up here since 1860."

St. Paul and Pacific Railroad.

The St. Paul *Pioneer* says that all the iron required to complete the railroad from that city to St. Cloud and enough for twenty miles of the main line of the St. Paul and Pacific Railroad, west of Minneapolis, has been purchased. Over four thousand tons of the iron are now on the way from New York. The number of passengers carried over the completed portion of this road in April of this year was 8,358, an increase over the same month last year of nearly three thousand. The freight business has increased in a corresponding ratio.

Western Maryland Railroad.

At a meeting of the directors of this company held in Baltimore on the 16th inst., it was ordered that proposals for the graduation masonry and bridge superstructure of the whole line, from Union Bridge to Hagerstown, be solicited at the earliest period practicable. Mayor Chapman and the president of the board of county commissioners of Washington county have respectively made the formal subscription under the ordinance of the mayor and city council of Baltimore and the order of the commissioners of Washington county.

☞ The Franklin and Warren Railroad is now in running order from Irvine on the Philadelphia and Erie Railroad to Tideoute, a distance of about twelve miles.

☞ L. H. Culver, Esq., has succeeded Maj. J. H. Wilson as General Superintendent of the Reno, Oil Creek and Pithole Railroad.

Covington and Ohio Railroad.

A Richmond correspondent of the Boston *Journal* says that the Covington and Ohio Railroad from Guyandotte, on the Ohio River, to Covington, in Allegheny county, Virginia, is to be built by Henry Grinnell, Pill & Co., Messrs. Aspinwall, Stewart, and other capitalists of New York, with some men in Virginia. From Covington a branch, fifty miles in length, will connect with Lynchburg on the Virginia and Tennessee Railroad, from thence to Richmond, eighty miles, and from Richmond to Newport News, seventy miles, which gives an ocean terminus to the traffic of the Ohio Valley. Cincinnati is nearer to this port than Baltimore by 193 miles of rail, and 200 miles nearer than to New York. The branches from Lynchburg, *via* Richmond, are in vigorous hands, being under the control of men in Richmond and Cincinnati. Beyond this Virginia will have a water communication by James River and the Kanawha Canal with Ohio. This enterprise is in the hands of the French house of Messrs. Bellot Minieres Brothers of Paris, who have lodged with the State $3,000,000 as a guaranty for the completion of their work. This work is expected to be finished in five years, and the lines of railroads in three, if not less. It is expected that the road from Richmond to Newport News will be in running order within eighteen months.

☞ We invite attention to the Advertisement, in another column, of Messrs. John Davol & Sons, 100 John Street, this city, dealers in copper, spelter, tin, lead, Babbit metal, copper and brass rivets, copper tubing and wire, roiled and sheet brass, etc., etc. This house has been established in business in this city since 1847. The knowledge acquired during an experience of nineteen years ought to enable them to become competent judges of the quality of articles in which they exclusively deal; and we doubt not implicit reliance may be placed in their judgment.

☞ The Western Maryland Railroad Company will receive proposals at their office in Baltimore, until the 20th of June next, for the construction of about 42 miles of road, extending from Union Bridge, its present terminus, to Hagerstown. Bids will be received for the entire line, or it will be let in sections of 14 or 5 miles. Proposals are also requested for the excavation of about 2,000 feet of tunnel at the summit of the South Mountain, and for the arching of the same, either with brick or stone, if deemed necessary.

☞ Messrs. Frederick Schuchardt & Sons, Bankers, have removed from 21 Nassau St., to 40 Exchange Place, where drafts in sums to suit at 3 or 60 days' on London, Paris, Amsterdam, Hamburg, Bremen, Cologne, Berlin, Frankfort-on-the-Main, Zurich, &c., may be obtained; also letters of credit on Europe.

☞ The Dorchester and Delaware Railroad Co. wish to employ a competent and thoroughly practical engineer, to survey a route for a railroad from Cambridge, Maryland, to Seaford, Delaware, a distance of about thirty miles. It is desirable to have an estimate of the cost of survey submitted with the application. The office of the company is at Cambridge, Md. Applications personally, or by letter will be received up to the 30th of May.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad, for the week ending May 14, 1866.....$18,693 36
Corresponding week previous year..... 10,984 89

Increase..... $7,708 47

Receipts from Jan. 1, to May 14:
1866 .....$197,371 98
1865 .....171,104 37

Increase $26,267 61

The traffic of the Great Western Railway of Canada, for the week ending May 18th, 1866, were $64,571 71
Corresponding week of 1865 ..... 60,240 38

Increase..... $4,331 33

The earnings of the Grand Trunk Railway of Canada for the week ending May 12th, 1866, were $113,552 00
Corresponding week of previous year.. 127,433 00

Decrease $13,881 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in May, 1866 ...$21,578 00
Corresponding week previous year..... 16,177 15

Increase.....$5,400 85
Commencing 1st Jan. 1866.....$380,074 00
Commencing 1st Jan. 1865..... 393,220 32

Decrease.....$13,146 32

The earnings of the Chicago and Great Eastern Railway for 2d week in May were.....$24,273 21
Same period last year..... 16,387 78

Increase in 1866..... $7,885 43

The earnings of the Michigan Central Railroad for the 2d week in May, 1866, were....$72,164 00
Corresponding week of previous year.. 84,702 00

Decrease $12,538 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in May, 1866, were $53,441 00
Corresponding week of previous year.. 49,987 00

Increase..... $3,454 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in May, 1866, were..... $94,831 00
Corresponding week of 1865 ..... 76,308 00

Increase..... $18,523 00

☞ A meeting of the corporators of the Manufacturers' and Consumers' Anthracite Railroad Company is to be held at Philadelphia on the 4th of June. The *News* of that city says that "it is designed to proceed at once with the organization of the company, with a view to the construction of the road. There can be no doubt but that the anthracite coal trade of Schuylkill county is now sufficient to the support of an additional line of rail to this city, and as there is very decided need for competition, the public will be glad to know that there is a fair prospect for the prosecution of this new enterprise."

☞ A dispatch from Leavenworth, Kansas, dated May 16th, says that the branch of the Union Pacific Railroad, Eastern Division, is finished between Lawrence and Leavenworth, and trains are now running regularly over 130 miles of the road, making close connections with the East.

☞ The cars on the Albany and Susquehanna Railroad are now running regularly to Unadilla.

Mr. Colwell's Report to the Secretary of the Treasury on Protection.

Mr. Stephen Colwell, one of the United States Revenue Commission, a gentleman well-known and highly esteemed in Pennsylvania, has addressed a letter in more than five columns (of the *Tribune*,) to the Secretary of the Treasury on the relations of foreign trade to domestic industry and internal revenues, giving his views of the subject in a most clear and interesting manner. We propose to give an abstract of his statements which are worthy of serious attention. He says:

Something more than hard work is needful to give industry the power to endure taxation, and this is net income, otherwise industry will be crushed.

The most important class of society is that of laborers; the interest of the mercantile classes is different, as their object is to purchase and sell the products of industry, buying as cheap and selling as dear as possible, which is a cause of disturbance and variation bearing severely on some classes, and unduly benefitting others.

Manufacturers have become an important class, made up of the best genius and capacity of our people, who are inventive and enterprising, but who meet with many reverse, and have never "realized two per cent. on their investments."

The foreign market for our manufactures is small; it is the home market which is most important. The home consumption of iron, steel, copper, lead, zinc, woollen goods, leather and glass, is $1,000,000,000 a year. While the imports of these is but about $100,000,000. To import what we consume would be impossible, and the attempt preposterous. To do this would take all our gold, all our cotton, and leave us in debt for half the amount. It would also compel our manufacturing population to engage in agricultural pursuits, and bring wheat down to 50 cents per bushel. Home manufacturers are therefore a necessity. Mr. Colwell argues this at some length. He says:

The necessity of making our own goods may be explained by supposing that two country merchants offer their several stocks of goods in a rich agricultural district in the West, furnishing the only two sources of supply for the neighborhood. The one taking only such articles for his goods as will bear exportation to some foreign country; the other taking every product of the field, garden, orchard, pasture, and of course, taking nine-tenths of the business. His success will lead him into manufacturing or lead others into it, that he may find a more ready and profitable market for the varied commodities which his mode of doing business brings to his hands.

When the farmer can exchange the entire product of his land at rates corresponding to the general price of labor, he can supply himself abundantly, and his farm will be worth four times as much as it would be when only the cereals can be sold. Land in the vicinity of a manufacturing population is worth, for agricultural purposes, from $100 to $200 per acre, and very often much more. Where such advantage is wanting, farms are, in our country, seldom worth forty dollars per acre.

Pennsylvania could, with difficulty, pay, in any product of her own, for fifty thousand tons of iron imported from Great Britain; but her capitalists and farmers can feed and sustain a population large enough to take from her own mines and manufacture five hundred thousand tons of iron of the value of thirty millions of dollars, and the same policy extended to her other resources makes her annual product worth $300,000,000. The proceeds of her agriculture could not be exchanged abroad for one-half of what the iron brings.

In other words, Pennsylvania, without products of her own to spare, which she can exchange in Great Britain for fifty thousand tons of iron, can manufacture ten times that quantity. The whole agricultural product of the State being thus converted into iron and other manufactures, becomes directly and indirectly a purchasing power in the home market. The product of an acre of wheat exported to England or Scotland may import a ton of iron, but an acre cultivated for vegetables at home will purchase five to ten tons of iron.

The purchasing power of a people mingling manufacturing and agricultural pursuits is tenfold that of a purely agricultural community. The trade between Pennsylvania, New Jersey, New York and the New England States is greater than our trade with Europe. Illustrations may be added with regard to each of the States. As diversity of production adds to productive power and ability to meet taxation, what policy is best on the part of the Government to sustain this principle, and conduce to this result? Imports consist of surplus, are irregular, not always adequate to the demand, and fluctuate in price. The fluctuations are shown in the following table:

POPULATION *as usually estimated for each year, and as stated by each census, with the imports of each, and the rate per head.*

Years.	Population.	Total Imports.	Am'nt per Individ'l
1794	4,400,000	$34,600,000	$7.86
1795	4,600,000	69,700,000	15 15
1796	4,700,000	81,400,000	17.30
1798	5,000,000	68,500,000	13.70
1801	5,000,000	111,300,000	20.20
1803	5,800,000	64,600,000	11.10
1805	6,200,000	120,600,000	19.40
1807	6,600,000	138,500,000	21.00
1818	9,100,000	121,700,000	13.36
1821	10,000,000	62,500,000	6.25
1822	10,200,000	83 200,000	7.16
1825	11,200,000	96,300,000	8.60
1830	12,800,000	70,800,000	5.53
1831	13,200,000	103,100,000	7.81
1835	15,000,000	149,800,000	9.92
1836	15,300,000	189,900,000	12.40
1838	16,200,000	113,700,000	7.00
1839	16,600,000	162,000,000	9.75
1842	18,000,000	100,000,000	5.55
1847	20,780,835	146,545,638	7.05
1848	21,413,890	154,998,928	7.24
1849	21,956,945	147,857,439	6.76
1850	23,246,301	178,138,318	7.65
1851	24,250,000	216,224,933	8.91
1852	24,500,000	212,945,442	8.70
1853	25,000,000	267,978,647	10.72
1854	25,750,000	304,562,381	11.84
1855	26,500,000	261,468,520	9.88
1856	27,400,000	314,639,942	11.49
1857	28,500,000	360,890,141	13.02
1858	29,500,000	282,613,150	9.58
1859	30,385,000	338,768,130	11.18
1860	31,000,000	362,163,941	11.67

IMPORTS *since* 1854–'55, *with the rate of increase or decrease from year to year.*

Years.	Total Imports.	Increase.	Decrease.
1854–'55.	$261,468,520	.....	.....
1855–'56.	314,639,942	20 per cent.	.....
1856–'57.	360,890,141	14 per cent.	.....
1857–'58.	282,613,150	.....	25 per cent.
1858–'59.	338,768,130	20 per cent.	.....
1859–'60.	362,163,941	7 per cent.	.....
1860–'61.	352,075,535	.....	3 per cent.
1861–'62.	205,819,823	.....	43 per cent.
1862–'63.	252,187,587	22 per cent.	.....

The variations in prices partake of the characteristics of gambling; the advalorem system of duties permits frauds, and is a foe to home industry; our shipping is diminished; everything is

under foreign management; foreign agents are charged with robbery and evasion of the laws; they are only commercial parasites. All this places our home industry in the power of foreign manufacturers, who, without "material loss to themselves," may and do disturb our whole fabric of industry and credit. That greater losses have not been sustained is due to the inventive power of our mechanics; and but for them we could not be supplied with one-tenth of what we require. These points are also fully argued by Mr. Colwell. If the 200 millions which must now be drawn from the internal revenue be returned to the channels from which it is drawn, the process will not be a weakening one, but the reverse under a different policy. We must preserve our labor from the competition of cheap labor in other parts of the world, and by means of a tariff have a strict and skilful adjustment between labor of wages at home and abroad, and also the burden of internal duties levied on home products. These last are in great danger for many reasons. Our high priced markets are largely attracting importations. Our bonds are in favor and are readily taken for commodities, and the largest profits are realized by foreign shippers by means of these high prices and the premiums on gold. This is stated thus:

The reason our national bonds sell at such a large discount in Europe is, that as the foreign purchasers can obtain them at the low rate, they are not disposed to give more. Gold being overvalued in this country, having risen in price on account of the special demand for it to pay custom duties to the amount of $2,000,000 weekly, they purchase our bonds, intrinsically worth gold at par in London, and pay us in gold at 40 per cent. premium. If the merchants and manufacturers who now threaten to overwhelm us with foreign commodities sell here for gold, they realize on it a premium of 40 per cent. in our currency and then take the bonds at par. Or, if they sell their goods at our high rates in currency, they take the bonds at par, and $1,000 in these bonds are worth more to hold in London than £206 9s., the equivalent at par in sterling.

At present these circumstances offer the largest profit ever made on the shipment of foreign goods to this country. Those interested in this movement can now realize high prices for their goods, seriously injure our manufacturing industry, weaken their rivals, and obtain our national bonds at a heavy discount. These great advantages thus offered to capitalists are as fully to our detriment as to their benefit. They imperil our productive power, our ability to pay taxes; and in fact, our whole financial system. They sap our national strength; they continuously damage our domestic industry by substituting the products of their own; by depriving our laborers of employment while obtaining in our markets the means of employing their own, beside realizing large profits for the enterprising individuals who engage in the business.

That there is good ground for these apprehensions is proved by the freely-expressed belief in Europe, entertained as fully in this country, that the quantity of goods to reach our shores from Europe this year is to be greater than ever known. Intelligence by every arrival from abroad confirms this anticipation.

It is the policy of European Governments to keep wages low, that they may manufacture for the markets of the world. England holds a million of her people in pauperism, constituting a reservoir of cheap laborers from which she may recruit the ranks of labor as they become thinned by overwork, ill-feeding and bad lodging. Four millions are in a position to be thrown on the parish, on the kindness of their countrymen, or on the charity of distant nations, upon occasions of bad harvests, or of commercial revulsion. Would it be politic or humane to reduce our laboring population to that condition? Would it be economically wise? Would it add to our national strength? Can any man who understands the true interest of the country wish it?

We are under the necessity, as a civilized people, of maintaining a vast system of manufacturing industry. The undue gains alleged to be made by it is denied and explained at some length; and it is insisted that the average profits will not show, in the long run, more than two per cent. The wealth of the New England Companies is analyzed and explained, as being less than supposed.

There should be no struggle to bring down wages, to admit foreigners to a better market than we have for ourselves; but should furnish for ourselves at least four-fifths of what we want. He objects to the import of free goods, as a principle, as well as to the auction system; and advocates such an adaptation of our tariff as will protect our laboring classes and their wages. He advocates large wages, and shows why they should and must remain high in this country. The competition we have to fear is not in quantity, but the prices; and the surplus sent to this market does the damage. He argues that while a saving is sometimes made by the purchase of the foreign cheaper article, the incidental loss more than overbalances the gain. This branch of the report is very fully and strongly argued, indeed at considerable length, for which we have no room at this time.

It then seems to be an imperative duty to increase the duties on foreign commodities competing with our own, especially in those departments of industry upon which we depend for more than three-fourths of our consumption. The high price of gold fails to restrain excessive importation, as goods are sold in currency at a great advance, and production if it is repressed will be less adequate to meet taxation. The duties should be raised so as to prevent this flood of goods. These should be specific. This point is explained and illustrated by the practice of England and France. Our consumption of imported goods is given, for ten specified years.

The following table exhibits the proportion of our consumption of imported goods per capita for 10 years:

Year.	Imports. consumed.	Population.	Consumpt'n per capita.
1852 .	$195,656,060	24,604,261	7.95
1853 .	250,420,187	25,342,388	9.88
1854 .	279,712,187	26,102,659	10.71
1855 .	233,020,227	26,885,738	8.67
1856 .	298,261,364	27,692,310	10.77
1857 .	336,914,524	28,523,079	11.81
1858 .	251,727,008	29,378,771	8.57
1859 .	317,873,053	30,260,134	10.50
1860 .	335,220,919	31,429,891	10.66
1861 .	315,004,728	32,373,388	9.73
Average of 10 years.....			9.92

The report is accompanied by a schedule of proposed changes of duties and provisions in the tariff.

This is a very succinct statement of Mr. Colwell's opinions. We firmly believe that specific duties will have at least an immediate and wholesome effect in restraining the enormous frauds which are now practised on the revenue by the foreign importers abroad.

Richmond and Danville Railroad.

The Richmond *Dispatch* says that the directors of this company, at a recent meeting, determined that all the bonds of the company issued during the war—issued as they were in the regular business of the company—shall stand on the same footing with other bonds. The principal and interest will be fully paid. All holders of bonds were, by resolution of the board invited to fund the arrearages of interest to the 1st of May. All future interest will be promptly met at maturity.

Dorchester and Delaware Railroad.

At a meeting of the stockholders of this road held at Cambridge, Md., on the 9th inst., the following gentlemen were elected directors: Wm. Wilson Byrne, Daniel M. Henry, Edward W. Le Compte, James A. Stewart, John Webster, R. F. Thompson, James Gore and George Winthrop. President, Wm. Wilson Byrn, of Cambridge; Treasurer, Thos. W. Anderson of Cambridge.

☞ The Philapelphia *Ledger* says: "A round lot of ten thousand of Morris and Essex bonds sold at 92½, and five thousand of Warren and Franklin 7s at 84. These bonds are both new on the market, and we presume not generally known. The proceeds of the former are intended for the extension and completion of that road, in New Jersey, to the Delaware river. The latter are on a fifty mile road in this State, and are guaranteed respectively by the Pennsylvania, the Northern Central, and the Philadelphia and Erie Companies."

☞ The Secretary of the Treasury has issued to the Union Pacific Railroad, Eastern Division, $368,000 of six per cent. bonds, being the amount due on the last section of twenty-three miles, which was accepted by the United States Commissioner last month. The road is now completed for ninety-seven miles up the Kansas Valley, from the Missouri border to a point 380 miles West of St. Louis. The road will be open to Fort Riley, 420 miles from St. Louis, on the 15th of July.

☞ The whole amount of stock in the Schuylkill River Passenger Railway (Philadelphia) has been subscribed, viz: ten thousand shares, par $50, and $5 paid, which, it is estimated, will make and equip the road, extending from Twenty-third and Pine streets to the Park.

☞ The Oil City *Register* says the Farmer's Railroad, from Oil City to Petroleum Centre, is now under contract, and the manager reports that the road, about seven miles in length, will be finished in July next.

☞ We learn from the *Tribune* that articles of agreement have been signed by the parties in interest of the Flushing Railroad, by which they agree to extend that road to Huntington. The proposed line of the road will pass near the villages of Glen Cove, Oyster Bay and Cold Spring.

☞ The Shreveport (La.) *Southwestern* announces that a telegraph cable was recently successfully laid across the river at that place.

☞ The Mississippi Central Railroad is completed, and trains are running through from Cairo to New Orleans.

☞ A street railway has just commenced operations in Nashville.

Journal of Railroad Law.

NEW YORK CENTRAL RAILROAD COMPANY.—CONSTRUCTION OF STATUTE REQUIRING ITS TICKET OFFICES TO BE OPENED.

The case of Nellis *vs.* The New York Central Railroad Company, lately decided in the Court of Appeals, is interesting as explaining the statute which requires the New York Central Railroad Company to keep its ticket offices open at least an hour prior to the departure of each passenger train. The opinion of the court was delivered by

MULLIN, J.—A railroad company is under no obligation to establish offices for the sale of tickets. If ticket offices are not established, passengers must pay their fares to the conductors on the cars. Such a system would throw great responsibility and labor on conductors, cause loss to the company, and be the source of annoyance to the passengers. All these consequences are avoided in a great degree, by the establishment of ticket offices, but the benefit is derived mainly by the company.

When, therefore, the Legislature authorized the defendant to demand five cents in addition to the usual fare, of every passenger not purchasing a ticket at a ticket office before getting into the cars, the object was to compel, as far as such provision could compel, travelers to purchase tickets, and thereby benefit the company.

If the law had stopped by giving the power to impose five cents on each passenger not procuring a ticket it is quite clear that the effect of it would be to make it for the interest of the company to embarrass and as far as possible to prevent the purchase of tickets at its offices.

To prevent such an abuse of a power given for the accommodation of the company, it was provided that the five cents should be exacted only of those who failed to purchase tickets at places where a ticket office is established and open.

This provision might be evaded. In order, therefore to secure the public against liability to imposition, it was farther provided that the defendant should keep its offices open one hour for the sale of tickets, prior to the departure of each passenger train from such station, between certain hours specified in the act.

Had the departure of the train on which the plaintiff traveled from Utica to Albany, at the time of the demand for the fare for which this action is brought, occurred during the hours the defendant's ticket offices are required to be kept open, and the one at Utica was not open, it would not be seriously claimed that a demand for the extra fare would have been justified, or that the penalty would have been incurred. But the plaintiff left at one o'clock in the morning, at which time the defendant was not required to open any of its ticket offices; and it is insisted that because the plaintiff did not do what it was impossible for him to do—to wit: buy a ticket before leaving Utica, he became liable to pay the extra fare. It seems to me, the proportion has but to be stated to be rejected as utterly unsound. To compel a passenger to pay a penalty because the company had deprived him of the power to travel for the regular fare, would be so oppressive and unjust that it would require a positive provision of a legislative act to induce any tribunal to sanction it. The statute is open to no such construction. The extra fare can only be demanded when the passenger fails to purchase his ticket at an established ticket office that is open. If it is not open no ticket can be procured, and no right exists to demand the extra fare.

It is urged that the word "open," in the 2d, section of chapter 228, means open at the hours ticket offices are required to be kept open by the first section was intended to protect the public against any evasion of the duty to afford a reasonable opportunity to purchase tickets, and to relieve the company from keeping its offices open at all its stations during the whole night. The legislature in effect say to the company, you shall keep your offices open one hour before the departure of each passenger from each station, from five in the morning till nine in the evening, except in the larger towns they shall be kept open till 11 p. m. If you do this and if passengers shall neglect to purchase tickets you may charge each one five cents additional fare. But if your offices are not open you can get only the regular fare.

The Utica office was not open, as admitted by the demurrer, and hence there was no pretence for demanding extra fare.

The five cents which the defendant may charge is in addition to the usual rate of fare. By these words I understand the legislature to mean that the five cents is taken by the company as fare, and not as a penalty for omitting to buy a ticket. The legislature never permits parties to enforce the collection of penalties given by law to themselves. It was proper to permit the defendant to demand a higher rate of fare from one not complying with a regulation of the company than from those who conformed to it.

The complaint alleges and the demurrer admits that the distance from Utica to Albany is ninety-five miles, and that the fare is $1.90. I am unable to understand how in view of these admissions, the defendant's counsel can claim that the defendant is entitled to charge three cents per mile, or any other sum greater than two cents per mile. For the purposes of this case, we must act on the allegations and admissions in the pleadings, whatever the law may be on the subject. The pleadings make the law, by which the rights of the parties must be determined.

When therefore, the defendant assumed to demand five cents in addition to legal fare, it "asked and received a greater rate of fare than that allowed by law," and is thus brought within the provisions of the first section of chapter 185 of the laws of 1857, and is liable to the consequences of such violation of the provisions of the statute.

The defendant's counsel insists that the complaint should have set out the various enactments, consolidating the several companies which make up the New York Central so as to show that the defendant is restricted to two cents per mile for carrying passengers over its road. I can perceive no more reason for setting out these statutes than there is for setting out the proceedings by which the several companies consolidated into the Central were incorporated and organized, and that it is entitled to demand and receive of passengers travelling over its road, a certain rate of fare; and that it has demanded and received a higher rate. The acts of the legislature, and the proceedings of the separate companies, and of the defendant after consolidation, would be the evidence to establish the facts upon which the limitation of the fare which the defendant may charge, depends.

The court by taking judicial notice of these acts and proceedings could not relieve the defendant from the effect of its admission, deliberately made, that the fare was but two cents per mile, though by the act it might be six cents.

The order and judgment appealed from must be affirmed with costs.

Judgment affirmed.

☞ The Overland Telegraph enterprise is a gigantic affair. Through British America, 1,200 miles; through Russian America, 900 miles; across Behring Strait, 184 miles; across the Gulf of Anadyr, 210 miles; and thence overland to the mouth of the Amoor River, 1,800 miles, or a total of 4,294 miles. At the Amoor it is to be continued by a Russian line connecting it with Irkoutsk, through Western Siberia, communicating with Nijni-Novgorod and Moscow, and thence to St. Petersburgh. The capital involved amounts to $10,000,000.

☞ The town of Delhi, Delaware Co., has voted to issue town bonds to the amount of $200,000 in aid of the New York and Oswego Midland Railroad, and the citizens are raising an additional $100,000 by private subscription.

☞ WM. PRESCOTT SMITH, Esq., has resigned his position as Master of Transportation on the Baltimore and Ohio Railroad, to take effect on the 1st of July proximo.

THE
Sterling Iron and Railway Company,
Office No. 42 Pine Street, New York.
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SUPERIOR MAGNETIC IRON ORE, for Blast and Puddling Furnaces;
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J. DUTTON STEELE, President.

CHICAGO AND NORTH WESTERN RAILWAY CO.,
SECRETARY'S OFFICE, CHICAGO, May 3, 1866.

THE annual meeting of the bondholders and stockholders of the Chicago and North Western Railway Company, will be held at the Office of the Company in the City of Chicago, on Thursday the 7th day of June, 1866, at 11 o'clock a. m.

2t21 JAMES R. YOUNG, Secretary.

JOHN DAVOL & SONS,
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AMERICAN RAILROAD JOURNAL.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorised European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 2, 1866.

Increased Capacity of Railroads.

Of all questions appertaining to public economy, none stands higher or is of more importance than the subject of "*cheap transportation.*" The question of dividends is interesting to stockholders, and what is called "good management" is a desideratum that must always be taken into account by those identified in proprietorship with our railroads. Even the public, as a general thing, is interested in the success of a road for the simple reason that where the road is pecuniarily successful, the company possesses the financial ability to increase the public accommodation. There is a broader question of success, however, than is involved in the mere question of dividends. It is involved in this proposition. *The largest amount of public accommodation with the least possible exactions from the people.* Dividends may be the result of scheming where the popular interests have not been duly regarded. The people's interest is the object that involves the subject of statesmanship or public economy.

While we hold that actual capital invested in railway enterprises should receive a fair, or even liberal income, the enterprise should be so devised and managed as to give the public the greatest amount of accommodation possible for the outlay to yield. There will always be a twofold question—financial success of the company on the one hand, and benefit to the public on the other. A machine that multiplied production in a manifold degree as compared with another machine of equal cost, but inferior power, would be adopted by every rational man. On the same principle true statesmanship should not encourage, nor even tolerate or allow, knowingly, any scheme or plan that did not give the greatest amount of work to the public for the lowest price consistent with exact justice.

All men will agree in sentiment, that the public should be protected. Franchises are pre-supposed to be granted for the benefit of the public. A franchise that is so granted and permitted to be managed as to yield to the public but twenty-five or fifty per cent. of the advantage that would be capable of being attained under different management, is not a mark of public wisdom; and so far as pecuniary results on the public are concerned, it is not very material whether the project was conceived and carried forward under the influence of honest error or surreptitious design. The public, in either case is a loser. Whilst the country has been rife with complaint against the turpitude of railway management, the public has lost quite as much through the ignorance and honest errors of those who have conducted enterprises, as it has suffered from fraudulent imposition.

What to do, and how to do it, will always be a question in railway economy, as well as in everything else. The solution of this question is the condition precedent to every advance step in progress. Some of the present generation have witnessed the advancement in science, the mechanic arts, improvements in machinery, multiplied means of production and consequent power of developing resources that have worked an almost complete revolution in the capacity for acquiring the comfortable means of subsistence. Among the greatest of these stands the railway system of the present day; and which we think has advanced to about fifty per cent. of the advantages it can be made to accomplish. We shall find the desirable result, if we find it at all, in the adoption of some improved system which shall give the cheapest transportation.

In our last number we alluded to a plan that combined, in our estimation, the incidents that would vastly multiply the capacity of a road. The proposition for an equal rate of speed is the controlling feature of the plan. This would allow the track to be so filled with cars that 500 trains could be passed over the road in 24 hours as easily as 40, under our present system with unequal rates of speed. The lower rate of speed would avoid lateral friction, prevent the rapid wear and tear of the road, and greatly save fuel. Uniform and low rate of speed would take away nearly all the difficulties of management, or greatly simplify it, and consequently the great liability to accident would be avoided. By allowing individuals and companies to put on trains and run them, it would always ensure a full equipment, while it would be a perfect safeguard against monopoly in transportation and the resulting imposition on the public. A proposition has been started for a coal road on this plan to run from the coal mines of Pennsylvania to tide water on the eastern shore of New Jersey. Suppose a double track road bed of this character constructed; branching to the different mines as the approach was made to them in order to get a supply, and diverging as the approach was made to the Jersey shore in order to get sufficient dumping ground; who of us could estimate the freight capacity or probable patronage of such a road?

Again, suppose a road on this plan running through the cities and villages on the line of the New York Central. Each locality could furnish trains for its own accommodation, and thus do away with the complaint of the people on the route as to neglect of way freight, which arises out of the very partial preference of our present roads for through freight.

On some of our thoroughfares, as for instance a coal thoroughfare, or produce and merchandize thoroughfare, crowded with patronage, a company would be able to underbid on freight, and still make a dividend of thirty, forty, or perhaps fifty per cent., unless restricted by the charter to a fair, or liberal income, say 10 or 12 per cent. We do not hesitate to believe that the vast mining

interests of Pennsylvania, the mechanical, commercial and family demand for fuel in New Jersey, New York and the New England States can be brought into conjunction so as to readily associate the capital to lay down a road bed; nor do we doubt but that an equally effective combination can be brought together to relieve the necessities of the great West and to supply the East. As we entertain no doubt as to the feasibility of the plan, we prophecy that public necessity and public interest will combine to force its adoption. We will venture on the prediction that "cheap transportation" will henceforth be the legislative and popular watchword.

When we reflect and make the calculation as to how little is gained to the country by rapid traveling in comparison with how much is lost by expensive freights, occasioned by unequal rates of speed under our prevailing custom, we may well be startled at the perversion of the economic principle. Now that we have the telegraph for extraordinary communication, the subject of rapid express, mail, and passenger trains dwindles into insignificance when compared with the more important subject of cheapening freights. On this point more than any other, will the successful development of our vast interior be made to depend.

Cincinnati, Richmond & Chicago Railway.

The name of the Eaton and Hamilton Railroad has been changed to that of the Cincinnati, Richmond and Chicago Railway. Recently the creditors of the road capitalized their several claims, and under a decree of Court the whole property was sold, by consent of parties, and a single mortgage was issued securing 7 per cent. bonds to the amount of $450,000. This now constitues the entire funded debt of the company. There is no floating debt. The directors of the Cincinnati, Hamilton and Dayton Railroad Co. purchased a majority of the stock at 25 cents on the dollar, and yesterday the management of the road passed into the hands of the latter. The old Board of Directors met at Eaton and closed up the business of the company. The stock and bondholders met at the same place subsequently, and elected as Directors the Cincinnati, Hamilton and Dayton Board, with the exception of Geo. T. Steadman in whose place E. W. McGuire, Secretary of the late Eaton and Hamilton Co., was chosen. The new Board organized by electing S. S. L'Hommedieu, President; John W. Hartwell, Vice President; D. McLaren, General Superintendent; and F. C. Short, Treasurer. E. W. McGuire was appointed agent of the company at Eaton. The ownership of the road is in the hands of the Directors of the Cincinnati, Hamilton and Dayton individually; but it has been secured for the company, subject to the approval of the stockholders. The latter will, of course, accept the purchase, as it is unquestionably an arrangement that will yield a large profit. The road will thus become, in fact, part of the Cincinnati, Hamilton and Dayton, and must prove one of the most important and profitable feeders of this now great trunk line. It is a link in the line to Chicago, and the route as far as Richmond being now in the hands of a powerful and wealthy corporation, the "Air Line," as it is called, will undergo a favorable change, and grow in popularity with the business and travelling public.

Mr. L'Hommedieu is now President of four roads, viz: Cincinnati, Hamilton and Dayton, Dayton and Michigan, Atlantic and Great Western, and Cincinnati, Richmond and Chicago. These roads all run into the trunk line, and are in part, actually, and in whole, as far as business interests are concerned, connected closely with the Cincinnati, Hamilton and Dayton road. The combined interest is a powerful one, and as regards capital and miles of road, is greater than those over which any one man in the United States or in the world, presides. The duties of the position might therefore, at first sight, seem too great for one mind; but owing to the perfect system organized by Mr. L'Hommedieu, and the able corps of assistants, from Vice President down, his work is really less than he would be required to perform if he should attend to the details of a single line. His position, in fact, corresponds to that of a General in the field directing the movements of different corps of one great army. He exercises a general supervision, indicates the general policy, and his Vice Presidents superintend, and Assistant Superintendents attend to details in their respective divisions and departments.

The plan has not been tried before in this country, but it is plain to see that the combined interests can be, (and experience proves that they are being) worked more efficiently and economically under this one head than if managed by distinct organization.

There is no clashing of interests, no disagreements about running arrangements or divisions of earnings, or rates of charges; but from Salamanca, Toledo, and Richmond to Cincinnati, these vast lines are worked with perfect ease and entire harmony; and their business is developed as it could not be under separate organizations.—*Cincinnati Gazette.*

Grand Trunk Railway of Canada.

We have the Report of the Directors of this company for the half year ending December 31, 1865. The gross receipts of the United system of the Grand Trunk, Montreal and Champlain, and Buffalo and Lake Huron railways during that period, compared with the corresponding period of the preceding year, were as follows:

	1864.			1865.		
Passengers	£239,124	19	11	£280,134	0	6
Mails, etc	18,427	2	6	28,237	13	3
Merchandize	362,331	1	10	403,833	9	2
Rents	1,981	12	11	1,652	3	4
Sundries	6,350	2	11	923	11	2
	£628,215	0	1	£714,780	17	5
Expenses, viz:						
Maintenance of way, stations & buildings	£79,518	4	4	£66,553	5	3
Locomotive power, and repairs to engines	109,180	9	1	129,794	0	3
Repairs and renewals of cars.	35,206	6	3	38,497	13	1
Traffic expenses.	124,301	3	1	128,986	11	11
General charges.	13,319	11	11	14,654	17	1
Miscellane's exp.	9,522	17	4	12,517	1	5
Rents and tolls	5,223	19	9	4,670	14	9
	£376,272	3	9	£395,674	3	9
Leaving	£251,942	16	4	£319,106	13	8
From this sum is deducted the whole expenditure incurred in the half year for renewals of the railway and works, viz				89,688	17	2
Which leaves a balance of				£229,417	16	6
It is now proposed to extinguish the whole amount still left at the debit of the renewal suspense account, viz				52,945	7	9
Leaving a balance of				£176,472	8	9
Add balance from last half-year				80	2	0
				£176,552	10	9
Deduct amount of postal and military revenue for half-year, and adjustment of previous accounts carried to separate account				15,363	2	7
				£161,189	8	2

Disposed of as follows:

Discount on American Currency	£58,848	3	4
Interest, &c., paid on lands	2,287	7	2
Do. on mortgage to bank of Upper Canada	4,423	16	1
Do. on loans, bankers' balances, promissory notes, European exchanges, &c.	10,754	18	11
Do. on British American Land company's debentures	616	8	9
Do. on Montreal Seminary debentures	616	8	9
Do. on Island Pond debentures	2,700	0	0
Half-yearly instalments on Portland sinking fund	2,311	12	10
Atlantic and St. Lawrence lease (in full)	32,785	17	2
Detroit line lease (in full)	11,250	0	0
Montreal and Champlain Company	10,273	19	7
Buffalo and Lake Huron Company	16,863	15	3
Equipment bond interest	7,494	0	0
	£161,226	7	10
Less second preference interest overcharged last half year	36	19	8
	£161,189	8	2

Certificates for the interest due for the past year on the preference bonds and stocks will be issued in accordance with the terms of the Arrangements Act, 1862, on and after the 15th of May next.

The course which the bond and stockholders have permitted the Board to take in reference to devoting the net profits for a short period, to works of improvement, conservative of the property, has mainly enabled the Board now to announce that with the exception of the Bankers' balances in Canada, covered by securities, the undertaking was on the 31st December last free from liability, or debit to suspense account; while the net revenue alone has now paid for the whole ordinary and extraordinary renewals undertaken since 1861 inclusive, amounting in total to a sum of no less than £526,865.

It is to be observed that, but for the extraordinary charge against revenue for renewals, exceeding the estimate of past years by over £100,000, and the loss on American currency of £59,000, a sum of say £160,000, would have been available for division on the preference bonds and stocks—sufficient to pay the full half-year's interest on the 1st, 2d and 3d preferences, and a fraction over 1½ per cent. on the 4th preference stock. It must, however, be expected that the cost of renewals will be considerable for some time to come.

Suggestions have been made to the Board in reference to the terms on which additional capital should be provided in order to secure the more rapid development of the revenue, and to obviate the necessity of further interfering, by renewal debits, with the profits available for interest upon the company's bonds and stocks. These suggestions are now under consideration.

The steady decline in the premium of gold in the United States (now 25 per cent.,) gives a reason to hope that the late serious deductions from earnings for loss on the exchange of American currency will ere long cease.

As from the 1st of January last, the Board propose that the net earnings be regularly remitted, and be divided for interest and dividend in accordance with the respective priorities of the bonds and stocks of the company.

The increase of the gross receipts of the half year as compared with the corresponding half of '64 has been £86,565, or at the rate of 14 per cent. Of this increase, the traffic carried by passenger trains has been £50,819, or 19 per cent., while the increase in freight is £41,582, or 11 per cent. There has been a decrease however in "sundry receipts of £5,756, reducing the total increase to £86,565, as above. The average receipt per passenger carried has been 7s 10d against 5s 8d, and the average receipt per ton of freight has been 15s 4d as against 15s 9d in the corresponding half year.

The increase of the ordinary working expenses has been £19,402, or at the rate of 5 per cent., as against the above increase of receipt of 14 per cent.

In consequence of the exceptional charges against the half year, amounting in the aggregate to £142,634(£89,688 and £52,946), the deductions from gross revenue work out to a total debit of 75.31 per cent., but excluding such charges the per centage rate of ordinary working expenses has been 55.35 as against 59.90 per cent. in the corresponding half of last year.

Two special causes of exceptional cost during the half year have been the still excessive prices of labor and materials in the United States and the heavy taxation there imposed. As regards the latter, in addition to large indirect taxation, the direct payments in the half year have been as follows:

Portland section	£6,480 16 8
Detroit section	2,651 0 5
	£9,131 17 1

It could, however, be no matter of surprise to find the burden of the recent war appearing in disturbance of prices; and in the consequent increase of working expenses within the United States.

The whole of the accounts between the Grand Trunk Company and the Government of Canada have been adjusted, and the balance due from the Grand Trunk Company agreed.

The amount due from the Grand Trunk Company to the postal and military bondholders has been settled, and the balance adjusted in the accompanying accounts, and a dividend provided and paid to August last. A further dividend at the rate of £1 9s. per £100 bond, for the half year ended 8th February last, will be payable on the 27th inst.

The gross receipts per mile of railway in the December half year of 1862 and 1865 respectively have been as follows:

	1862.	1865.
On the whole 1,090 miles in 1862, and 1,377 in 1865	£401 13 4	£517 3 10
On the Atlantic Line	544 6 4	765 4 0
On the Detroit Line	258 3 0	618 1 7
On Grand Trunk proper.	387 3 4	518 12 1

The financial arrangements made during the half year may be summarised by stating thus, that

The company cleared off loans amounting to	£140,000 0 0
It paid the balance due Bank of Upper Canada	37,139 8 9
It paid off bills of exchange and bills payable	130,000 0 0
And it returned to the postal and military service bondholders moneys previously used in the working of the line, amounting to	45,811 12 0
Making a total sum of	£352,951 0 9

The measures taken to reduce the debit for stocks of stores have led to a decrease in this item of £74,199.

The Board are in negotiation with the City of Montreal and Portland bondholders in reference to the claim of the former, and the balance of the bonds maturing of the latter.

It is matter of regret that the Reciprocity Treaty, affecting trade and navigation between the British North American Provinces and the United States was allowed to expire on the 17th March last. Some disturbance of trade relations, affecting traffic and interchange more or less seriously must be expected to result; but it may be that the changes in revenue policy which the special interests of Canada require, will now be expedited, and that the great question of the early confederation of the vast territories belonging to the British Crown on the North American continent will be forced by the action of the United States to an immediate issue. From such an union unrestricted and enlarging trade between the five Provinces, now having different tariffs and separate custom houses, will follow; and the construction of the Intercolonial Railway, extending the Grand Trunk system through the New Brunswick coal fields to Halifax, the finest port upon the Atlantic, be rendered inevitable.

The Board may fitly conclude by quoting the following passage from the report of the company's Executive in Canada:—

"The company's credit has been thoroughly re-established. Its accounts are paid with punctuality. The purchasing agents of the company can now purchase in the cheapest market, and enter into transactions with the certainty that all legitimate and proper accounts will be paid with promptitude, and I think I am not wrong in stating that the company's credit has not at any time for many years past stood so high as it does at this time throughout the Province."

Capital Account.

Amount expended on capital account to June 30, 1865		£16,583,038 3 1
Added during the half year:		
Discount on bonds sold		73,830 7 6
Commissions on sales of bonds.		2,099 7 6
Second preference interest '64.		436 19 10
First " " '65.		111,322 15 0
Second " " "		58,331 4 6
Third " " "		23,949 6 0
Fourth " " "		139,757 5 4
New works		3,718 3 0
Improvem'ts in permanent way		11,370 15 7
New engines and cars	£25,075 12 6	
Less charged to revenue	6,905 6 10	
	£18,170 5 8	
Deduct lands and land damages.	4,656 19 0	
		13,413 6 8
Balance		523,993 17 11
		£17,545,356 11 11
Consolidated stock	£2,807,835 0 0	
Shares not yet consolidated	63,635 14 9	
Received on forfeited shares	2,119 0 5	
Debentures	131,095 17 10	
Mortgage to Bank of Upper Canada	221,190 6 0	
At. & St. L. deferred interest certificates (1872) for arrears to Dec. 31, 1862.	77,180 11 10	
Equipment mortgage bonds	500,000 0 0	
Postal and military service b'ds.	1,200,000 0 0	
First preference bonds & stock.	2,000,000 0 0	
Arrears of interest on do.	460,750 0 0	
Second preference bonds & stock	1,111,500 0 0	
Arrears of interest on do.	271,642 6 5	
Third preference stock.	500,000 0 0	
Arrears of interest on do.	149,789 0 3	
Fourth preference stock.	4,033,444 9 9	
Arrears of interest on do.	896,374 4 8	
Provincial debentures	3,118,800 0 0	
	£17,545,356 11 11	
Balance of capital account	£523,993 17 11	
Liabilities:		
Agent of postal and military bondholders	911 3 11	
Loans on securities and otherwise	90,000 0 0	
Government of Canada	50,015 0 9	
Bills payable	19,007 7 11	
Mortgages on real estate.	25,394 2 5	
Interest on capital, etc., unpaid.	19,060 14 7	
Sundry outstanding liabilities	17,889 12 11	
Current accounts	72,164 0 4	
Wages unpaid Dec. 31, 1865	40,963 9 3	
	£859,399 10 0	
At. & St. L. bonds redemption account	£713 11 8	
Assets:		
Securities on hand.	350,891 10 6	
" pledged	100,000 0 0	
Calls in arrear.	8,478 15 0	
Cash at bankers	50,428 19 2	
Stores, fuel, etc., on hand.	245,419 7 10	
Sundry outstanding accounts.	45,707 15 8	
Outstanding traffic accounts	57,759 10 2	
	£859,399 10 0	

Portland Loan Sinking Fund.

The Commissioners of the Railroad Sinking Funds have submitted their Report for the year ending July 31, 1865. The principal of the Fund established by Act of August 1, 1848, amounted at that date to $201,250; and the interest to $139,236 11—making the total fund $340,486 11. The City Loan of $1,000,000, for which this fund was established, will mature at various periods from December 1, 1868, to January 1, 1871. The deficiency due this fund for 1861-'62-'63, is $37,500.

The principal of the Fund established by Act of July 27, 1850, at the same time amounted to $91,250; and the interest to $59,205 86—total, $150,455 86. The City Loan of $500,000, for which this Fund was established, will mature February 1, 1871. The deficiency due this fund for 1861-'62-'63, is $18,750.

The aggregate amount of the two Funds was: principal, $292,500; interest, $198,441 97—total, $490,941 97. Aggregate deficiency of principal, $56,260.

The investments of both Funds, as compared with 1864, are as follows:

	1864.	1865.
City scrip of the railroad loans	$147,500 00	$188,500 00
Mortgages	185,186 66	163,186 66
County securities—Cumberland	11,500 00	6,500 00
United States stocks	36,500 00	36,500 00
State of Maine do	51,500 00	91,500 00
Eastern R. R. do	6,000 00	6,000 00
Premium account	309 73	.....
Cash	5,299 03	2,868 45
	$443,795 42	$494,555 11
Credit balance premium account, July 31, 1865		3,613 14
		$490,941 97

The arrears of interest are of moderate amount, and perfectly well secured. Actual measures were entered upon within the year, to supply the deficiencies due the principal of the funds for 1861-'62-'63; but the derangements of the currency here, and unexpectedly high rates of money abroad, rendered these efforts unavailing for the time. The commissioners have no doubt but that these arrears will eventually be made good.

Since the Report was issued, another half year's interest has accumulated, and a further payment for the half year ending December 31, 1865, has been made. The accounts, therefore, now stand as follows: Principal, $303,750; interest, $211,238 75—total, $514,988 75.

☞ The Mississippi and Missouri railroad is to be sold at public auction on the 9th of July next. All holders of the bonds and stock of the company who wish to protect their interest at such sale, must deposit their bonds and stock with the Union Trust Company of New York, on or before the 25th day of June inst.

Report on Iron and Steel.

The United States Revenue Commission have laid before the Secretary of the Treasury a report in regard to iron and steel, comparing the resources of this country with that of Europe, Asia and Africa, from which is inferred that in 1830 the United States became the largest consumer, and so continues to this time.

The Commission is of the opinion that the production of iron in the United States during the last twenty-five years, the development of vast deposits of iron materials and of fuel, demonstrate the capacity of the country to manufacture the whole quantity required for its progress in other manufactures, for the production of machinery and all other instruments of industry, and the continuous enlargement of its productive powers.

Our natural advantages for the production of iron and steel, and other great instruments of production, are not surpassed in the world. Our progress shows that we have learned to avail ourselves of these advantages. Ultimately, under a wise domestic policy, we shall become the largest producers of iron, and perhaps the largest exporters, as many of our mines are near the seaboard, and can furnish large quantities more promptly than any country except Great Britain, and better and more varied qualities than any country.

It must be long, however, before it can be our interest to send iron from our shores. The race for national power and wealth will be indicated not so much by our advance in the production of iron as by its consumption. Our industry can never grow to its full height but by that profusion of machines and implements of production and facilities for transportation which iron alone can furnish.

England now employs iron to the extent of 160 pounds per head of population and exports considerably more than she consumes. We manufacture 1,500,000 and import about 300,000 tons. Our consumption does not yet exceed 120 pounds per head. But, considering the intelligence of our population, its activity, its ingenuity, its proclivities to the employment of iron, and the superior quality of our iron, we may reasonably expect to reach a consumption of 160 pounds per head by the time our population numbers forty millions, making the whole product then equal to 3,200,000 tons.

It is very well known that the State of Pennsylvania could by no means of her own import yearly 50,000 tons of iron, but her mines, labor, food and capital can now furnish nearly 500,000 tons, worth over thirty millions of dollars, and can now, by the further aid of machinery carry the value of this iron to sixty or eighty millions. Thus the people of Pennsylvania can by this medium exchange her minerals, labor and food for the labor and food and other raw materials of other parts of the country.

In regard to the manufacture of steel, the Commission represents that no one who is well informed has a doubt that our country has nearly emancipated itself from such dependence, and is secure of a full supply of the best qualities of steel in peace and war, and for all the demands and exigencies of industry. It is fully demonstrated that the requisite qualities of iron are found within our boundaries, that the requisite skill and knowledge is now attained, and that the requisite confidence in American cast-steel and common steel is now established.

It has been tried throughout all the manufacturing States by the most skilful manipulators of steel in fine cutlery, edge-tools, in both heavy and delicate machinery, and the evidence of its success is complete and irrefutable. Testimony on that subject has been submitted with this report, which cannot fail to carry conviction to all friends of domestic labor, and to satisfy them that American perseverance and ingenuity has triumphed in the production of the highest quality of cast-steel an object vitally important to the progress of national industry.

Pittsburg, Fort Wayne and Chicago Railway.

The earnings and expenses of this road for the years ending December 31, 1863, 1864 and 1865, have been as follows:

Earnings:	1863.	1864.	1865.
From freight	$3,341,933 65	$4,148,503 00	$4,739,067 88
" passengers	1,562,409 05	2,696,387 00	3,391,221 46
" express	33,053 75	68,306 22	149,658 02
" mails	93,900 00	93,900 00	93,900 00
" rent of railway	85,000 00	85,000 00	85,000 00
" rents	2,835 33	1,345 83	4,861 12
" miscellaneous	14,701 96	27,023 71	25,354 08
Total earnings	$5,132,933 74	$7,120,465 76	$8,489,062 56
Expenses:			
Transportation	$779,316 48	$1,036,209 41	$1,220,978 76
Motive power	904,246 19	1,260,900 37	1,520,948 54
Maintenance of way	893,311 96	1,113,496 62	1,344,674 25
" of cars	232,078 98	334,946 91	531,103 94
General expenses	217,356 95	355,850 32	587,810 09
Total expenses	$3,026,310 56	$4,101,398 63	$5,205,515 58
Earnings less expenses	$2,106,623 18	$3,019,067 13	$3,283,546 98
Earnings per mile	$10,960 78	$15,214 67	$18,185 65
Expenses "	6,462 33	8,763 67	11,122 89
Earnings less expenses per mile	$4,498 45	$6,451 00	$7,012 76
OPERATIONS OF THE ROAD, 1863–'64–'65.			
Mileage of engines	3,472,914	3,918,438	4,623,073
" of cars	30,523,395	33,965,246	41,785,082
Freight carried (tons)	788,090	858,528	832,615
" (mileage)	166,570,631	174,621,870	193,789,901
" (revenue)	$3,341,034	$4,138,503	$4,739,068
Passengers carried (number)	842,032	1,284,205	1,461,195
" (mileage)	61,436,269	107,490,117	121,367,938
" (revenue)	$1,562,409	$2,696,386	$3,391,221
Mileage of locomotive engines in further detail:			
Passenger	1,068,170	1,287,158	1,399,293
Freight	2,114,853	2,293,560	2,838,569
Wood	108,289	120,334	121,510
Gravel	181,732	217,386	263,701
Total	3,472,914	3,918,438	4,623,073
Mileage of cars in further detail:			
Passenger	2,855,280	4,315,650	5,522,129
Baggage and express	1,258,797	1,710,665	2,169,054
Freight	26,409,318	27,938,931	34,093,899
Total	30,523,395	33,965,246	41,785,082
Classification of freight weights in tons:			
Product of forest—lumber	51,190	57,987	47,210
" other articles	1,502	15,914	26,000
" animals—live stock	156,849	164,262	184,242
" other articles	70,165	61,660	57,108
Agricultural products—flour and grain	105,430	101,180	96,206
" " other articles	31,583	36,855	32,512
Manufactures	131,782	166,792	150,038
Merchandize	103,470	75,590	75,086
Iron rails	.....	6,702	13,584
Miscellaneous—coal	120,773	150,153	129,770
" other articles	15,346	21,823	20,864
Total weight in tons	788,090	858,928	832,615
Carried westward	336,219	371,652	366,723
Carried eastward	451,877	487,276	465,892
Included in the above are the following specifically enumerated articles:			
Head of stock—horses	41,654	26,198	22,011
" cattle	129,573	163,395	221,717
" sheep	348,721	444,383	331,744
" hogs	480,687	451,654	463,690
Bbls. of produce—beef	8,759	6,804	5,953
" pork	30,147	44,723	41,691
" flour	407,504	301,809	437,381
" of liquor	111,057	95,826	36,603

SCHEDULE OF ROLLING STOCK.

	1863.		1864.		1865.	
Locomotive engines		146		182		189
Passenger—1st class coaches	67		73		93	
" 2d class and emigrant	24		26		26	
Mail, baggage and express	37—	128	44—	143	48—	167
Freight—box cars	626		812		883	
" stock and caboose	433		535		547	
" platform	520—	1,579	629—	1,976	759—	2,189
Total of all cars		1,707		2,119		2,356

CONDITION OF THE ROAD.

	1863. E. D.	1863. W. D.	1863. Total.	1864. E. D.	1864. W. D.	1864. Total.	1865. E. D.	1865. W. D.	1865. Total.
Miles of road	188	280	468	188	280	468	188	280	468
Miles of siding	34	34	68	41	41	82	47	48	95
Miles of 2d track	..	...	...	10¾	...	10¾	26	7	33
Total track	222	314	536	239¾	321	560¾	261	335	596

INCOME ACCOUNT, 1863–'64–'65.

	1863.	1864.	1865.
By balance	$....	$97,055 00	$1,713,970 45
Sinking Fund—am't transferred to Trustees' account.	....	....	104,100 00
Gross earnings	5,132.933 74	7,120,465 76	8,489,062 56
Amount due from C. & P. R. R. on account of joint earnings	90,042 33	39,035 33	....
Assets of trustees credited to income account	362,782 24	116,017 58	....
	$5,585,758 31	$7,372,573 67	$10,307,133 01
To balance	$183,671 11	$....	$.... ....
Operating expenses	3,026,310 56	4,101,398 63	5,205,515 58
Construction, etc.	1,517,162 25	....	....
Interest on bonds	760,559 39	922,322 09	889,630 00
Sinking fund	....	104,100 00	....
Dividends on stock	....	530,782 50	872,827 50
Due C. & P. R. R. Co. on account of joint earnings	....	....	277,029 18
Balance to credit side	97,055 00	1,713,970 45	3,062,130 75
Total	$5,585,758 31	$7,372,573 67	$10,307,133 01

GENERAL ACCOUNT, 1863–'64–'65.

	1863.	1864.	1865.
Capital stock	$6,164.531 89	$8,181,126 12	$9,312,442 00
1st mortgage bonds	5,250,000 00	5,250,000 00	5,250,000 00
2d " "	5,160,000 00	5,160,000 00	5,160,000 00
3d " "	2,000,000 00	2,000,000 00	2,000,000 00
Bridge bonds (O. & P. R. R. Co.)	180,000 00	187,500 00	163,500 00
Chicago depot bonds	337,173 00	59,500 00	....
Due to other companies	34.439 48	60,481 82	184,871 85
Miscellaneous liabilities	242,188 22	371,676 71	448,041 24
Due J. F. D. Lanier, Trustee	12,110 56	124,993 66	115,331 13
Due for current expenses in Dec. and prior	544,297 75	883,421 14	849,376 12
Balance to credit of income account	97,005 00	1,713,970 45	3,062,130 75
Total	$20,029,795 90	$23,942,669 90	$26,545,693 09
Cost of property	$18,191,293 70	$21,164.329 77	$23,183,381 33
Stock of supplies	536,719 22	1,052,058 70	969,053 93
Due other companies	296,436 59	606,185 41	417,948 84
Miscellaneous assets	674,506 29	768,519 86	963,550 14
Cash in hand	330,840 10	351,576 16	1,011,758 85
Total	$20,029,795 90	$23,942,669 90	$26,545,693 09

The results of each year's operations since the consolidation have been as follows:

Fiscal Years.	Length of road. M.	Gross Earnings. Passenger. $	Freight. $	Mail, etc. $	Total. $	Operating & Rep'rs, etc. $	Earnings less exp. $	Dividends. Amt. $	Rate. p. c.
1856	338	370,546	402,115	23,108	795,579	273,434	522,145	.....	..
1857	383	942,765	657,686	59,974	1,660,425	1,036,011	625,414	349,830	6
1358	383	742,451	698,570	126,211	1,567,232	965,573	601,659	.....	..
1859	465	795,739	964,133	206,116	1,965,988	1,291,333	674,655	.....	..
1860	467	805,486	1,341,015	188,853	2,335,354	1,573,799	761,555	.....	..
1861	467	902,706	1,905,707	223,374	3,031,787	1,732,066	1,299,721	.....	..
1862	467	1,116,741	2,401,130	226,940	2,745,310	1,878,399	1,866,911	.....	..
1863	468	1,562,409	3,341,034	229,491	5,132,934	3,026,311	2,106,623	.....	..
1864	468	2,696,387	4,148,503	275,576	7,120,466	4,101,399	3,019,067	530,782	7½
1865	468	3,391,221	4,739,068	358,774	8,489,063	5,205,516	3,283,547	901,282	10

The earnings and expenses for 1856 are for 5 months only, viz., from Aug. 1, to Dec. 31.

To comprehend more fully the development of the company's property, the annual increase of earnings should be compared with the increase of capital invested. The amount of capital at the close of each year since the consolidation has been as follows:

	Shares.	Bonds.	Floating.	Total.
1857	$5,258,837 66	$7,371,000 00	$1,418,922 09	$14,048,759 75
1858	5,288,950 27	8,453,000 00	889,159 88	14,631,110 15
1859	5,351,761 84	8,289,500 00	1,916,517 04	15,557,777 88
1860	5,481,869 32	9,306,485 00	1,612 754 22	16,401,108 54
1861	5,480,865 54	9,660,825 00	1,860,430 87	17,002,121 41
1862	6,500,000 00	12,935,173 00	....	19,435,173 00
1863	6,500,000 00	12,935,173 00	....	19,435,173 00
1864	8,181,126 00	12,657,000 00	....	20,838,126 00
1865	9,312,442 00	12,573,500 00	....	21,885,942 00

In the floating debt are included coupons past due and unpaid—1858, $9,341; 1859, $252,150.; 1860, $912,677, and in 1861, $1,519,212.

The reports of the company will be found in the AMERICAN RAILROAD JOUENAL, as follows: Report for 1856, Vol. 30, p. 587; for 1857, Vol. 31, p. 578; for 1858, Vol. 32, p. 330; for 1859, Vol. 33, p. 391; for 1860, Vol. 34, p. 377; for 1861, Vol. 35, p. 406; for 1862, Vol. 36, p. 406; for 1863, Vol. 37, pp. 436 and 472; for 1864, Vol. 38, pp. 822 and 537; and for 1865, Vol. 39, p. 823.

Prussian Rolling Stock.

At a meeting of the Institute of Civil Engineers, held in London on the 24th of April, a paper was read "On the Performance, Wear, and Cost of Maintenance of Rolling Stock," by Mr. T. A. Rochussen, Assoc. Inst. C. E. The communication related to the statistics of three Prussian railways—the Cologne-Minden, the Bergish-Maerkish, and the Rheinish—the general circumstances of which were stated to be somewhat similar. The tables embraced the particulars of the engines and of the carriages and wagons, with the expense of repairs and renewals, the work done by the engines in 1864, the cost of motive power, the repairs and renewals of engine-tyres, and the commercial results. Also the experience of the wear of tyres on the Cologne-Minden Railway for the twenty-years from 1845 to 1864, inclusive, embracing the results of observations upon about twenty-five thousand tyres, of different makes and of different materials. It was stated that, on the Prussian railways, the iron-spoke wheels were gradually replaced by disc wheels, which at first were of wood, but latterly they were entirely of iron. The first form of iron disc, adopted in 1848, was that of a bulged star; a wrought-iron plate, flanged to form the periphery of the wheel, was indented with five triangular bugles from the boss, which was cast on the plate forming the disc. This wheel had proved to be very durable, but it was noisy, and, the boss being 11½ inches in diameter, the structure was heavy. It, however, supported the tyre evenly and well, and reference was made to a pair of these wheels with iron tyres, which had run 116,000 miles without requiring turning, and being still 1⅛ inch thick, it was thought they would last up to 250,000 miles. In 1862 a dished wrought-iron disc wheel was introduced, the manufacture of which was both cheap and expeditious. But the fine grain iron necessary to ensure a sound flanging for the periphery of the wheel made it too rigid. Attention was then directed to the means of obtaining elasticity both in the form of the disc and in the material used. Accordingly fibrous iron was employed, and the flat, or dished disc, was corrugated, the periphery being formed by a rim of fine grain angle iron, riveted to the disc plate. Subsequently the disc and the rim were welded together, and about the same time the Bochum Company introduced steel castings, in the corrugated form, of combined disc and tyre. In the improved form of the corrugated wrought-iron disc, brought out in 1864, the iron used was highly fibrous. Several slabs were forged to the shape of a double cardinal's hat. This bloom was re-heated twice, and by frequent quick rolling was enlarged to about 3 feet in diameter. The rim was welded on under the steam hammer, which at the same time punched the hole in the boss for the axle, and gave the form of the wave to the disc plate. After turning up the rim, the tyre was shrunk on and bolted. Since 1864, the tyre, whether of steel or of iron, had been welded on to the disc wheel by hydraulic pressure. In this form it was believed the disc wheel offered the greatest amount of strength, the fibrous iron gave elasticity, the tyre was supported in every part, there were no joints, bolts, or rivets to wear loose, and after the tyre had been worn out it was simply necessary to turn it down to the thickness of an ordinary wheel rim and to shrink on another tyre. It was asserted that, with steel tyres, these wheels would run from 300,000 to 500,000 miles before requiring a new tyre, and that by grinding the tyres instead of turning them their life would be prolonged from 50,000 to 60,000 miles.

☞ The Southeastern branch of the Louisville and Nashville railroad has been completed as far as Stanstead.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper				
Acton ..... Ca.	200,000	5	----	10c
Acton Vale ..... Ca.	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	11½
Algomah ..... "	20,000	----	2	1½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	1½
American ..... Ca.	200,000	2½	----	5½
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	2½
Aztec ..... "	20,000	----	1	3
Balt. and N. C ..... N. C.	20,000	5	----	35c
Bare Hill ..... "	----	----	----	80c
Bay State ..... L. S.	20,000	----	3½	15½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	40c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	12
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	15c
Canada ..... Vt.	100,000	4	90c	75c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	41
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chandlere ..... "	100,000	1	----	60c
Chester ..... "	200,000	1	----	12c
Cheticamp ..... "	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca.	100,000	5	----	----
Cliff ..... L.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	10½
Consolidated ..... "	20,000	----	5	6c.
Copper Falls ..... "	20,000	----	24½	45
Copper Harbor ..... "	20,000	----	1	1½
Copper Hill ..... "	200,000	1	----	15½
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S.	20,000	----	----	3
Dana ..... "	20,000	----	3½	3½
Deep River ..... N. C.	----	5	----	15c
Delaware ..... L. S.	20,000	----	----	10
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	3½
Dudley ..... L. S.	20,000	----	----	1c
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	1½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	4½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ..... "	20,000	----	6	11c
Franklin ..... L. S.	40,000	25	6½	44½
French Creek ..... Pa.	100,000	5	----	1
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	80c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	1½
Green Mountain ..... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	40c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	20½
Hanover ..... "	20,000	----	----	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	3½
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	6½
Humboldt ..... "	20,000	----	2	7½
Hungarian ..... "	20,000	----	1	87½c
Huron ..... "	20,000	----	16	41
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute ..... "	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	12

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	2½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	45c
Manhattan ..... "	20,000	----	2½	1½
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	----	5	----	15c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	1½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	70c
Minnesota ..... L. S.	20,000	----	3½	12
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	17
Native ..... "	20,000	----	3	2c
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	50c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	2	----
North Silver Lake "	20,000	----	4	----
North State ..... "	20,000	----	----	10c
North Sutton ..... Ca.	100,000	5	3	1
North Western ..... L. S.	20,000	----	----	4½
Norwich ..... "	20,000	----	7½	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	1
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	14½
Petherick ..... "	20,000	----	2½	6½
Pewabic ..... "	20,000	----	3½	36
Phila. & Boston ... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	10½
Pittsburg & Boston "	20,000	----	5½	50
Pontiac ..... "	20,000	----	3½	1½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	47
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	5½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell ..... "	20,000	----	----	50c
St. Clair ..... L. S.	20,000	----	3	4½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	1c
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	10c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2½
Springfield ..... Md.	----	5	----	50c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	2½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	----
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	55c
Toltec ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	1½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	20c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	2½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	2	----
Tyson ..... "	20,000	10	----	3
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	¾
Erie	----	----	----	15c
Gay's River	100,000	2	----	21
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	1
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	45c
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	40c
Sussex ..... N. J.	----	----	----	3
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	65
Ashburton ..... "	50,000	50	----	16
Atlantic & G. C. .. Md.	----	----	----	8c
Baltimore ..... "	----	100	----	2
Bear Valley ..... "	40,000	12½	----	14
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	4
Big Mountain ..... Pa.	----	----	----	5
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	15
Cape Briton ..... N. S.	200,000	2½	----	3
Carbondale ..... Pa.	----	----	----	42
Central ..... "	----	----	----	2½
Clinton ..... "	----	----	----	----
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45½
Daniel Webster	5,000	100	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	12½
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	40
George's Creek ..... Pa.	10,000	----	----	109
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	56½
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	46
Lorberry ..... "	4,000	100	----	11
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	6½
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	6½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	141
Penn. Cannel ..... "	6,000	50	----	40½
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	49½
Potomac ..... Md.	40,000	10	----	6½
Powell ..... Pa.	----	----	----	----
Preston	----	----	----	15
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	7½
Schuylkill Valley ... "	20,000	10	----	12
Shawnut	6,000	50	----	----
Short Mountain ... Pa.	18,000	50	----	30½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	18½
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ... Pa.	22,760	50	----	46

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) ... N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	----
At. & Pac. (G. & S.) Nev.	50,000	10	----	----
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Bay State (G.) .... Col.	100,000	10	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	----
Chaudiere (G.) .... Ca.	100,000	5	----	----
Chebucto ..... N. S.	100,000	5	----	----
Colonial (G.) ..... Ca.	100,000	2½	----	----
Colorado (G.) ..... Col.	50,000	10	----	----
Consol. Greg'y (G.) Col.	50,000	100	----	11½
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	----
Corydon (G.) ..... "	100,000	25	----	----
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	----
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	8
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	----
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	----
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	----
Halifax (G.) ..... N. S.	200,000	2	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	----
Isaac's Harbor (G.) N. S.	100,000	5	----	----
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	----
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	----
New Gregory (G.) "	50,000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	----
Nova Scotia (S.) ... "	100,000	2	----	----
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Pahua (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	----
Quartz Hill (G.) ... Col.	40,000	25	----	3½
Quicksilver ..... Cal.	100,000	100	----	54
Renfrew (G.) ..... Ca.	120,000	2½	----	----
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	2
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	----
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	----
Smith & Parm. (G.) Col.	125,000	20	20	9½
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) ..	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. val't in single T.K.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	5.36	—	179	28	—	Boston and Chelsea	110,000	110,000	—		8,800	7,409	6½	....	27
30 Nov. '64	4.62	—				Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27.43	—				Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	91
30 Nov. '64	—	7.5				Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	....
30 Nov. '64	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	....
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	62½
30 Nov. '64	3.41	—				Malden and Melrose	60,246	200,000	73,100	66 222	20,807			....	25½
30 Nov. '64	2.97	—				Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	25	....
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	50	....
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	50	....
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	....
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	25	....
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	....
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	....
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	86½
30 Nov. '64	1.53	—				West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—				Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	....
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	8	—	—
						NEW YORK.									
30 Sep. '64	10.75	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.00	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & B'k'w'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	2.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,900	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.39	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	57
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	—
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	29½
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	328	58	0	Hestonv., Mantua & Fairm'nt	—	—	183,600	75,131	155,813	39,179	—	50	20½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	150,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75, 000	35,000	150	88,795	20,243	16	50	—
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	—
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	12½
31 Oct. '65	18.02	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	85
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	58
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	—	—	—	—	143.038	38,435	5	50	23
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	37
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	—	9	4	0	Williamsport	—	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	2.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	....	....	....
Middlesex:					
1st Mortgage	31,000	--	....	....	....
Malden & Melrose bonds	51,762	--	....	....	....
Real Estate	4,000	--	....	....	....
Ninth Avenue:					
1st Mortgage	67,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	103
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	....	....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	....	....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	127
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	120½
" " " ..... coupon		6	" "	1868	120½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	97½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	94½
" " " ..... coupon		5	" "	1871	----
Oregon War Loan of March, 1861 ... coupon	1,016,000	6	" "	1881	----
" " " ..... coupon		6	July.	1881	----
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109½
" " " ..... coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ..registered	262,313,150	6	" "	1881	109½
" " " " ..... coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) ...registered	514,780,000	6	May & Nov.	1882	----
" " " (5-20s) ..... coupon		6	" "	1882	102½
Loan of March 3, 1864 (5-20s) ...registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	102½
Loan of March 3, 1865 (5-20s) ...registered	71,008,500	6	May & Nov.	1885	101½
" " " (5-20s) ..... coupon		6	" "	1885	102½
Loan of March 3, 1864, (10-40s) ..registered	171,219,100	5	Mar. & Sept.	1904	95½
" " " " ..... coupon		5	" "	1904	95½
Pacific R. R. Bonds of (currency) ...registered	4,634,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	816,512,650	7.3	Feb. & Aug.	1867	102½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	102½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	101½
Debt Certificates	62,620,000	6	At maturity.	1 year	100½
One & Two Year Legal Tender Notes	6,036,900	6	" "	1 &2 y	----
Compound Interest Notes of 1864	167,012,141	6	At maturity.	3 y're	----
Temporary Loans at 4, 5 and 6 per cent	131,497,854	---	" "	10 d'y	----
United States Notes (greenbacks)	415,184,318	---	----------	----------	----
Fractional currency	28,192,017	---	----------	----------	----
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ... "	----------	---	----------	----------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	118
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	97
" — " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	102½
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	----
" — " " ..... registered	1,758,400	6	" "	1870	----
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " " ..... "	1,778,677	6	" "	1877	----
" — " " ..... "	241,000	6	" "	1879	----
" — War Loan	1,157,700	6	" "	1879	----
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	----
" — " " ..... "	2,058,173	2½	" "	1866	----
" — War Loan ..... coupon	1,225,000	6	May & Nov.	1886	----
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	417,000	6	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	93
" —Funded Coupons ..... "	----------	6	----------	----------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96½
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	96½
Maryland—State Bonds ..... coupon	2,171,904	5	quarterly.	var.	101
" — " " ..... coupon	1,727,000	6	" "	1870	----
" — " " ..... inscribed	3,192,763	6	" "	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	----
" — " "	244,000	5	Jan. & July.	'70-'74	97½
" — " "	375,000	5	April & Oct.	'72-'74	97
" — " "	220,000	5	May & Nov.	1880	----
" — " War Loan	6,429,000	5	" "	1894	94½
" — " Scrip	297,000	6	June & Dec.	'68-'77	107½
" — " "	150,000	6	April & Oct.	1868	----
" — " "	1,024,000	6	Jan. & July.	'71-'75	108½
" — " "	2,030,000	6	" "	'76-'78	----
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'78-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	----
" —War Loan Bonds ... "	1,122 000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	----
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	77
" — " " (H. & St. R. R.).	3,000,000	6	" "	'72-'85	80
" — " " (Pac. R. R.) ... "	7,000.000	6	" "	'72-'87	77
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98½
" —War Fund Bonds ... coupon	1,650 000	6	" "	'83-'85	----
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95.000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96
New York—State Bonds ..... general fund	702,000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	103½
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	" "	1866	----
" — " " ..... general fund	500,000	6	" "	1868	----
" — " " ..... canal fund	3,050,000	6	" "	1871	----
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	96½
" — " " ..... "	2,250,000	6	"	1874	98
" — " " ..... "	500,000	6	"	1875	----
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	----
" — " "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192.585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	87½
" — " " ..... general fund	900,000	5	"	1875	----
" — " "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	82½
" — " " (new) ... "	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds ..... coupon	1,009,500	5	Jan. & July.	1865	----
" — " " ..... "	562,268	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	----
" — " " ..... "	1,600,000	6	" "	1875	----
" — " " ..... "	4,095,307	6	" "	1881	----
" — " " ..... "	2,400,000	9	" "	1886	----
" —Domestic Bonds	679,213	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90
" — " " ..... coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	94
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	----------	6	" "	----------	----
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct.	'76-'90	75
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	90½
" —Railroad Loans ..... "	14,046,000	6	" "	long.	90
" —Funded Interest ..... "	----------	6	" "	1892	----
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	42½
" — " " ..... coupon	11,108,000	6	" "	'86-'95	66
" " (sterling). ..... "	1,866,000	5	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	----
" — " " ..... coupon	----------	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----------	6	----------	----------	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates.	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	----
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,528	6	May & Nov.	1875	97
" — " "		6	Jan. & July.	1886	98
" — " "		6	quarterly.	1890	99½
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	110½
" — " "		5	"	'71-'75	----
" — " "	7,846,025	5	"	'76-'80	95½
" — " "		5	"	'81-'86	110½
" — " "		6	"	'67-'76	100½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	----
" — " " (sterling)	1,949,711	4½	" "	'72-'78	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'68-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	94
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	----
" — " " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan ..... coupon	1,461,000	6	" "	1888	----
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	95½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	----
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'78-'75	----
" — " "	4,714,000	6	" "	'76-'78	----
" — " "	1,800,000	6	" "	1883	----
" — " "	5,149,271	6	" "	1887	----
" — " "	275,000	6	" "	1888	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	----
" — " "	3,125,209	5	" "	1870	----
" — " "	319,000	5	" "	1873	----
" — " "	1,000,000	5	" "	1874	----
" — " "	334,700	5	" "	1875	----
" — " "	2,016,000	5	" "	1876	----
" — " "	2,376 000	5	" "	79-'80	----
" — " "	900,000	5	" "	1890	----
" — " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	749,222	5	" "	'67-'82	----
" — " " (old)	2,232,800	6	" "	'66-'93	93
" — " " (new)	7,898,717	6	" "	'66-'90	97½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	95½
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	----
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'69-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'68-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	85
" —Water Loan ..... "	484,000	6	" "	'71-'83	----
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	----
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,6 0	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	408,864	388,480	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	355,270	236,985	409,251	401,280	357 906	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	176,482	243,150	185,013	198 679	243,178	224,960	307,874	375,860	324,865	336,617	321,037	3,095.470
1865	305.554	248,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866	287,555	174,164	226,251	197,886	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	291.334	296,169	473,186	551.122	435.945	407 683	2,811,544
1864	273,876	317,839	390,355	421.363	466,830	586,145	480.710	519,306	669,605	729,759	716 378	563,400	6,111,566
1865	541,005	482.164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,968,980
1866	523,566	405,634	523,744	518,736	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	38.578	33,931	37.440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,298	50,198	51,485	61,787	51,386	60.895	528.364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87.037	97,876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,917	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	102,801	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,204,180	1,331,046	1,336,615	1,436,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,158,295	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177.829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,468	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.023
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	515,608	460,573	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	81,329	55,257	48,544	512.218
1863	38,203	53,778	60,540	64,306	35.326	40,706	58,704	52,864	77,112	83.059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,548	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,907	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,071	84,318	82,910	82,722	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,967	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,152	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,390	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	337,995	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	------	------	------	------	------	------	------	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2.124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,558	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	124,970	99,662	86,482	164,710	221,638	198,135	129,227	1.402,106
1865	98,181	86,528	95,905	103,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,991
1866	131,707	122,621	124,175	121,904	------	------	------	------	------	------	------	------	------
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,009,863
1864	921,831	936,587	1.059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	249,443	224,957	228,242	268,176	302,596	332,400	278,003	346.243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,006
1866	287,541	246,109	326,236	277,424	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1861	161,106	160,536	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324.083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,565,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	582,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129.466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	655,488	474,738	654,390	606,078	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084.074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,737	207,098	162,694	2,240,503
1866	178,119	165,893	192,138	167,300	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,574	1,172.100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,403,142
1863	86,321	91,971	103.056	132,111	134,272	152,585	105,554	116,379	159,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	266,154	2,050,372
1865	144,084	139,171	155.753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	------	------	------	------	------	------	------	------	------
Western Union:													
865	42.716	37.265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,382
1866	45,102	36,005	39,301	43,332	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	93
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	93
" " " 1850	676,000	6	Jan. & July.	"	1880	95
" " " 1855	1,085,000	6	Jan. & July.	"	1875	95
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	98⅔
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	95
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98½
"	200,000	6			1879	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M	1900	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1893	85
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	53,500	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	5,000,000	7	" "	" "	1885	87
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	79
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	82
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	94½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,055,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	99
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	93
2d Mortgage	2,516,500		March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 av'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	153,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Elmira and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,090	7	Feb. & Aug	New York.	1882	98
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb & Aug	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	78
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	----
Construction	6,837,000	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	105½
Redemption bonds	2,563,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	264,000	10	" "	----------	------	117
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana.						
1st Mortgage (guar.)	860,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	---
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	----------	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	----
2d Mortgage	500,000	6	" "	" "	1870	90
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	176,000	6	" "	" "	'66-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	21,000	7	----------	----------	1886	----
Memphis Branch 1st Mortgage	286,000	7	----------	----------	'70-'75	----
Maine Central:						
Loan $1,100,000	1,092,900	6	----------	----------	'80-'81	----
Loan $400,000	314,100	6	----------	----------	'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	78½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R. mort.	300,000	---	----------	----------	------	----
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	$467,432	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y. & Boston	1869	106
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	106
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	106
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	----
Goshen Air Line	651,000	7	" "	" "	1868	98½
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,253,500	7	" "	" "	1877	89
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000	---	----------	----------	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	688,556	7	Jan. & July.	" "	1876	18½
1st Land Grant	3,612,000	7	----------	" "	------	55
2d Land Grant	691,000	---	----------	" "	------	----
Income Bonds	513,300	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,099	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508 070	8	Jan & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Mongomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '65 and '65.	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----------	"	------	----
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mort [S. F.]	666,000	8	----------	----------	1889	----
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	94
Db'ts of former Co's outst'ding	100,000	---	----------	----------	------	----
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	----
" " "	45,550	6	" "	" "	1883	----
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	102
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	91
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	----
Sterling Bonds	3,816,582	---	----------	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	------	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,083,000	6	April & Oct.	New York.	1875	----
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	6	Mar. & Sept		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64–'74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	
2d Mortgage (now stock)						40½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	76
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6		London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norris'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1842, "	2,695,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	801,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	101
1858, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,220,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	737,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	85
2d Mortgage	937,500	7	" "	"	1863	38
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	"	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,365	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	104
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	85
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'78	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	------	------	------	------	57.0	236,791	76,773	21,006	—	----
1 May, '61	409.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	------	------	------	------	------	------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	------	605,156	260,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,377	*	—	251,524	446,000	10,725	811,949	—				—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	------	230,251	104,894	----	----
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	------	23.8	53,325	89,470	46,029	7	----
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	------	------	122.4	317,844	517,808	134,509	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	547,819	2,000,000	292,500	150 848	2,787,594	124.0	192.989	478,095	66,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	------	62.0	145,655	360,167	140,391	16	----
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	------	------	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.3	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	------	------	—	49,663	197,387	85,946	3½	----
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	6	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	528,767	3,619,600	2,000,000	223.197	6,810,340	117.4	652,755	1,847,291	622,596	9	110
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	------	------	------	------	------	------	------	------	------	------	------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	------	------	------	------	------	------	------	------	------	------	------	—	----
-- -- '62	100.0	3.9	10.9	153 5	---	---	-----	*Pensacola and Georgia*	------	------	------	------	------	------	------	29.4	------	------	------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	------	------	------	------	------	------	------	30.0	------	------	------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	------	------	53.0	------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	------	------	------	31.0	------	------	------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	------	------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	------	8,123,343	232.0	------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	------	12,295	1,658,976	102.5	226,241	404,618	212,676	10	77
21 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	------	1,026,868	50.0	------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	------	------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	96
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,989	525,259	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	115½
31 May, '65	242.0	688 0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	------	6,820,750	1,802,272	—	28½
31 Mar. '65	181.8	—	----	—	59	69	1,195	Chicago and Rock Island	7,804,923	*	1,679,659	6,000,000	1,450,500	------	9,484,582	228.4	1,212,654	3,359,391	1,891,709	6	93½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	------	4,214,342	180.0	------	742,097	377,476	—	----
31 Dec. '65	454.8	252.5	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	------	40,668.060	708.3	3,507,466	7,181,298	2,174,924	10	118½
31 Dec. '65	115.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	----
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	------	------	4,000,000	6,700,000	—	10,700,000	209.0	------	2,084,074	503,767	—	34
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	------	1,106,679	1,006,125	------	------	108.0	------	------	------	—	----
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	------	442,893	168,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,262,284	140,689	3,458,108	110.0	------	448,858	230,834	9	75
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	------	2,175,223	108.0	312,859	527,863	268,166	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	------	1,538,763	132 0	------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	—	*	2,800,000	3,000,000	2,000,000	6,000,000	238.0	------	645,827	371,40	—	36½
30 Nov. '65	78.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	---	---	-----	*Burlington and Missouri River*	2,603,589	175,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	------	------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	------	------	------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	------	426,408	227,534	—	----
30 Jun. '65	29.0	—	3.1	— }	4	13	219	} Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	— }				} Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	88
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	963,047	4,314,540	2,172,515	8	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	451,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	------	2,665,000	1,150,717	------	206.0	------	1,232,624	565 424	—	----
31 Aug '60	52.7	—	----	135.3	---	---	---	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1.262,015	248,969	108.434	1,710,819	53.7	------	------	------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	---	Chic. Detroit & Can.G.T.Junc.	built and	equipped	by G	r. Tr'k R.	R. Co. of	Canada	------	188.0	------	------	------	—	----
30 Jun. '62	188.0	—	----	—	---	---	---	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	------	9,008,369	188.0	------	340,898	------	—	----
31 May '65	284.8	28.4	----	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	------	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	107½
31 Mar. '66	246.0	277.8	----	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	81
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	------	------	------	1,550,000	------	------	------	------	------	------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	------	------	------	------	575,000	------	------	------	------	------	------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	------	------	------	------	600,000	------	------	------	------	------	------	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	------	------	------	------	500,000	------	------	------	------	------	------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	------	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	---	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	------	------	83.2	------	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	------	------	206.8	379,324	1,047,567	420,026	—	87
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,489,540	4,250,000	93,378	7,695,870	168.8	480,186	950,499	640,841	—	----
21 Dec. '62	152.0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	------	------	52.0	------	------	------	—	----
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,306	283.0	598,415	1,097,798	211,310	—	----
28 Feb. '65	77.0	—	8.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	------	3,883,402	114.0	100,562	197,744	1,896	—	----
28 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	160,029	—	1,971,222	2,501,000	40 558	6,352,109	90. 1	230,180	399,291	1 249	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	68.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,080	2,733,800	140,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,600,000	—	—	1,690,004	51.3	181,056	450,222	236,767	6	101
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	108
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,690	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,316,510	1,328,793	8	44½
								MASSACHUSETTS.													
30 Nov. '64	.....	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	.....	.....	.....	.....	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192.638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	4'3,213	752,605	172,232	6	101½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	184.3	737,505	1,272,600	443,332	8	123
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	139
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	1.9
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	64
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,141,238	52.4	221,748	533,109	175,404	6	105
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,949	382,965	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	105½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,255	8	111½
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	290,000	75,000	3,374	363,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,988	500,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	120½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	107
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,878	334,503	—	3,609,600	452,000	461,350	4,512,950	107.3	510,010	964,030	469,932	8	—
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	9.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)	—	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	159,938	2,860,000	558,956	—	3,635,667	77.3	151,327	390,080	122,397	2	48½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	140
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	451,503	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '65	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	3,141 091	93.5	.....	408,388	141,407	—	62
30 Nov. '64	58.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	166,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,600,000	61.3	.....	821,985	136,049	8	97
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	100
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	166.500	15,519	3,250,418	82.0	.....	210,265	210,265	7	94½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,295	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,729,980	1,140,788	35	130
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,464	71,106	—	—
31 Dec. '65	75.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10 685,949	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	116
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,540	31,200	4,536,916	53.0	270,000	570,764	171,755	7	87½
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000 000	806 000	—	6,434,399	33.8	654,192	1,875,981	803,328	10	128
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,260,700	1,534,000	544,426	4,440,026	—	—	229,476	.....	—	65
31 Dec '64	18 2	—	.....	.....	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	467
31 Dec. '64	38.5	—	.....	43.	—	—	—	West Jersey	1,461,249	*	—	588.400	700.600	—	1,288,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,469	769,028	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	60½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,642	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	113⅛
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,952,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	68
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	98⅝
30 Sep. '64	130.7	2.1	45 0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	168.5	1,730,116	1,860,429	450,709	—	—
30 Sep. '64	114.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	—
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,954	112,056	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	—
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	—
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	380,000	—	930,324	51.3	114,725	257,035	91,060	—	—
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140.000	968,100	13.0	45,229	183,360	85,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	88,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- --	'58 223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	—
-- --	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51.300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102.391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040 550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5 601,796	202.9	.....	1,241,857	503,226	19	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	.....	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,388	2 499,348	1,235,162	15	115
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,035	1,762,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	—
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,980,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	84½
31 May '65	109.7	79.4	.....	—	37	37	658	Cleveland and Toledo	5,899,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	104⅛
31 Dec. '65	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,126	19,763	—	—
31 Dec. '65	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	—	6,214,525	142.0	.....	1,069,187	431,980	—	—
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	586,634	437,103	3,572,436	1,460,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110⅛
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
3 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '6'	153.5	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,98' 495	595 400	251,867	3,343,956	1,841,093	14,202	5,172,133	205.9	366,409	719,924	145,900	—	15½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,786	125.0	209,011	320 7	189,488	—	—
Dec 64	242.4	—	.....	—	48	18	989	Toledo & Wa——bash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,950,322	945,492	3½	55½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.9	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,595	13,441,150	30,000,000	1,796,588	45,060,780	490.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	415	Catawissa	3,654,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,387	—	36½
30 Sep. '65	74.0	—	5.4	—	12	12	106	Cumberland Valley	1,682,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140.779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,076	Del., Lackawanna and West'n	7,588,706	2,663,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38.671	15	140
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	389,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to Cen.	Penn.	302,872	580,973	loss.	5	27
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	15	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	16.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,559	—	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R. Co.	7	56
31 Oct. '65	32.0	—	1.5	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	60	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	76,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,875	Lehigh Valley	7,804,088	2,037,526	—	6,642,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	62
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,486,283	—	—	2,646,100	965.000	73,555	3,624,655	(oper. by Re		ading	R. R.)	3	39½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	("	"	"	")	8	54½
31 Oct. '65	55.6	14.2	13.9	—	25	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,286	6,529,199	69.8	318,861	875,064	412,383	—	38
31 Dec. '65	354.8	33.2	150.5	—	290	175	4,926	Pennsylvania	28,424,310	5,575,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17 459 169	4,189,111	10	54½
31 Oct. '65	17.0	3.0	22.3	—	18	42	119	Phila., Germant'n & Norrist'n	1,153,079	238,489	—	1,476,300	183,000	—	1,659,300	24.0	311 (91	656,739	336,376	8	55½
31 Oct. '65	287 6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,662,766	—	—	5,669 450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R.			Co.)	—	32½
30 Nov. '65	93.0	59 5	23 3	—	254	65	7,082	Philadelphia and Reading	22,230 948	3,765,774	4,561,363	20,240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	64½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,936,286	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,482	345,891	10	125
31 Oct., '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,465	3,884,609	1,046 804	10	59½
31 Oct. '65	59.5	—	11 4	89.5	12	11	84	Pittsburg and Connellsville	3,361 64	198,526	—	1,774,773	1,500,000	64.208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec. '65	468.3	15.0	128 0	—	189	119	2,237	Pittsbg, Ft. Wayne & Chicago	23,188,381	*	3,362,312	9 312,442	12,573.000	1,597,620	26,545,698	483.3	4,623,073	8,489 062	3 283.547	10	97½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,597	Lease'd to	Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.2	—	8	13	31	Westchester & Philadelphia	1,331.640	145,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	223	Tioga	821,200	212,788	—	487,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	45
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	----	----	62.0	321,000	557,587	254,508	12	108
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,459,769	324,161	—	1,429.008	1,145,000	345,540	----	164.5	----	341.190	125,871	----	—
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	----	—	44	28	252	South Carolina	8,820,886	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,135	—	505,214	514,600	99,110	1,137,707	47.6	----	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,675	2,020,000	200,000	----	140.0	----	318,715	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,284	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,586.578	878,069	129,364	3,869,949	2,659,000	260,112	7,627,797	291.0	----	1,636,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	109,500	—	298,721	740,000	----	----	----	----	----	----	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	553,307	56,516	—	144,394	406,000	5,000	----	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734.115	337,384	6	—
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----	----	—	----	----	----	----	32.0	----	----	----	—	—
— — '58	56.0	—	----	124.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275.000	240,000	171,560	----	50.0	31,300	32,670	----	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	633,500	----	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	202,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	----	----	----	Vermont and Canada	1,687,500	----	—	1,687,500	----	----	1,687,500	oper. by Vt.		Central	----	8	93½
4 Jun. '62	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '65	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	760,000	----	----	oper. by		R.R. Troy	& Bost.	53,852	—
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42.000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	■	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,578	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	----	----	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,617,500	590,056	----	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223.526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	—	7½
30 Sep. '65	140.5	2.7	12 0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000 000	1,654,500	775,142	8,741,091	191.7	----	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,805	26,853	----	43.5	1,058,064	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	450,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	506 55	—	51½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7 726.200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915.288	1,985 511	647,631	—	—
30 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,538,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,852	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462 58e	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242.798	117,842	—	16
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	---,10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	----	—	18	26	337	Northern (O. S. & H.)	5,456,615	----	----	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	100,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,298	—	1,380,000	13,100	136,000	1,799,232	60 0	----	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec 68	8.—	—	—	—	11	22	120	Pan ma	9,000,000	*	655	5,000,000	75,000	—	10 763,723	48.7	----	727,438	1,328,924	—	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	50
Chicago & Alton (preferred)	2,425,400	7	7	101
Chicago & Northwestern (pref.)	12,994,720	7	7	58½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	71½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	76½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	39
" " (2d pref.)	3,819,772	7	3	18
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99
" " " (2d pref.)	1,014,000	7	7	93
Milwaukee & St. Paul (preferred)	2,400,000	7	---	69½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	61
Toledo & Wabash (preferred)	984,700	7	7	53
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	----------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	----
8ix per cent. Loan	2,672,948	6	A. & O.	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90½
2d Mortgage	295,750	6	-------	------	90
Boat Loan	99,852	6	-------	------	88
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	53½
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	5,104,050	3	53½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	77
" (preferred)	100	1,175,000	10	117
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	27½
" " (preferred)	50	2,888,988	—	34⅞
Susquehanna and Tide Water	50	2,048,200	—	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	66

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	44 — @ 47 —
Pig, American, No. 1	43 — @ — —
Bar, Refined, English	94 — @100 —
Bar, Swedes, assorted sizes (in gold)	95 — @105 —
Bar, Swedes, assorted sizes	155 — @ — —
Bar, English & American, Refined	110 — @ — —
Bar, English & American, common	100 — @ — —
Scroll, English	140 — @190 —
Ovals and Half round	132 50 @142 50
Band, English	— @140 —
Horse Shoe	135 — @145 —
Rods, English	112 50 @170 —
Hoop, English	145 — @210 —
Nail Rod per lb.	— 9 @ — 10
Sheet, Russia per lb.	— 27 @ — 28
Sheet, English, Single, Double and Treble	— 8 @ — 8
Sheet, Am., Single Double and Treble	— @ — —
Rails, English (gold) per ton	55 — @ 56 —
Rails, American	80 — @ — 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 11 @ — 12½
English Blister (1st & 2d qlty.)	— 12 @ — 19½
English Machinery	— 13½@ — 15½
German	— 15 @ — 17
American, Blister	— 11 @ — 13
American, Cast, Hammered	— 17 @ — 21
American, Cast, Rolled	— 12 @ — 14
American Spring	— 10 @ — 12
American Machinery	— 13 @ — 14½
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— @ — 40
Sheathing, Yellow	— 32 @ — —
Pig, Chile	— — @ — —
Bolts	— 40 @ — —
Braziers'	— — @ — 45
American Ingot (cash)	— 29 @ — 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— 9 25 @ 9 50
German Refined	— 9 25 @ 9 50
English	— 9 25 @ 9 50
Bar per lb.	— — @ — 9½
Pipe and Sheet	— — @ — 12

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— — @ — 20
Straits	— 19½@ — 19½
English	— — @ — 19
Plates, Charcoal I. C per box	14 — @ — —
Plates, I. C. Coke	— 10 75 @ 12 75
Terne, Coke	— 10 — @ 10 25
Terne, Charcoal	— 12 50 @ 13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	6 25 @ 6 50
Clinch (cash)	— @ 8 —
Copper	— @ — 50
Ausable Horse, Norway Iron, Forged	— @ — 32
Zinc Nails (6 mos.)	— @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 26½@ — 27
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 75 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending May 30.

	Th 24	F 25	Sat. 26	M 28	Tu 29	W 30
Atlantic M. S. S. Co	125	125	126	----	----	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	114	----	----	----	----	
Canton Co.	57½	57¾	58½	59½	58½	59½
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	95	94	95½	96	----	
" " pref.	----	----	101	----	100	101
" " 1 M.	97	----	----	----	----	97
" " S. F.	----	----	----	----	----	95
" " Inc. b'ds	87	----	----	86	----	85½
Chicago, Burl. & Q.	115	----	----	115½	115	115½
" " " 8 p.c.	----	----	----	112	----	
Ohio. & Northwest'n	27½	28½	28½	28½	28¾	28¾
" " pref.	56½	57½	58½	59	58½	58½
" " 1st M.	----	----	----	87	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	85	----	----	85	
Chicago & Rock Isl.	90¾x	92½	93½	94½	94	93½
" 1st M. '70.	100	----	100	----	----	
Clev., Col. and Cin.	115	115	115	----	----	
Clev. and Pittsburg	85	86	89½	94½	91	88½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	80	----	----	----	----	
Clev. and Toledo	134¾x	104½	105	105½	105	104½
" " S. F. 7 p.c.	----	----	100	----	----	
Cumberland Coal, pref	44	45½	45½	45½	45½	45½
Del. & Hudson Canal	142	----	143	145	145	145
Del., Lack. & West	140	----	----	----	----	
" " 1M. 8p.c. '71-5	----	----	----	----	----	
" " 2M. 8p.c. '81	----	----	----	----	----	
Erie	67	68½	68	67	67½	67¼
" pref.	77	77	77	76½	75½	75½
" 1 M. 7 p.c. '67	----	----	----	----	----	
" 2 M. 7 p.c. '79	100	----	101	----	102	
" 3 M. 7 p.c. '83	97	97	----	----	----	
" 4 M. 7 p.c. '80	----	----	----	----	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7p.c. '82	----	----	----	97	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	111x	113¾	113½	113¾	114	113¾
" scrip	----	----	----	----	----	
" 1M. 7p.c. '69	----	102½	----	----	----	
" 2M. S.F.	----	----	----	----	----	
" 3M. 7p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	117½	118	119	120	119¾	118¾
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	40	39	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	11	11¾	1 1-16	11¾	----	
Michigan Central	108	108	109	109½	107½	108
" S F. 8 p.c. '82	----	----	108	----	108	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	78¾	79½	80	80	79⅞	80
" " guar'd.	----	----	----	----	----	
" " 1M. S.F.	94½	----	----	93½	91	----
" " 2 M.	88	----	----	89	----	89
Mil. and P. du Chien	----	----	----	----	----	
" 1st pref.	----	----	99	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L.G. bonds	55	----	----	----	----	55
Missouri 6s	74½	76	----	77	77	77
" 1ss. to H. & St. J. R.	----	----	----	----	----	80
" " Pacific	75½	----	----	----	77	77
New York Central	93½	94½	95½	96½	97½	98
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	92	92
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	83½	----	----	88½	
Ohio & Miss. cer.	27½	28	28½	28⅞	28½	28½
" " pref.	----	----	----	----	----	75
Pacific Mail S.S. Co.	----	----	----	210	----	
Panama	----	----	----	----	----	
Penn'a Coal Co.	----	141	----	140	----	
Phila. and Reading	108½	110½	110¾	111½	110¾	110
Pitts. Ft. W. & Chicago	94½x	96	96½	98½	98½	98½
" 1M.	----	----	101½	101½	102	----
" 2M.	95	----	----	94½	94	94
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co.	50½	52	53	54	52½	54
St. L., Alton & T. H.	----	----	----	34	34	34
" " pref.	61	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	80	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	90½	90½	90½	----	91
Tol. Wab. & Western	----	34½	34	35	35½	35½
" Pref.	----	----	----	----	----	----
" " 1M. ex.	90	----	----	----	90	----
" " 2M.	----	75	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	67	67½	----	----	----	67

New York Stock Exchange.

Actual Sale Prices for the week ending May 30.

	Th 24	F.25	Sat.26	M.28	Tu.29	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	94⅛	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	98⅛	----	----	98	97⅛	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	94	94⅞	95⅛	96⅛	96	----
U. S. 5s, 10-40s, reg.	94⅛	----	----	----	----	----
U. S. 6s, 1881, reg.	---108	----	----	109⅛	----	----
U. S. 6s, 1881, coup.	107	----	108⅛	108⅞	109⅛	109⅛
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	125	----	----	----
U. S. 6s, 1868, reg.	120⅛	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	100⅛x	101⅛	101⅛	102⅛	102⅛	102⅛
U. S. 6s, 5-20s, c. 1864	----	101⅜	101⅞	102	102⅛	102⅛
U. S. 6s, 5-20s, c. 1865	101⅛x	101⅞	101⅞	102⅛	102⅛	102⅛
U. S. 6s, " reg.	---101⅛	101⅛	101⅛	101⅞	----	----
7.30 Notes, 1st series	100⅛	101⅜	----	102⅛	102⅜	102⅛
" " 2d series	---101⅛	101⅛	101⅜	102⅛	102⅜	102⅛
" " 3d series	---101⅛	101⅛	101⅛	102	102⅛	102⅛
American Gold	---139⅜	----	137⅛	137	138⅛	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 29.

	W.23	Th.24	F.25	Sat.26	M.28	Tu.29
Cattawissa	----	----	----	----	----	----
" preferred	---27⅛	27⅛	28	28⅛	29⅛	29
Camden & Amboy	---129	----	128⅞	----	129	129⅛
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	94⅛	94⅛	94	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	55⅛	----
Elmira & W'mesport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	---52⅛	52⅛	52⅛	52⅛	52⅛	53⅛
" " 6s,'84	---87⅛	----	----	----	----	----
Lehigh Valley R. R.	---61⅛	----	----	61⅛	62	62
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	37⅛	----	36⅛	----	----	39⅛
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	---56⅛	56⅛	----	----	55⅛	56⅛
Morris Canal	---77	----	----	----	77	----
" pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	---38	38	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	112	----	----
Northern Central	---44	44	44⅛	----	44	44
Pennsylvania R. R.	---54⅛	54⅛	54⅛	54⅛	54⅛	54⅛
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	95⅛	95⅛
Penn. State, 5s	---90	----	----	90	----	90
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	102⅛	----
Philadelphia City, 6s	----	----	92	----	93	----
" " new	95	95	96	----	97⅛	----
" " muni	96⅛	95	96⅛	97⅛	97⅛	97⅛
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	---53⅛	54⅛	55	55	55⅛	55
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	---31⅛	31⅛	32	32⅛	32⅛	32⅛
" " 6s	91	91	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	---27	----	27	27⅛	----	----
" " pref.	32⅛	33⅛	34⅛	34⅛	34⅛	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	---15	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	24⅛	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	20⅛	20	20	20	20⅛	20⅛
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	29⅛
2d and 3d streets, "	85	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	38	38

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 29.

	W.23	Th.24	F.25	Sat.26	M.28	Tu.29
Baltimore City 6s, 1875	98⅛	----	----	----	97	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100	99⅞	99⅞	----	100⅛	99⅞
Balt. and Ohio	---108⅛	----	----	----	108⅜	----
" " b'ds,'62	----	----	----	----	----	----
" " '67	98⅜	----	----	----	----	----
" " '75	93⅛	93	----	93	----	----
" " '80	----	----	----	----	----	----
" " '85	----	----	----	----	----	93
Northern Central	----	----	----	----	----	----
" " b'ds,'85	85	----	----	85	----	84⅛
" " '95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 30.

	Th. 24	F 25.	Sat.26.	M.28.	Tu.29.	W.30
Boston and Lowell	---101⅛	----	101⅛	----	----	----
Boston and Maine	----	----	----	----	----	123
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	139	----	----	139
Cheshire, pref.	50	50	----	----	----	50
Concord	67	67	67	68	----	67
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	---105	----	105⅛	105⅛	105⅛	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	111⅛
Manchester & Lawr'ce	----	----	----	----	----	100
Michigan Central	----	----	----	----	109⅛	----
Northern, N. H.	----	----	94	----	94⅛	----
Old Colony and Fall R.	----	----	107	----	107⅛	107
Ph., Wil. & Baltimore	----	57⅛	57⅛	58	59	59⅛
Portl'd, Saco & Ports.	---101	----	----	----	101	101
Vermont & Canada	----	48⅛	----	93⅛	----	----
Vermont & Mass.	---- 48⅛	48	47⅞	----	----	48⅛
Western	---137⅛	----	140	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	---- 89	----	----	----	91	91
Metropolitan "	---- 50⅛	----	----	50⅛	----	50
Middlesex "	----	50	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	43	44	45⅛	46	45
Franklin "	----	44	----	----	----	44⅛
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	12
Pewabic "	----	35	35	37	----	36
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	---- 4⅛	4⅛	4⅛	----	5	5⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 18th of May.

United States 5-20 yrs., 1882, 6 per cent	65 @ 66
Virginia State, 5 per cent	48 @ 52
Do., 6 per cent	44 @ 46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 68
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1890	50 @ 55
Erie shares, $100 (all paid), 8 p. c	45 @ 46
Do., convertible bonds, 6 p. c	70 @ 73
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	77 @ 78
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do $50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, June 2, 1866.

Stock Exchange and Money Market.

The effect of the sudden drain of specie from this city, amounting to upwards of twenty millions in two weeks' time, was a partial fall in Government securities, and a rise of the local rate of interest to 7 per cent. This effect was calculated on by the knowing ones, and a large amount of specie was sent out by speculators to help the rise itself, and without any particular reason for the shipment that was legitimate. Then again, the foreign houses are understood to keep their balances in London, not in New York; for their power to sell bills depends entirely on the skill with which they keep up their own home credit. It was of the utmost consequence to them, therefore, that they should be prompt in their remittances. They could borrow here easily at 4 and 5 per cent.; in London the rate was 10; and as long as they can sell a sixty day bill on a decent correspondent, the foreign agents have every advantage from their connection. The Money Market is for the time entirely at their command. So when the pressure took place in London, it was New York which was looked to for relief, and not in vain.

The Assistant Treasurer, under advice from the Secretary of the Treasury, went into the market with his surplus gold, and offered it freely to the public. Much discussion has risen out of this transaction. By some, it is said that if gold had been allowed to go up, as they would have permitted it to go, the loss would have been made entirely by the foreign shippers; and the Government by holding on, would have gained two millions at least in the price. But it must not be forgotten that if gold has become scarce and dear at any time, the Government, by demanding it for duties, assists in making it scarce and dear; that it had an enormous surplus on hand, and that it could well spare the amount. By selling as it did, several objects were attained. It kept the foreign creditors advised of the ample metallic resources of this country, and gold prices from expanding to their former condition. If gold had been withheld by the Treasury, it would possibly have gone up to 200, and the prices of everything else would have doubled and trebled. The paper currency in one week declined in value, by the rise in gold, upwards of sixty millions; and if the Treasury had not come to its relief, it would not long have brought 50 cents on the dollar! Those, therefore, who would have done otherwise, do not understand what they are talking about; they do not perceive that we have ourselves escaped the very panic which prevailed in England, have preserved the current values of our paper money, have saved many parties from bankruptcy and ruin, and kept matters in an easy train that would else have been in very bad confusion. On the whole, then, though it is quite possible the department disposed of more of its reserves than it at first intended, yet the call was so sudden and unexpected, that there was little time for reflection or consultation. What was done had to be done by telegraph, and in a hurry. But as it turns out it is all for the best. It is the first time that the Treasury of a taxed country has been able to assist the public; and that it was so is evident from the conduct of the Secretary at the time not only, but since. Every relief was afforded the Money Market promptly. Every facility was given to prevent any monetary disturbance. The Sub-Treasurer was instructed to take one year certificates, or compound interest notes at par and interest, in lieu of currency for the gold purchased; depositors were allowed to withdraw their deposits from the Sub-Treasury without giving the usual ten days' notice. The Treasury also notified the holders of one year certificates, issued in June, July and August last, to present them for payment at once, the interest being made to cease on the 31st May. They were also to be paid here, instead of being sent as usual to the city of Washington. So that in every possible way, and quite contrary to custom, the Treasury, instead of adding to the alarm, was in a situation to dispel it. At such times all embarrassed Governments only assist the embarrassments of the people. In Europe, the public suffers when the general situation is affected. The panic in England produced an actual suspension of the bank charter, by which the issues were limited to a certain amount, and the rate of interest was actually put up to 12 per cent. Here, the rate of interest, which for a few days, owing to the necessity of speculations in gold, went up to

7 per cent. soon receded to 6, and even lower, so great was the supply of money in the market. As we anticipated, the large shipment must have been a great aid to the foreign houses, and helped their principals more than they expected. We shall hear more of this when we get the return news from abroad. We do not know whether the English have safely gone through the crisis, nor will it be of any consequence to us, for by the last accounts the depreciation in our securities had been much less than in any others which were afloat abroad, and were recovering faster than any other description. Here the fall was not worth speaking of; and those who speculated for it were most unlucky. We know that considerable amounts were returned as soon as they came here to the parties who sent them. We do not see why they should not become the favorite investment with foreign capitalists, for they now see that they can in this gold producing country whenever they are in trouble, have as much of our reserves as they want, either to beg or borrow; and we are ready to help them with the Treasury whenever the occasion requires. No similar example is offered them by any other commercial nation. From no other can they expect such material aid.

When they come to see the official report of the receipts and expenditures of the Treasury Department for the quarter ending the 31st of March last, they will be astonished. The total receipts; exclusive of loans, etc., were $124,939,049 70, or at the rate of nearly *five hundred millions* for the year! the largest revenue paid by any nation on the globe, assessed by themselves, and levied in support of a principle of their own. The receipts on account of loans, etc., were $112,605,595 15. The total expenditures, (including $30,024,447 51 interest on the public debt,) were $90,748,890 70. The expenditures for the reduction of the principal of the public debt were $81,300,472 46. The total receipts were $237,544,644 85; and the total expenditures, $172,049,363 16.

Of the above expenditures, $38,213,900 66 were for the Army, and $7,438,932 28 for the Navy, showing that a return to peace will reduce taxation, and the necessity for it by many millions of dollars, a consummation devoutly to be wished. The public debt has been considerably diminished, which is a most gratifying result. We see nothing in the way of the entire recovery of the Country from its financial difficulties, and do not wonder at the opinion of Mr. Gladstone that he saw nothing in them to give him the slightest alarm. This is much more than he can say of the debt of his own country; more than any other Statesman in Europe can say of any country in it.

The news by the last arrival still leaves the question of peace or war in considerable doubt. Large armies have been raised ostensibly for self defence only; but the principle is a different one in the old world and the new. There it is aggression, family influence, dynastic power which governs nations; the people are mere puppets in the hands of a few. Here the majority rule according to the interests of majorities, and the interest of the majorities is that of the greatest number. We shall always feel safe in their hands. All reflecting persons must come to the same conclusion, soon or later, though

"Princes and lords may flourish or may fade."

The report of the associated Banks for the last week showed a large influx of specie (about six millions) more than usual, and a healthy state of things altogether. The reduction in the amount of legal tenders kept pace with this increase, about seven millions, which is not to be wondered at, considering the demand for specie, which nothing else could buy so well as legal tenders. Next to gold the demand for legal tenders comes; and whenever there is a rush for the one the other will also be looked for. Still the price of gold is on the decline, the liberal conduct of the Treasury showing it will be so beyond all doubt, and its quarterly return is further proof of its advance in the right direction. Some persons even go so far as to state their belief that we are nearer a resumption of specie payments than we have yet been in in many years! be this as it may, this country can never settle down into a prosperous condition until every paper dollar is at the pleasure of the holder convertible into gold or silver. Till then we shall be the sport of speculation and panics, more or less, in spite of our best wishes, to the contrary. Every patriot must have the same conviction, and should do his best to produce this result. This is the only reason why we give our humble but sincere aid to the policy of Mr. McCulloch. For this he has again and again declared, and this we adopt as the Palladium of our safety.

As gold has declined so exchange has become duller. The pressure to remit is over, or nearly so, and of course the demand ceases.

The New York exports, exclusive of specie, for the week ending May 29, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$1,953,556	$2,260,855
Prev. reported	67,421,483	94,259,003
Since January 1	$69,375,039	$96,519,858

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$650,203	$1,007,837
Gen. merchandise	2,854,650	3,377,547
Total for the week	$3,504,853	$4,385,384
Prev. reported	54,789,181	131,753,255
Since January 1	$58,294,034	$136,138,639

The balance in the Sub-Treasury on Wednesday was $98,575,586 42.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Milwaukee and St. Paul pref., 69¾; do., 1st mort., 90; Morris and Essex, 87½; do., 1st mort., 91; Chicago and Northwestern consolidated bonds, 79; Norwich and Worcester, 101; New York and New Haven, 110; Stonington, 108; Cincinnati, Hamilton and Dayton, 90; New Jersey Central, 116; do., 1st mort., 100½; Tennessee 6s, 75; N. Y. 7s, Bounty Loan, 103⅝; Louisiana 6s, 93; Georgia 6s, 102½; Brooklyn 6s, Water Loan, 94; Boston Water Power, 51; Mariposa pref., 24½; Cary Imp. Co., 16⅝; Spruce Hill Coal, 4; Spring Mt. Coal, 41; Wilkesbarre Coal, 52; Smith and Parmalee Gold, 9⅝; Union Navigation, 104; Western Union Tel., 60½; do., Russian Extension, 107; Ocean Bank, 100; Bank of Commerce, 110; Metropolitan Bank, 123; Continental Bank, 99; National Bank, 107; Importers' and Traders' Bank, 115; 4th National Bank, 103½; Phœnix Bank, 103; Bank State of New York, 109; Bank of Republic 111; Central Bank, 107; 9th National Bank, 111.

Philadelphia.—Pittsburg 5s, 70; Philadelphia and Trenton R. R., 125; Chester Valley, 3; Sunbury and Erie 7s, 96; Warren and Franklin 6s, 85; Reading 6s, 1880, 90; Girard College R. R., 28; 13th and 15th streets R. R., 23; West Philadelphia, 71; Union R. R., 37; Schuylkill Nav. Boat Loan, 7s, 83½; Fulton Coal, 6¾; N. Y. and Middle Coal Fields, 6½; Black Heath, 3⅞; Corn Ex. Bank, 62¾; Commercial Bank, 53; Farmers' and Mechanics' Bank, 123; Girard Bank, 28; Philadelphia Bank, 141; Penn. Township Bank, 51½; 7th National Bank, 93½; Dalzell Oil, 94c.; Maple Shade, 3; McKean, 5½; Ocean, 6⅛. The latest quotations are: City 6s, 93@95; do, new, 97½@97⅝; State 5s, 89@90; do., coupon, 90½@91; do., 6s, W. L., 102⅝@102¾; Phila., Wil. and Balt., 59¾; Reading, 54⅞@55; do., 6s, 1870, 93⅞@94⅛; do., bonds, 90@91; do., con., 107@110; Camden and Amboy, 129¾@130; Penn R. R., 54¼@54⅜; do., 1st mort., 101½@102; do., 2d mort., 94½@96; Little Schuylkill R. R., 39⅝@40; Morris Canal, 77¼@78; do., pref., 117½@118; do., bonds, 91@91¼; Wyoming Valley Canal, 67@70; do., 6s, 80@90; Susquehanna Canal, 15@16; do., 6s, 60@63; Sch. Nav., 27@27¾; do., pref., 34@34½; do., 6s, 1882, 80@84; Union Canal bonds, 23½@24½; Delaware Div. Canal, 53¼@54; do., bonds, 80@90; Elmira and Williamsport, 28@30; do., pref., 43@48; do., 7s, 1873, 96½@98; Lehigh Coal and Navigation, 53½@54; do., bonds, 1884, 87¾@88; North Pennsylvania, 38@40; do., 6s, 91@91½; Philadelphia and Erie, 32⅛@32⅜; do., 6s, 90@91; Minehill, 56½@56¾; Catawissa, 31@35; do., pref., 28⅛@28¼; Lehigh Valley, 62@62⅜; do., bonds, 91¾@92; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 85@87; West Philadelphia, 70@72; Spruce and Pine, 37@39; Green and Coates, 30@35; Chestnut and Walnut, 55@65; Thirteenth and Fifteenth, 22¼@22¾; Girard College, 26@32; Tenth and Eleventh, 56½@60; Norristown, 54@54½; Union, 37@39; Hestonville, 19⅞@20⅛.

Boston.—New York and Boston Air Line 6s, 40; Michigan Central 8s, 1869, 106; Rutland and Burlington 1st mort., 85; do., 2d mort., 7s, 38; Vermont Central, 85c.; do., 1st mort., 104; do., 2d mort., 33; Eastern R. R. 6s, 1874, 95; Central Pacific R. R. 7s, 1884, gold, 99¼; Norfolk County R. R. 1st mort., 1854, 84¾; South Shore R. R. 6s, 90; Western R. R. 6s, 1875, 96¼; Boston and Lowell 6s, 1879, 97¾; Vermont Central and Vermont and Canada 8s, 1876, 100; Boston, Hartford and Erie 7s, 1884, 40; Ogdensburg and Lake Champlain, 42½; do., 2d mort., 40¼; Summit Branch R. R., 14; Cape Cod R. R., 64; Granite Railway, 50; Nashua and Lowell, 120¼; Chicago, Iowa and Nebraska, 100; Conn. and Pass. Riv. pref., 71½; Providence and Worcester, 124; Boston and Lynn, horse, 62½; Boston Water Power Co., 51; Cary Imp., 16; Waverly Land, 6; East Boston Co., 9¼; Locust Dale Coal, 18; Summit Branch Coal, 13½; Short Mt. Coal, 30¼; Belmont Coal, 4; Gilberton Coal, 40; Franklin Coal, 12; Albany 6s, 1892, 95; Chicago 7s, 1888, sewerage, 95½; St. Louis 6s, 85; Hartford 6s, 1875, 96⅜; Bath 6s, 92; Boston 5s, 1878@1883, gold, 95; do., 6s, 1869, 110¼; do., 6s, 1876, currency, 100½; Cambridge 5s, 1893, gold, 93½; do., 6s,

1883, 98½; Bangor 6s, 91; Massachusetts 5s, 1883, gold, 94¼; do., 1874, 97½; do., 6s, 1871, gold, 108½; New Hampshire 6s, 1866, 98⅝; Smith and Parmalee Gold, 9; Quartz Hill Gold, 3.85; Boston Gas, 745; Chelsea Gas, 90; State Bank, 106¼; Traders' Bank, 97¼; Blackstone Bank, 121½; North Bank, 102½; Hamilton Bank, 120¾; Atlas Bank, 114¾; Merchants' Bank, 115; Tremont Bank, 114; Eliot Bank, 123¼; Bank of Republic, 122¼; Fanuel Hall Bank, 126; Atlantic Bank, 115; 3d National Bank, 104¾; 2d National Bank, 139¾; City Bank, 105¼; Mt. Vernon Bank, 109¾; Old Boston Bank, 65; Bank of Commerce, 116; Albany and Boston Mining Co., 11½; Algomah, 1⅝; Bay State, 15¾; Boston, 1¼; Bedford, 40c.; Canada, 75c.; Concord, 4½; Dana, 3½; Dacotah, 3; Eagle River, 1½; French Creek, 1; Great Western, 1½; Hanover, 3; Humboldt, 6¼; Hancock, 20⅝; Madison, 2¾; Manhattan, 1¾; Mesnard, 1¾; Native, 2; New Gregory, 1c.; Ottawa, 1c.; Petherick, 6½; Phœnix, 10½; Pontiac, 1½; St. Clair, 4¼; Superior, 4; South Side, 2⅞; Star, 2⅞; Toltec, 1¾; Tremont, 1½; West Minnesota, 2¾; Winthrop, 2⅜; Yahoola, 1⅜.

Baltimore.—N. W. Va. 1st mort., 96; Virginia 6s, reg., 42½; Atlantic Coal, 0.95; Balt. and Cuba S. and M. Co., 63; Baltimore Chrome, 0.30; Farmers' and Merchants' Bank, 45; Mechanics' Bank, 17¼; Exchange Bank, 99½; Bank of Baltimore, 108½; 3d National Bank, 100½; Bank of Commerce, 27. The latest quotations are: Balt. and Ohio, 108⅛@108½; do., 6s, 1867, 97⅞@98; do., 1875, 93@94; do., 1880, 92@94; do., 1885, 93@93¼; Northern Central, 43½@44; do., bonds, 1885, 84¾@85; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 90@92; do., 3d mort., 93@96; Marietta and Cincinnati 7s, 1891, 77¾@79; Central Ohio, 21@25; do., 1st mort., 96@97½; Western Md. bonds, 75@80; do., guar., 96¼@97½; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 101@101⅜; Baltimore 6s, 1870, 96@97; do., 1873, 96½@98; do., 1875, 96½@98; do., 1886, 98@99½; do., 1890, 99⅞@100; do., coupon, 99@99; do., Park, 98@99; do., 1892, 90@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@19; Canton Co., 59½@60¼; Gardner, 0.80@0.90; Am. Gas Coal, 0.25@0.50; Maryland, 0.15@0.25; North State, 0.10@0.15; Springfield, 0.10@0.15; George's Creek, 100@110; Santa Clara, 7@9; Balt. Chrome, 0.30@0.50; Bare Hill, 0.75@0.80; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.60@0.60; Baltimore Coal, 140@200.

American Central Railway.

The Aledo, Ills., *Record* of May 16th says: "Judge Thompson, President of the American Central Railway Company, returned from New York last week. We understand that the first cargo of iron is expected to reach New Boston in a few days, and that work will commence on the road in ten days after the $100,000 of the conditional stock for Mercer county is taken. The amount yet to raise, as we are informed by one of the committee, is about $15,000."

☞ The commissioners of the Wicomico and Pocomoke Railroad Company announce in the Worcester (Md.) *Shield* that the sum required in order to organize the company has been subscribed.

Chicago and Michigan Grand Trunk R. R.

At a meeting of the directors of this company, at St. Joseph, Mich., on the 8th ult., terms of consolidation with the Port Huron and Lake Michigan Railroad Company were agreed upon, and acquiesced in by representatives of the latter company, who were present, and will probably be adopted by that company when properly submitted at a meeting called for that purpose. The name agreed upon for the new organization is the "Port Huron, St. Joseph and Chicago Railroad Company." By the terms of consolidation, the assets of the two companies, estimated at $1,567,000, are to form a common joint fund, and the stockholders in both old corporations are to receive the same amount of stock in the new organization as now held by them in the respective old corporations. The Board of Directors of the new company will consist of seven members for the entire line, three of whom are to be selected from each of the old organizations, and the six thus chosen are to make choice of the seventh. If these articles of agreement for a consolidation are ratified by the stockholders of each of the companies proposing to consolidate, then a meeting of the stockholders of the new organization will be held in the city of Lansing at an early day after such ratification for the purpose of electing a Board of Directors, and the transaction of other business. A general good feeling was manifest among all those present at the meeting in St. Joseph, and a determination expressed to carry the work of constructing this important line of railroad along as rapidly as possible. During the interim of several weeks which must occur before the ratification of the terms of consolidation agreed upon at St. Joseph, work upon the lines east and west of Lansing will be vigorously prosecuted by the companies at present in existence.

The Iron Trade of Canada.

The Montreal *Trade Review*, in suggesting branches of manufacture worthy of the attention of the Canadian capitalists, lays particular stress upon iron and steel. Some shipments of ore have been sent to England, and found to be of a quality that, for the manufacture of steel, Sheffield firms will take, of pig reduced from magnetic ore by charcoal, all that several furnaces can produce. It cites the estimate of the Canadian ore given by Pittsburg smelters, which they regard as being very superior in quality. The iron is distributed, more or less, in all sections of the province, with the exception of the western peninsula. The *Review* thinks that furnaces and mills ought to rise up all over these iron localities, the most profitable being South Coosley, on the Rideau Canal, and at Hull, near Ottawa. In both places the iron is magnetic, and yields from fifty to sixty per cent. of metal, and large quantities of it have been shipped to Pittsburg. The supply of beech and maple wood, however, is small, though there is said to be an abundance of a softer kind of wood. There are fine deposits of magnetic ore at Madoc, Metamora and Belmont, but the distance of transit to the front is a drawback, and has already ruined several firms. Thousands of tons are annually gotten out on American account by a different route. There are numerous other localities where iron is known to exist, and where large deposits occur, but which their inland positions at present render unworkable. But the manufacture of iron particularly requires a large capital, and probably, this is the secret why many capitalists hesitate to enter this arena single-handed.

Peninsular (Mich.) Railroad.

The Battle Creek *Times* of April 27th says: "The first stake on the survey of the Peninsular railway (from Battle Creek to Lansing) was driven by the President of the company, L. D. Dibble, Esq., when the engineers immediately proceeded to survey the route. So far as they have gone, they express themselves as being highly pleased with it. The President of the company informs us that the work of construction is expected to commence as soon as the survey is completed."

Iron Bridges.

We have received from the author a pamphlet copy of a work entitled "Description of the Iron Bridge over the Connecticut River, on the Hartford and New Haven Railroad; with a brief history of Iron Bridges—with Plates." By Theo. G. Ellis, C. E. It will be for sale at Appleton's and Wiley's. Price 50 cents.

Central Pacific Railroad.

The Virginia, Nevada, *Enterprise*, of April 15th, says: "The topographical party of the Central Pacific Railroad, consisting of Butler Ives and twenty-one men, had reached up to yesterday as far as Stone and Gates' crossing on the Truckee River, and will start from there on Monday next towards Salt Lake City, which place they will in all probability reach in two months, completing the railroad survey in the meantime."

Through Tickets on Southern Railroads.

At a recent convention of Presidents and Superintendents of railroad and steamboat lines between Baltimore and New Orleans, held at Richmond, it was resolved that through tickets be agreed to from New Orleans, Mobile, Montgomery, Atlanta and Augusta to Richmond, Washington, Baltimore, Philadelphia and New York, on the basis of the prices charged for similar tickets *via* the Western and East Tennessee routes. A system of through checks from New York to New Orleans and intermediate points was devised.

A Large Locomotive.

Messrs. McKay & Aldus, of East Boston, have just completed the largest locomotive ever built in New England, for the Lehigh Valley Railroad. It has 10 wheels, with cylinders of 18 by 22 inches, is 30 tons weight, and is capable of drawing 200 cars, with 5 tons of coal in each car. This is the sixth they have built since December, and they have seven more to build, namely, 2 for the Lehigh Valley, 1 for the Summit Branch, Pa., and 4 for the Central Pacific Railroad in California. This one is named Towanda, and is finished in superior style. Mr. W. B. Healy is the Superintendent of Messrs. McKay & Aldus' locomotive works.

☞ A meeting was held at Millington, Kent Co., Md., on the 19th ult., of those favorable to an extension of the Queen Anne's County Railroad from Millington, through Massey's Cross Roads, or near it, to the nearest or most desirable point on the Delaware road. After some very appropriate remarks a subscription list was opened, and near thirty thousand dollars of stock taken.

☞ The long bridge across the James River on the line of the Richmond and Petersburg Railroad, erected in the place of the bridge destroyed by fire at the time of the evacuation of Richmond, was completed on the 25th ult.

Railroad Earnings.--Weekly.

The earnings of the Western Union Railroad for the week ending May 21, 1866.....$20,744 36
Corresponding week previous year.... 13,408 84

Increase..... $7,335 52

Receipts from Jan. 1, to May 21:
1866 .....$218,116 34
1865 ..... 184,513 21

Increase $33,603 13

The traffic of the Great Western Railway of Canada, for the week ending May 25th, 1866, were $59,324 51
Corresponding week of 1865 ..... 57,103 83

Increase..... $2,220 68

The earnings of the Grand Trunk Railway of Canada for the week ending May 19th, 1866, were $116,189 00
Corresponding week of previous year.. 122,893 00

Decrease $6,704 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in May, 1866 ...$21,229 00
Corresponding week previous year.... 17,235 27

Increase..... $3,993 73

Commencing 1st Jan. 1866..... ....$401,303 00
Commencing 1st Jan. 1865..... ..... 410,455 59

Decrease..... $9,152 59

The earnings of the Michigan Central Railroad for the 3d week in May, 1866, were....$73,656 00
Corresponding week of previous year..102,917 00

Decrease $29,261 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in May, 1866, were $65,191 00
Corresponding week of previous year.. 50,493 00

Increase.....$14,698 00

The earnings of the Chicago and Great Eastern Railway for 3d week in May were.....$24,686 05
Same period last year..... 18,668 72

Increase in 1866..... $6,017 33

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in May, 1866, were..... $97,295 00
Corresponding week of 1865 ..... 72,520 00

Increase..... $24,775 00

The earnings of the Chicago and Northwestern Railway for the third week in May, 1866 were.....$159,467 41
Corresponding week of previous year,. 115,424 39

Increase.....$44,043 02

Indiana and Illinois Central Railroad.

At a meeting of the stockholders of this company recently held in Indianapolis, the following gentlemen were elected directors: S. G. Malone, Benjamin Ellers, James R. Hammett, George Harding, E. Pritchett. D. T. Thornton, W. H. Talbott, James Johnson, Joseph E. McDonald, R. J. Bright, C. C. Nare, E. M. Benson. President, W. H. Talbott; Vice President, James R. Hammett; Secretary B. K. Elliott. This road will commence at Indianapolis and run *via* Danville, Bainbridge, Rockville, and Montezuma to Decatur, Ills., connecting directly with the Hannibal and St. Joseph Railroad. The road will be completed to Danville, Ind., first. The directory will ask for subscriptions to be paid as follows: One-half when the road is ready to receive the iron, and the other at the completion of the work and the first running of the cars over the track.

Journal of Railroad Law.

EXEMPTION OF A COMMON CARRIER FROM LIABILITY.—WHAT IS NEGLIGENCE IN DETENTION IN DELIVERY OF GOODS.

The case of Michaels *vs.* New York Central Railroad Company, decided in the Court of Appeals of this State in June, 1864, is interesting as showing the extent of the liability of a common carrier. The facts of the case appear in the opinion of

DAVIES, J.—The defendants, as common carriers, received, Albany, on the 5th of February, 1857, three boxes of dry goods, in good order to be transported from Albany to Rochester, for a consideration which was to be paid on delivery. Two of said boxes were forwarded immediately on their arrival at Albany by the Hudson River Railroad; and the other, not being accompanied by a bill of back charges from the Hudson River Railroad, was detained by the appellants at their warehouse in Albany. While so detained, the contents of said box were injured by being wet by a rise in the Hudson River, on the 7th, 8th and 9th days of February, 1857. This box was afterwards shipped to, and on or about the 17th day of February, 1857, received by the respondents unaccompanied by a bill of back charges from the Hudson River Railroad Company. Said goods, while so detained at Albany, were damaged by the said flood to the extent of $100. The jury, under the direction of the Court, found a verdict for the plaintiff, and judgment thereon affirmed at the general term.

Two questions are presented for consideration in this case.

1. Whether the defendants are excusable for the detention of the box at Albany; if not, then was it negligence in them so to do?

2. The injury having happened to the goods by an act of God, are the defendants responsible for that injury, under the circumstances presented in this case?

The law is well settled that common carriers, while engaged in the transportation of goods for hire, are not responsible for injuries to them, caused by an act of God, or the public enemy. With the exception of injuries thus caused, they are liable for all damage to goods entrusted to them, while under their care and control. For the reasons stated in the opinion in the case of Read & Spaulding, decided at this term, the carrier to exempt himself, must show he was free from fault at the time the injury or damage happened. He must show that he was without fault himself, and that no act or neglect of his concurred in or contributed to the injury. If he has departed from the line of duty, and has violated his contract, and while thus in fault, and in consequence of that fault, the goods are injured by an act of God, which would not otherwise have produced the injury, then the carrier is not protected. In the present case it is apparent that if the goods had not been detained at Albany until the happening of the flood, no injury to them would have occurred. The question then recurs, was such detention justifiable, or was it negligence on the part of the defendants? They seek to justify it, on the ground that by their regulations, goods received from a connecting road were not forwarded until the receipt of a bill of back charges. When the goods in the present case were delivered to the defendants of the Hudson River Railroad Company, who in this respect acted as the agents of the plaintiff, to be transported to Rochester, and the same was received by them for that purpose, it became the duty of the defendants immediately to send them off. If the Hudson River Railroad delivered no bill of back charges with the goods, nor gave any notice that any such existed, the defendants should have assumed that there were none, and they would have been justified in delivering the goods to the plaintiffs without any claim for such charges. Clearly the Hudson River Railroad Company could have no claim upon the defendants for any bill for back charges. They discharged their lien upon the goods for such back charges, by the delivery of the same to the defendants, to be carried and delivered to the plaintiff without any notice of claim for any such charges; and if any existed, they would have been remitted therefor to their claim against the plaintiff personally.

I am unable to see any justification to the defendants for detaining the plaintiff's goods, because the Hudson River Railroad Company did not present a bill for back charges. Its omission to do so, or to give notice that such charges existed, should have been taken as evidence by the defendants, that in fact there were no back charges. The ground assumed, that they were justified in detaining the goods until a bill of back charges was presented, cannot be maintained. The regulation of the defendants may be reasonable enough as between the two companies, but it cannot be permitted to affect the rights of third parties, ignorant of its existence, and who cannot be presumed to have contracted with reference to it. If the defendants were not excusable for the detention of the box of goods in Albany, to await the rendering of a bill for back charges by the Hudson River Railroad Company, then such detention was negligence on their part. Such negligence having concurred in and contributed to the injury to their plaintiff's goods, they are precluded from claiming the exemption from liability which the law would otherwise extend to them.

The Court, on the trial, properly, therefore, refused to give the instructions asked for by the defendants' counsel, and the instructions and charge to the jury were such as, under the facts proven, it was the duty of the Court to give. The judgment appealed from should be affirmed, with costs.

Judgment affirmed.

Port Huron and Lake Michigan Railway.

We have already alluded to the new proposed railway outlet from Chicago to the seaboard, which crosses the State of Michigan, but the recent organization of the company and the rapid progress made in securing the means of its construction requires of us a more extended notice than heretofore accorded to this new project.

The proposed line runs through the best part of the State of Michigan, traversing the counties of St. Clair, Lapeer, Genesee, Shiawassee, crossing the corner of Clinton and Ingham, to Lansing the capital of the State. Beyond this point, we do not understand the exact line determined upon. The shortest route to Chicago, from Lansing, would intersect the Michigan Central a short distance east of Augusta Station, in Kalamazoo county, but we infer from the very able pamphlet, prepared by Hon. W. L. Bancroft, setting forth

the resources and business prospects of this new line for public favor, that it is proposed to keep north and west of the Central, through the counties of Eaton, Barry, Van Buren and Berrien, having connection with Lake Michigan at the village of St. Joseph, at the mouth St. Joseph river, and from hence along the shore of Lake Michigan to Chicago, the great center of railway traffic in the Northwest.—*Chicago Merchants' Journal.*

Grand Trunk Railway of Canada.

Accompanying the Report of the Directors of this company, is a neatly printed pamphlet from the house of Messrs. Waterloo & Sons, containing a verbatim report of the proceedings at the half yearly meeting of the proprietors and bondholders held in London on the 26th of April, at which Mr. Watkin, President of the company, acted as chairman, and at which he made the customary address. It appears from his remarks, as well as from the Report, an abstract of which is given herewith, that although there has been a very large addition for the capitalized interest on the preference bonds, the real addition to capital for outlay upon new stock and new works is the very small sum of £33,258. That includes additions to stations at four or five different points, also the completion of ten new broad gauge engines, and the balance of expenditure on 100 new box and platform cars.

By reference to the report it will be seen that the gross receipts of the entire system were £714,-781; the ordinary working expenses, £395,674—leaving £319,107. From this sum is deducted the whole expenditure incurred for renewals of way and works, viz: £89,688—leaving a balance of £229,419. Then there has been deducted the further sum of £52,945, being the whole of the amount standing to the debit of the "renewal suspense account." Then from the balance which remains, viz: £176,472, is deducted £15,363, which belongs to the postal and military branch of the revenue, and is therefore carried to the credit of the postal and military bondholders, leaving £161,189, subject to the large deduction of £58,848 discount on American currency. The remainder of the balance has been paid in interest on loans and upon various leased lines, in the proportion of revenue due to the Montreal and Champlain and Buffalo and Lake Huron Companies, and also in the payment of interest on the first class of bonds, the equipment and mortgage bonds.

Since 1861 there has been expended £526,865 upon renewals, every farthing of which has been provided out of revenue. In the course of the half year the number of miles of rails which have been relaid amounts to 65¼; and the number of ties put in, 283,060. On the Grand Trunk proper 45¼ miles were relaid; on the Portland line, 11½; on the Detroit line, 2; and on the Buffalo, 6¾. The number of tons of new iron used was close on 7,000. The price of re-rolling rails on the Grand Trunk and Buffalo sections, both of which are in Canada, was, under contract, $29 a ton, but in the Portland district it was no less than $55, and in the Detroit district $63 a ton.

Since 1861 the ordinary expenses have declined from 68.64 to 55.35 per cent.

The most important item of expense has arisen on the American sections of the road. In addition to the heavy discount of American currency, and large indirect taxation, the *direct* payments for taxes on earnings, capital, dividends, stamps, and city, county and State taxes amounted in the half year to £9,131. The loss on American currency Mr. Watkin might prevent if he would invest his currency in American gold bearing stocks and retaining them as a sinking fund. He states how it would have been practicable to pay a cash dividend on the 1st, 2d, and perhaps 3d preference bonds, the reasons why being fully explained. There is yet unissued capital to the nominal extent of £460,000, from which the loans from bankers have to be deducted.

All the outstanding claims have been paid off, except the balance of Government account £50,-015, which will be met by a sufficient quantity of postal and military bonds. The earnings to the 30th of March, were £305,000, against £294,-000, the same period in the year 1865. The termination of the Reciprocity Treaty has since occasioned a difference in receipts, but it will benefit Canada.

The imports at Montreal for the first three months of 1866, have risen from $2,900,000, to $5,900,000. In Toronto they were in 1865, but $679,000, and in 1866 they had risen to $1,615,-000. In the month of March the Canadian revenue had increased half a million of dollars. The treaty will be in some form renewed. Mr. Watkin contends that the loss to the American revenue from the beer makers alone for want of Canadian barley, is $2,000,000 per annum. He favors confederation of the provinces, and then the Intercolonial railway will be a necessity. The effect is shown very clearly.

He offers four seats in the board if they are wanted, and alludes to the difficulties which beset them in years gone by. But it has lived through the rebellion, the currency question and the Fenian movement, and has had much to contend with from first to last—he moved the adoption of the report.

In explanation of the rate of fares the chairman said in reply to remarks addressed him, that it was deemed expedient not to increase fares for the reason of the depreciation in currency, because the American lines competed. He was also satisfied that the working expenses could not be reduced 1s. per mile as proposed. Various other explanations were given by him on other subjects, and the neutrality of the American Government vouched for. Mr. Watkin was unanimously re-elected Director, and the meeting adjourned to the 7th of June.

☞ At the last (extra) session of the Maryland Legislature an Act was passed to authorize the Mayor and City Council of Baltimore to endorse the first mortgage bonds of the Gwynn's Falls Railroad Company, to an amount not exceeding one hundred and fifty thousand dollars.

Also, an act to enable the Mayor and City Council of Baltimore to subscribe to the capital stock of the Western Maryland Railroad Company to an amount not exceeding two hundred thousand dollars.

Also, an act to incorporate the Union Railroad Company of Baltimore, and to authorize the Mayor and Common Council of Baltimore, the Northern Central and the Western Maryland Railroad Companies and the Canton Company to subscribe for the capital stock thereof, and to endorse the mortgage bonds of said Company.

Virginia Valley Railroad.

Colonel M. G. Harman, the president of the Virginia Valley Railroad, has published a call upon the people of the valley to aid in pushing forward the line of railroad which is to connect the Potomac with the Virginia and Tennessee road. He says it is necessary to have stock taken in the valley to the amount of $1,000,000, and in order to do this, proposes that it shall be done on the following terms: Two per cent. of the amount subscribed to be paid in as soon as called for; thirteen per cent. additional to be paid within the next three years; the remaining eighty-five per cent. to be paid within the next ten years.

Burlington and Missouri River Railroad.

We learn that work upon the extension of this road is progressing rapidly. The bridge across the De Moines was to have been competed by the 1st of June, when track laying would commence. The grading has been completed to Albia, and it is thought the cars will be running to that place by the 1st of August, and to Chariton, 60 miles west of Ottumwa, by June 1, 1867. A very strong force is working on the line, and efforts are being made to complete the connection between Ottumwa and Plattsmouth at an early day.

Warren and Franklin Railroad.

The first division of this road, extending from Irvinetown, at the mouth of the Brokenstraw, on the line of the Philadelphia and Erie Railroad, to Tideoute, a distance of 15 miles was opened to the public on the 14th of May. The grading of the second division to West Hickory is nearly completed. All the materials for track laying have been provided. It is thought that the whole road to Oil City will be finished in July. The Chief Engineer and Superintendent of the road is N. P. Hobart.

☞ C. H. Latrobe, Esq., has just completed his report of the survey of the Baltimore and Pikesville Passenger Railroad. The road will be about 7¼ miles long, from the junction of Gilmore and Cumberland streets, Baltimore, to the Depot Lot in Pikesville. The cost, according to Mr. Latrobe's estimate, is as follows: Grading, &c., $11,000; ballasting, &c., $15,240; superstructures, $41,682; buildings, depots, &c., $5,-500; rolling stock, $14,250; engineering and superintendence, $2,500—making a total of $90,-172, from which is to be deducted ballasting not absolutely necessary, $15,240. This will make the actual cost of the road, 7¼ miles in length, $74,932.

☞ The Omaha *Herald* says that the temporary bridge of the Pacific Railroad over the Loupe Fork was finished on the 6th ult. This work was commenced on the 22d of March, and deducting for bad weather, the time employed in doing it was but 30 days. The permanent bridge over the Loupe will be ready for crossing by the 10th inst.

☞ The Easton, Md., *Star* says that the iron to complete the road to Greensborough has been shipped from New York, and a sufficient force will at once be put to work on the road to lay two and a half miles of track per week.

☞ The Schuylkill Navigation Company has appointed Edward Smith, Jr., of Reading, as Superintendent of the canal at Hamburg, Berks County, in place of Martin Hummel, deceased.

The Southern Temperature.—It should be Moderated.

We should not expect the most complacent temper in our Southern friends. They have been badly handled by our Northern soldiers. Words cannot describe how they have suffered, or still suffer. We entirely mistake the feelings of the people of the North, if we can suppose they would, under similar circumstances, submit in silence to a victor's arms. Human nature is the same, North and South of "Mason and Dickson's line." There is no Equator to discontented people, no matter what part of the continent they inhabit. We are therefore not in the least surprised, that in a tropical climate there should be volcanoes of mud or fire. We expected nothing else; but we must, for all, do our whole duty, if we have performed it at all. This JOURNAL at an early day looked at the question in a purely economical light. We did not suffer, as journalists, our private feelings to control our judgment. In the light of history we looked at the question, and do so still. It is the interest, the great interest of the South to lay aside its bitterness. We have none among the business men of the North, none among the real faithful honest supporters of the Constitution of the United States. To that we are willing as to an impartial umpire to submit all the questions which yet remain; and these specially regard the rights of the States not fully and unquivocally surrendered with their consent. It is for them to say on what terms their remaining privileges shall be exercised. Do we not enjoy free trade among ourselves, which would be jeoparded or lost by a separation? Do we not possess in a remarkable manner the right of locomotion over natural and artificial lines of communication, unparalleled in the history of Nations? Does capital refuse its assistance to any project of a national character, because it is more or less distant? Does not, in fact, northern capital lend wings to the enterprise of the South, and ever rest itself where it is invited to come? Do not northern men build their railways, and equip and manage them successfully; or when they are devastated by war and broken down, hasten to their assistance and offer them money and recuperation? Now this is the natural condition of both sections. They cannot well get along without each other. God has joined them, woe to him who would keep them asunder. The southern people, if they cherish any bitter feeling, if they yet mistake our magnanimity, do themselves a grievous wrong, they mistake our temper, and our objects. We think they have greatly erred. They might have done much better than they chose to do. There was no occasion for an appeal to arms; for the fearful loss of life; for the rolling up of a debt the extinction of which few men living will see; for taxation such as the world never before submitted to; such a destruction of human interests as the world has never before seen. Those who brought these evils on us should not have done so; those who have ruined themselves have only themselves to blame. The path of duty is a plain one; it is to make the best of a bad bargain, and submit to what is unavoidable and irremediable. The clamors and injustice of the few leading heated politicians who always gain by revolution, and have little to lose in its vortex, should not be attended to. They are the peoples' worst enemies, and care not for their blood and treasure, if they can but lead them, in comparative safety themselves. Office is all they toil for, no matter if it be from the regions of death itself, if it be but office, and that office has its emoluments. We regret, therefore, to learn that in some places an effort is still made among our refractory friends of the press, to fan the expiring embers and keep their readers in a glow! There is really nothing of this here. The North is complacent to a fault; it freely admits the misdirected bravery of the South, and the desperate valor with which it sustained a doubtful cause. In the grave of oblivion let all the past rest; it is not the first time that families have differed; happy are those with whom blood is thicker than water. We are disposed to take by the hands all who stretch out their's. We are even disposed to do much more, to share our last crust with the unfortunate, and to attribute to error and misfortune all that may be required of us.

We shall yet fill the South with northern emigrants anxious to enjoy its healthful climate, to till its fertile soil, to reap its luxuriant crops, and to ally itself with the altars and firesides of the southern men and women. Neither will lose by the most intimate connection. What one character wants the other will impart to it; what one is deficient in the other will make up to it. No alliance with a foreign nation, no isolation of of itself, could make any valuable or desirable change. We should have had a wretched dependency, or an unjust oligarchy with the degradation of millions of unfortunate beings for whom the day light would bring no hope and night no repose. All may yet be well, if patience but does its perfect work. The southern character needed discipline only, and that it has gained after a fearful struggle. It has but to wait for the remedies of time, swift enough after they once come, though slow in their approach when looked for anxiously. We shall see peace and prosperity again filling our sails, and contentment again brightening our course. The great majority of this people are wise, just and generous. We have faith in them, and we do not doubt the South will soon learn that to "err is human, to forgive divine." We have long adopted the opinion.

Columbia and Port Deposit Railroad.

The Wrightsville (Pa.) *Star* says that several engineers and their assistants are now engaged in making a survey for a railroad from that place "up the river where the Northern Central Railway makes the river—a distance of about nine miles. This survey is made at the direction of the Columbia and Port Deposit Railroad Company, to connect with their proposed road between Columbia and Port Deposit, Md., of which, we presume, it is to be considered an extension."

☞ We learn that work has been commenced on the new line of road between Union City and Logansport, *via* Marion, Ind. On the 14th ult., ground was broken at the former place, and the contractors have undertaken to have thirty-four miles of the road west from Union City completed by October 1. This forms an important connecting link in the line which is to connect Columbus with Chicago, by way of the Columbus and Indianapolis Central. It is expected that the work will be completed as far as Logansport by January, 1867. From Logansport connection to Chicago will be made over the track of the Chicago and Great Eastern Railway.

☞ At a meeting of the stockholders of the Philadelphia and North Branch railroad, held at Pottsville, Pa., on the 8th ult., a board of directors was chosen, with Franklin B. Gowan, Esq., as president. The Luzerne *Union* says that the stock has all been subscribed. It is intended to connect the Schuylkill Valley with the Wyoming Coal Field by a new route. Some 15 miles of the road has been located.

☞ The Topeka *Record* says that the Union Pacific Railroad Co., Eastern Division, have mortgaged their road from Wyandotte to Fort Riley, including rolling stock, depots and all other property, excepting their lands granted them by act of Congress, to J. Edgar Thomson, of Philadelphia, and H. M. Alexander, of N. Y., for $2,240,000, with interest at 6 per cent. per annum, payable semi-annually in gold.

☞ At a meeting of the stockholders of the Shore Line Railroad, held at Tyler's Hall, on the 22d ult., the following Board of Directors were elected: Charles Langdon, C. S. Bushnell, Henry Hotchkiss, James M. Townsend, Sereno H. Scranton, Edward Ingraham, and A. N. Ramsdell. It was voted to authorize the sale of $100,000 worth of bonds. At a subsequent meeting of the Directors, Sereno H. Scranton, of Madison, was elected President of the company. Mr. Scranton will continue to act as Superintendent.

☞ The contract for the new Water Works at New Bedford, Mass., has been awarded by the authorities of that place to James McDonald, of Albany. The work will involve an expenditure of over one million dollars, and is to commence at once.

☞ At a meeting of the stockholders of the Ohioville Railroad Company, recently held in New Brighton, Pa., a board of directors was elected, with J. W. Blanchard as President. The company propose to build a short railway from the Ohio river up to the Island Run, Beaver county, oil regions.

☞ The Winchester and Potomac Railroad Company are now running their trains to and from their depot in Winchester. The road is being temporarily worked under contract by the Baltimore and Ohio company, but has an independent organization, with Mr. J. H. Sherrard, of Winchester, as its president.

☞ The corporation of Danville, Va., has almost unanimously voted a subscription of ten thousand dollars to the Lynchburg and Danville Railroad. In Lynchburg one hundred additional shares to the same road were taken.

☞ The Lehigh Coal and Navigation Company are rapidly pushing forward the construction of their new railroad.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 9, 1866.

A New York City Railroad.

The Senate of the State of New York, on the 20th of April last, adopted the following resolution:

Resolved, That a select committee of three be appointed to sit during the recess, with the Mayor of New York, the State Engineer, and the Engineer of the Croton Board, to ascertain and report to the Senate the most advantageous and proper route or routes for a railway or railways suited to the transportation of passengers from the upper to the lower portion of the city of New York, having in view the greatest practical benefit and safety to the public, and the least loss and injury to property on or adjacent to said route or routes.

The members of the Commission are: Senators Geo. H. Andrews, Henry R. Low, and Charles G. Cornell; State Engineer J. P. Goodsell; Mayor John T. Hoffman; Engineer Alfred W. Craven.

At meetings of the Board, held on May 31 and June 2, it was resolved that parties interested be and they are hereby invited to submit plans and specifications upon the subject embraced in the above resolution, to be addressed "To the Senate Commission on Railroad," at the office of the Street Commissioner, corner of Broadway and Park place, in the city of New York, on or before Tuesday, the 1st day of August next.

The Committee deem it desirable that the plans should be accompanied by approximate estimates of expense.

Confederation of the British North American Provinces.

If we were Provincials, we should most probably be warmly in favor of Confederation. The lake, river and maritime Provinces have at present very differing tariffs and interests, arising out of their position and commercial relations. All Governments and nations are supposed to exist for the benefit of the governed; if not in one shape, yet in some other. When they are brought to a common standard, then the greatest good of the greatest number must prevail.

Canada, East and West, has the greatest population, and territory suitable to increase; the maritime Provinces possess the fisheries, lumber and the coal supply; some of the greatest supports of commerce and industry; they, by position, prefer a constant intercourse with the United States; and it might have been continued on the most favorable terms if the men at Washington had comprehended the subject. A simple bill might have been introduced by which reciprocity could have been retained wherever it was desirable, and the fisheries preserved, for which such men as Adams, Everett, Webster and Marcy were always anxious. From American statesmen we could have expected some such legislation by which confederation might have been prevented. For it cannot be disguised that a union of the British North American Provinces bodes no good to us. It establishes on our Northern border, from one end to the other, a united and powerful antagonist; and builds up in the face of our lake commerce and lake cities, a rival interest with no very friendly feeling. The late movement of the Fenians, the violation of our neutrality, and the possibility of a war with Great Britain, have all raised a feeling in favor of confederation in the Provinces which did not exist before. And though the Legislature of Prince Edward's Island has declared against it, a warm election is growing out of it in New Brunswick, and the first men in the Provinces are opposed to the Quebec scheme; yet the Imperial and Canadian Governments have thrown their whole influence in its favor, and it will in the end prevail, no matter how strong the opposition has been and may be. Confederated, the Provinces will be cemented and united, have one commercial system, one spirit, one destiny, and in their renewed force, will become an antagonist such as they have never been before.

Already we see that, by the force of the change of the reciprocity system, Canada has advanced in its commerce. Montreal and Toronto have since the 4th of March last, gained largely in trade and revenue receipts, and are boasting of their success. A roving commission has been welcomed in South America and the West Indies, and assured of a profitable business. New orders in council may be looked for favoring the colonial interests, and the American shipper will there find a favorite in advance of him. And yet there is no one to see this, no one to raise his voice in time. It is forgotten at what trouble and expense the Reciprocity Treaty was effected; how it took years to bring it about; how under it we have largely gained in markets, in profits, and in the balance of trade. All this is forgotten in the clamor of the hour, and the struggles of party. Intented on punishing rebellion after it has been defeated and cries for quarter, we are shutting our eyes to other questions of as much magnitude, and in fact of greater consequence. We are building up all sort of interests that will only last for a day, and forget those which exist for all time.

In this light we view the apathy with which we are looking on the steps taken by the British North American Provinces to build up another and a dangerous empire on our frontier. We do not blame them for unity in all shapes, but we perceive in it danger to ourselves; not so immediate, perhaps, but yet not the less certain.

A great convention was held at Detroit in favor of continuing our commercial relations with the Provinces; it was crowded with intelligent commercial representatives, and the opinions were unanimous. Yet what good did it do? The politicians had their way, and commerce was struck a mortal blow. It appears from the debates in Parliament that every attempt was made by the Governments of the Provinces, and by the Imperial Government to renew this commerce,

but they were refused; and now we have the poor consolation of seeing the confederation deriving its strongest arguments from our want of fairness.

We have a set of writers among us, who are only of consequence as they stir up wrath; and politicians, whose only importance is in their fury. These men have no national objects, no national feeling, all they seek is trouble. As the pot boils, the scum gets up to the top, and they are continually striving to add fuel to the flame. The Canadian and maritime confederation would never have risen to its present importance, if we had only acted with decent self-respect and a regard to our true commercial interests.

If any one is so dull as to believe that this plan of the confederation designed at Quebec in 1864, was without management on the part of the home and Canadian Governments, they are much mistaken. But certain it is, by our own want of wisdom we have greatly contributed to the result which is about to happen. We have closed our eyes to our manifest interests, going over the whole world to seek its trade, and shutting that off which lies conveniently at our own doors.

Allegheny Valley Railroad.

The earnings and expenses of this road for the years ending January 31, 1865 and 1866, have been as follows:

Receipts:	1865.	1866.
From freights	$118,269 47	$187,476 21
" passengers	132,774 53	165,550 92
" mail	3,208 33	3,250 00
" interest	2,255 31	.....
	$256,507 64	$356,277 13
Expenses, viz:		
Operation expenses	$151,510 72	$199,526 63
Salaries	7,381 45	10,329 99
Taxes, State, city, county, etc.	2,002 68	1,533 49
Internal revenue tax	5,318 56	16,041 15
Rents	2,010 00	2,966 83
Miscellaneous	1,540 74	1,987 30
	$169,764 15	$232,385 39
Net earnings	$86,743 49	$123,891 74
Interest	33,775 00	41,075 57
Balance	$52,968 49	$82,816 17

The gross earnings of the past show an increase over those of the preceding year of $99,769 49; with an increase in expenses of $62,621 24—making the increase of net earnings, $37,148 25. The operating expenses show an increase of only $48,-014 61—about 47 per cent., or a fraction over. The large increase in the earnings of the road, and the comparatively small addition to expenses for operating, furnish conclusive evidence of the sound condition of the company's affairs. The operating expenses of the past year were 55½ per cent. of the gross earnings—a result equally gratifying to the owners and managers of the road. Depot grounds have been purchased at Kittanning, and the depot at that place removed to the property of the company, where a convenient building has been erected for the accommodation of travelers. Should tonnage and travel continue to increase at the ratio of last year, additional depot facilities will be required at an early day. The report says:

We had hoped to be enabled to state, in this report, the fact of the completion of the extension to the mouth of the Mahoning. The grading and ballasting have been finished, and the road structure completed, to Pine Creek. The bridges at and above that point are framed and are now being put up. The delay in completion has arisen from failure to procure cross ties as rapidly as, from contracts made, we had a right to expect their delivery. This difficulty is now removed, and the completion and opening of the road for business, to Mahoning, may be confidently expected by the middle of April. This portion of the line is very thoroughly and substantially built and ballasted.

The expenditure on these ten miles has been $345,335 32. This high cost is owing to the many causes that have inflated values of everything about us, the scarcity of labor, and the delay and difficulty in procuring materials, at any price. The use of this extension promises a very large increase to the gross receipts, while its operating or working expenses will be very trifling. The vast lumber region, watered by the Mahonings, and penetrating far into adjoining counties; the several valuable and extensive furnaces on the line, and deposits of mineral wealth along the route, must necessarily concentrate upon this work a heavy freight and passenger business. A large part of Clarion County, all of Jefferson, and portions of Armstrong, Indiana and Elk Counties, will find the mouth of the Mahoning the best and cheapest depot for trade and passage to and from this city. Many intelligent and well informed persons place so high an estimate upon the extent of this business, that your Managers feel justified in saying, that at least twenty-five per cent. on your present earnings, will be secured by the extension of your road.

In submitting these details, the duties of your Managers would be scarcely performed, if they failed to urge the further extension and final completion of this great line of trade and travel, to a connection with outlets north and east of its present terminus. In a former report, it was stated that arrangements had been made with a company, intended to secure the completion of your line to Franklin. This arrangement was not carried into effect. The French Creek and Mahoning Railroad Company failing to comply with the terms and stipulations of the lease, it has therefore been rescinded. It now devolves upon us to complete the work, in preparation for which the necessary legislation has been obtained for authority to issue preferred stock, to the amount of one million of dollars, bearing an interest of ten per cent. per annum. This preferred stock is now offered to the present stockholders, and to be issued to other parties in the event of refusal to take it by our stockholders. We have also procured the power to create a mortgage lien, on the whole road, to the amount of four millions of dollars, bearing interest at the rate of seven and three-tenths per cent. per annum. With these means, (being only an anticipation of future earnings,) the Managers propose to complete the work under their charge. Surveys and estimates have been made, and proposals invited for grading, bridging, ballasting and superstructure of fifteen miles, from Mahoning northward, and fifteen miles from opposite Oil City southward.

It is proposed to offer for sale, at present, one and a half millions of mortgage bonds, as well as the preferred stock authorized. To effect a sale of these securities, it is only necessary to show how entirely certain will be the payment of the interest and principal. The interest on the mortgage bonds will amount annually to $109,500. The present net earnings of the company, over and above the payment of all interest on its present indebtedness, arising from the use of only forty-four miles of finished railway, amount to $82,916 17. The increased receipts from the Mahoning extension, placed at even—in net revenue—$40,000, instead of $89,000, as anticipated, exhibits the entire and absolute ability to pay said interest. In addition, it must be recollected that each mile of railway finished, from this end, adds its fair proportion to the ability to make and security of the payment. These additions to the length of road throw all their accumulations of trade and travel upon the present finished line, and thus increase its earnings without much increase of outlay for machinery or operating expenses. We invite to this investment, not only parties interested in the extension of the road, but also capitalists desirous of placing funds in that which is safe and permanent, with the certainty of interest being paid punctually as it matures. In the further prosecution of the work to completion, the residue of the mortgage bonds will be offered for sale, the proceeds of which—from estimates made from actual surveys, and assumed from exploration—will furnish all the funds required to finish, in complete condition, the entire line of one hundred and twenty-nine miles—the distance from Oil City to Pittsburg.

The company own 13 locomotives, 11 passenger, 3 baggage, mail and express, 46 platform, 40 box and stock, and 24 gravel and construction cars. There have been added during the year 3 locomotives, 2 passenger and 31 freight cars.

The length of road in operation at the date of the report was 44 miles. Number of miles run by all trains during the year, 134,201. Passenger mileage for the year, 4,102,045; tonnage, do., 4,-043,699. Number of passengers carried, 234,597, of which 28,281 were through. Tons of freight carried, 246,138, of which 16,625 were through. Tons of coal carried, 119,088.

The income account of the company for the year ending February 1, 1866, is as follows:

Balance, February 1, 1865	$559 10
Received on earnings for the year ending January 31, 1866	337,105 66
Received for military transportation	683 43
First mortgage bonds negotiated	2,000 00
Second " "	43,000 00
Bills payable	166,392 56
Collected on accounts due prior to Feb. 1, 1866	9,073 33
Loan to U. S. Government collected	70,000 00
Exchange National Bank	7,596 31
	$636,410 39
Paid on railway superstructure	$107 25
" rolling stock	71,497 17
Unpaid vouchers in Treasurer hands Feb. 1, 1865	25,921 64
Commissions	105 24
Internal revenue tax	8,522 70
Interest, coupons on bonds, etc	37,435 07
Taxes, State, city, county, etc	1,533 49
P., Ft. W. & C. R. R. Co. for use of track	1,546 70
Right of way	3,163 80
Bills payable and bonds cancelled	84,620 93
Salaries of officers	3,622 39
Survey of the Upper Allegheny	5,194 69
Incidental expenses	1,829 26
Rents	2,458 50
Operating expenses	163,280 14
New materials in workshops	18,882 72
Mahoning extension	196,425 74
Townsend, Wheelen & Co	328 23
Accounts paid mainly due prior to Feb. 1, 1865	7,283 94
Balance on hand	650 79
	$636,410 39

Balance Sheet.

Real estate	$51,371 32
Railway superstructure	1,938,418 67
Rolling stock	232,046 17
Armstrong County bonds	120,000 00
Jefferson County bonds	90,000 00
Machinery and tools	12,308 04
Machine shops, (materials on hand)	46,193 48
Mahoning extension	345,335 32
Survey of the Upper Allegheny	12,433 54
Due by railroad companies, etc	23,920 67
Right of way	3,163 80
Fifth Ward School bond	500 00
Cash in Treasurer's hands	650 79
	$2,876,341 80

Capital stock	$1,948,800 00
First mortgage bonds	398,000 00
Bond and mortgage	1,564 73
Bills payable	96,624 56
Bond account	589 66
Percentage, &c., retained from contractors	24,772 85
Unpaid vouchers in hands of Treasurer	24,426 07
First and second mortgage coupons unpaid	931 25
Due sundry persons, etc	81,818 51
Second mortgage bonds	216,000 00
Profit and loss—expended in construction, &c.	82,816 17
	$2,876,341 80

The office of the company is at Pittsbnrg, Pa. The officers and directors elected at the annual meeting, February 27, 1866, are as follows:

President.—WILLIAM PHILLIPS.

Directors.—James B. Murray, James Park, Jr., George Black, N. Holmes, B. F. Jones and Thos. McCulloch.

Secretary and Treasurer.—JOHN BALLANTINE.

Superintendent.—H. BLACKSTONE.

Chief Engineer.—FRANKLIN WRIGHT.

Coos Railroad.

The first meeting of this company was held at Whitefield, N. H., on the 1st inst. A. M. Chase presided, and H. O. Kent acted as Secretary. A temporary board of directors was chosen. Much interest was manifested, and it is proposed to make immediate survey of the route, and to take practicable steps for securing a road.

Terre Haute and Indianapolis Railroad.

The earnings of this road for the years ending November 30, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers	$404,565 41	$563,800 87
" U. S. troops	61,776 31	80,578 34
" freight	453,900 18	502,613 08
" coal	55,880 90	62,061 12
" mail, express, etc	31,856 41	39,672 47
	$1,007,979 21	$1,248,725 88
Expenses, viz:		
Running road	$105,029 71	$146,046 64
Road repairs	183,398 70	197,904 36
Machine shop	90,071 67	149,057 37
Sundries	88,852 46	122,648 59
U. S. Taxes	19,372 27	34,398 13
	$486,724 81	$650,055 09
Net earnings	$521,254 40	$598,670 79
Additional expendit's.	174,770 92	260,977 14
Balance	$346,483 48	$337,693 65

Compared with 1864 the gross earnings of 1865 show an increase of $240,746 67; with an increase in expenses of $163,330 28—making the increase in net earnings $77,416 39. The report says:

The successful business of the road has enabled the Board to make a fair dividend on the capital, leaving a balance to the credit of surplus. This surplus is the property of stockholders and in part available for any improvements or extensions that may be necessary. Part of this fund may be required to extend the road to the Illinois State Line, as the charter of the road provides; this extension has not heretofore been required, but the building of a road, which we understand is in contemplation, from Saint Louis, by the way of Highland, to the Illinois State Line near the town of Darwin, will make it expedient to extend our road, from its present terminus at Terre Haute to connect with the contemplated road, as it would give a shorter and more favorable route to Saint Louis.

From the present indications we are of the opinion that a falling off of receipts for the year on which we have now entered, may be expected; no accurate estimate can be made, but we should not be disappointed if the receipts should be thirty per cent. less than those of 1865.

At the last session of the Legislature of Indiana, the corporate name of the company was changed from Terre Haute and Richmond to that of the Terre Haute and Indianapolis Railroad Company.

The gross receipts from transportation were		$1,248,725 88
From other sources		25,868 17
Total		$1,274,594 05
Operating expenses	$615,656 96	
U. S. taxes	34,398 13	
New locomotives	43.455 00	
" cars	117,776 54	
" buildings	13.383 14	
Re-building bridges	36,006 01	
Losses by fire	13,715 54	
State and Co. taxes	26,602 65	
Interest and exchange	5,038 26	
Subscription to Vol. Fund	5,000 00	
		911,032 24
Net revenue		$363,561 82
Two semi-annual dividends of six per cent. each	$230,898 00	
U. S. tax on same	12,152 52	
		243,050 52
Surplus		$120,511 30
U. S. tax on surplus		6,025 55
Net surplus		$114,485 75

The capital stock was increased during the year $28,000 by the surrender of bonds to that amount and stock issued for the same, making the capital stock November 30, 1865, $1,928,150. This, together with the bonds then outstanding and which matured March 1, 1866, viz: $60,000, is represented by the cost of the road, ($1,988,150,) as shown in the annexed balance sheet.

The road is 73 miles in length extending from Terre Haute to Indianapolis. The following statement will show the cost, capital, gross and net earnings, and dividends since commencement of operations in the spring of 1852:

	Capital stock.	Cost of road.	Gross earn'gs.	Net earn'gs.	Divi-d'ds, p. c.
	$	$	$	$	
1852.	632,387	1,324,898	105,944	71,446	4
1853.	738,650	1,435,526	177,976	111,645	8
1854.	924,100	1,465,322	239,993	159,324	10
1855.	974,800	1,502,166	287,512	189,702	10
1856.	1,294,450	1,611,450	531,335	371,497	10
1857.	1,361,450	1,611,450	481,271	206,078	12
1858.	1,376,450	1,611,450	380,274	186,448	10
1859.	1,381,450	1,611,450	357,297	182,154	10
1860.	1,381,450	1,611,450	404,599	217,381	10
1861.	1,381,450	1,611,450	377,692	216,184	10
1862.	1,440,450	1,611,450	563,314	361,272	12
1863.	1,517,450	1,611,450	774,618	307,527	13
1864.	1,900,150	1,988,150	1,007,979	346,483	18
1865.	1,928,150	1,988,150	1,248,725	337,694	12

The equipment of the road consists of 26 locomotives, 23 passenger, 9 mail and baggage, 69 compromise box, 9 caboose, 47 stock, 60 platform, 178 box, 133 coal, 4 lime, 24 work train platform, 10 gravel and 21 hand cars.

The number of miles run by engines with passenger trains, 170,822; with freight trains 191,243; with other trains, 49,213—total 411,278 miles. Cost for repairs $49,352 97, or $11.99 per 100 miles run. The average cost of running an engine 100 miles was $37.76.

The number of through passengers carried was 142,517; way do., 187,738—total 330,255, an increase over the previous year of 50,448.

BALANCE OF LEDGER.

Construction account	$1,962,509 22
Union depot and track, Indianapolis	25,640 78
Evansville and Crawfordsville R. R. stock	24,429 89
Evansville and Crawfordsville R. R. extension bonds	94,950 00
Cincinnati and Indiana R. R. bonds.	50,000 00
United States 5-20 bonds	100,000 00
" military transportation	733 46
" mail	3,046 74
St. L., A. & T. H. R.R. military drafts payable when collected	51,346 87
Bills receivable	4,719 10
Farmers loan and trust company	3,468 60
Real estate for depot grounds	10,886 10
" wood purposes	11,965 00
Material in shops	69,298 18
Wood on hand	26,731 25
Foreign roads, current account	6,493 36
Due from agents	21,594 73
Treasurer	487,613 84
	$2,955,427 72
Capital stock	$1,928,150 00
Bonds due March 1, 1866	60,000 00
Coupons unpaid	4,510 10
Dividends unpaid	3,394 75
Government freights payable to other roads when collected	43 819 05
Due on account of new rolling stock	40,352 00
December dividend, and government tax	4,146 30
United States tax account	749,277 63
	$2,955,427 72

President.—E. J. PECK.

Directors.—Chauncey Rose, James Farrington, Charles Wood, W. K. Edwards, M. W. Williams, W. R. McKeen and E. J Peck.

Secretary.—CHARLES WOOD.

Treasurer.—JOHN SCOTT.

Sup't and Engineer.—R. E. RICKER.

Copiapo Railway.

The construction of a railway from the River Plate across the Andes to the Pacific, whereby a new route will be created to Australia, and an important saving of time effected in the transit of the mail, is believed likely to be realised within the next ten years. Already 240 miles of the route are in course of rapid construction from the port of Rosario, in the River Plate, to the interior city of Cordova; and there can be little doubt that, with the progress of immigration and settlement, this line—the Central Argentine—will be steadily extended. Mr. Wheelwright, who may be considered the father of the project, continuous devoted to it, and by the last mail writes as follows: "I am in hopes to find means to carry out and complete the survey of the Cordillera from the point called the Southern Pass, in Chili, down north to Copiapo, in order to determine if a more favorable pass can be found than that which I have surveyed, the pass of San Francisco. There are seven favorable points to be explored before it can be finally determined which is best." The success of the Mont Cenis over the Alps will greatly accelerate all enterprises of this character.

Chicago and Great Eastern Railway.

This road is 224 miles in length, extending from Richmond to Chicago. The equipment consists of 41 locomotives, 23 passenger, and 765 freight cars. Share capital paid in, $1,390,000. Bonded debt, $5,600,000.

☞ The Cincinnati *Railroad Record* says that Fort Wayne, Indiana, has contributed $100,000 in aid of the Grand Rapids and Indiana Railroad.

British North American Provinces.

The confederation of the several British North American Provinces may now be regarded as an accomplished fact, and such being the case, we learn by the last mail that arrangements have been completed to establish a line of steamers, pending the construction of the Intercolonial Railroad, to run regularly between Canada and the ports of the lower provinces. We are also gratified to observe that a line of steamers is also proposed to trade regularly between the St. Lawrence and the West India Islands—the recent reports of the Canadian Commissioners being of so satisfactory a character that it is felt that the intercolonial trade between these islands and the British North American Provinces may by judicious development be made one of the most important elements in the future commercial greatness of all concerned. Let us look for a moment at the resources of these provinces.

Canada contains 330,000 square miles; Newfoundland, 40,200; New Brunswick, 27,710; Nova Scotia, 18,600; Prince Edward's Island, 2,131; British Columbia, 213,500; Vancouver's Island, 16,000; Hudson's Bay Territory, 1,570,500; making 2,218,641 square miles, a territory nearly twice as large as all Europe, if we deduct Russia.

According to the statistics of 1861, the area of land held by private individuals in the North American provinces was: In Upper Canada 17,708,232 acres, of which 6,051,619 were under cultivation. In Lower Canada 13,680,000 acres, of which 4,804,325 were under cultivation. In Nova Scotia 5,748,893 acres, of which 1,023,032 are under cultivation. New Brunswick 6,637,329 acres, 835,108 under cultivation. Newfoundland 100,000 acres, 41,108 under cultivation. Prince Edward's Island 1,365,400 acres, 368,127 acres under cultivation. The annual agricultural products of the provinces now yield $150,000,000. Competent authorities have given the actual annual yield of the fisheries at $20,000,000, much of which is lost by those who should profit by it and has gone to the enrichment of foreigners. "The British North American Provinces," says a recent writer, "possessing 5,000 miles of sea coast, if consolidated into one power, would possess not only all the materials necessary for constructing ships of war, but also bands of skilful and hardy seamen wherewith to man a powerful fleet." The tonnage of the commercial marine of the Provinces, inward and outward, required for the accommodation of trade is 13,419,614, of which Nova Scotia requires 1,432,94 tons; New Brunswick, 1,386,980; Prince Edward's Island, 167,098; Newfoundland, 1,392,345; and Canada, 9,040,337. The sea-going tonnage of Canada amounts to 2,133,000 tons. In 1832 the tonnage of vessels built in British North America amounted to only 33,776 tons. In 1866 the number of vessels built was 645, with a capacity of 219,763 tons, (according to the speech of the Finance Minister of Canada Feb. 7, 1865,) costing $9,000,000. According to the last census returns the number of sailors and fishermen of the colonies was 69,256, and the population of the six Provinces by the census of 1861, was:—Upper Canada, 1,396,091; Lower Canada, 1,111,566; Nova Scotia, 338,857; New Brunswick, 252,047; Newfoundland, 122,635; Prince Edward's Island, 80,057: total, 3,294,959. The whole population is at present over 4,000,000. The imports and exports of 1863, were:—

	Imports.	Exports.	Total.
Canada	$45,964,493	$41,811,532	$87,776,025
N. Brunswick	7,764,824	8,964,784	16,729,608
Nova Scotia.	10,201,391	8,420,968	18,622,359
P. E. Island.	1,428,028	1,627,540	3,055,568
Newfoundla'd	5,242,720	6,002,312	11,245,032

Besides a fertile soil and magnificent forests, the Provinces possess inexhaustible mineral resources. Gold, iron, coal and copper are found in Nova Scotia in abundance, and the coal beds are not exceeded, in richness and availibility for mining, by any in the world. The mineral wealth of New Brunswick is also enormous and her coal formation is of a thickness almost incredible. Canada has her mines of copper and iron ore in abundance, which only need development to become a great source of wealth. Gold has been found on the Chaudiere and elsewhere to some extent and the coal of New Brunswick will, by-and-bye, be required to work the furnaces in iron mines of Canada.

From the foregoing description of the vast and magnificent resources of the British North American Provinces, it will be at once seen that it is only necessary to develope these resources to secure for the people to whom they belong a position and power proportionately second to none on the American continent.—*Canadian News, May* 17.

Southwest Pacific Railroad.

From good authority we learn the following particulars of the sale of the Southwest Pacific Railroad, and the terms of the contract:

Under the act for sale, approved Feb. 19, 1866, the required sixty days' notice having been duly given, the Commissioners for the sale of the Southwest Pacific met on the 9th of May, compared the several bids and proposals received by them, and deeming them unsatisfactory rejected the same.

Then, in obedience to the said act, the Governor, on the 10th, directed the Commissioners to sell at private sale.

On the 12th, a proposal in writing was submitted by John C. Fremont, to which some modifications were suggested and were accepted, and the proposal as thus modified was approved by the Commissioners and by the Governor.

The agreement or contract was entered into on the 28th, by and between P. Joseph Osterhaus, Robert J. McElhany and A. W. Maupin, the authorized Board of Commissioners, acting for and in behalf of the State, and John C. Fremont, of New York City.

The points of the contract are as follows:

Fremont is to pay one million three hundred thousand dollars for the Southwest Pacific Railroad and all the franchises, privileges, rights, titles, choses in action, and easements thereof, with all the rolling stock, cars, engines, depots, machine shops, and all the property, real and personal, belonging to said road and the lands granted in aid of its construction by Act of Congress of June 10, 1852, and which by the State were also granted in December, 1852, to the Pacific Railroad Company, to construct said Southwest road or "Branch."

One-fourth of the purchase money to be paid on delivery, to the purchaser, of the formal deed of conveyance, by the Governor, pursuant to section 8th of Assembly act of February 19, 1866. The balance to be paid in four equal instalments; the first in one year, the second in two years, the third in three years, and the fourth in four years after the delivery of the deed; with 6 per centum interest on each from said delivery. Part or all of these instalments may be paid before maturity, and in either cash or bonds or other liabilities of the State, or bonds guaranteed by the State—which bonds shall be taken in payment for principal and interest due on the same.

The road and rolling stock are to be kept in good serviceable condition by the purchaser or his representatives or assigns, during the progress of the work and until the completion of the road, as well as thereafter.

The work of further construction must begin within thirty days after the delivery of the deed; and must be finished to a point opposite Lebanon, in Laclede County, within one year and nine months; to Springfield, in Green County, within two years and six months; and to the western line of the State within three years and six months, after the delivery of the deed. But should it be practicable to avoid the proposed tunnel and heavy embankment between the Little Piney and Lebanon, then the periods shall be: to Lebanon within one year and six months; to Springfield within two years; and to the western line of the State within three years.

The purchaser, or his representatives or assigns, must expend at least half a million of dollars each year until the completion of the road, upon the graduation, masonry, superstructure and equipment of said extension.

Any failure to comply with any of these conditions shall work a forfeiture of the road and of all its franchises, privileges, appurtenances, &c., &c., real and personal, to the State; and the Governor may then take possession without process of law, and by agents operate the road till the Legislature otherwise dispose of it; or at his option, he may sell the road to the highest bidder, for cash or State bonds, at public vendue, at the east front of the Court-house, in St. Louis, after first advertising daily said sale for three months next preceding it in a newspaper in each of the cities of St. Louis, New York, Boston and Philadelphia.

For money unpaid, the State shall have the first lien, which shall be evidenced by a mortgage in due form.

The purchasing party acquires all the rights, immunities, &c., enjoyed by the Pacific Railroad Company—for whose default said Southwest Pacific Railroad is sold, under charter of said company, subject to said charter conditions and the act under which the contract is made.

The purchaser and his associates or representatives and assigns may borrow money to complete the road and to pay the State, as they may deem best, except that the State's priority of lien cannot be impaired.

The State act of March 2, 1861, "concerning bonds of the Pacific Railroad guaranteed by the State," is to remain in full force, and the State will pay such bonds not exchanged, as provided for in said act.

When the purchasing party have the road in running order to a point twenty miles west of Rolla, so that they may make legal title to such lands as they are authorized to sell, the Governor shall issue the necessary certificates to the Secretary of the Interior, as per section 5 of act of Congress entitled, "An act granting the right of way to the State of Missouri," approved June 10, 1852.

To the above we will add, for greater explicitness, that the preliminary instalment of one-fourth of the purchase money has been paid, and thus the contract finally closed, and the deed executed and delivered.—*St. Louis Dem., May* 31.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st May, inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865	64,900	403,800	560,500	99,800
1866	21,700	169,800	1,384,200	40,700
Dec.	43,200	234,000	*823,700	49,100

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 90,000 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of May, in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1.
Flour, bbls	51,100	64,900	21,700
Wheat, bush	2,450,400	403,800	169,800
Corn, bush	369,400	560,500	1,384,200
Barley, bush	99,100	99,800	40,700
Oats, bush	1,180,900	1,711,000	570,700
Rye, bush	22,400	29,800	55,000
Malt, bush	.....	92,100	40,100
Beef, bbls	1,900	2,900	100
Pork, bbls	11,500	6,810	3
Bacon, lbs	316,600	724,600	.....
Butter, lbs	600	8,500	100
Lard, lbs	139,300	260,500	5,600
Cheese, lbs	.....	34,300	39,700
Wool	7,500	16,100	30,400

Cumberland Valley Railroad.

The earnings of this road for the years ending Sept. 30, 1862, 1863, 1864 and 1865, have been as follows:

	1862.	1863.	1864.	1865.
From passengers	$90,314 80	$125,222 06	$185,646 38	$215,137 08
" freight	144,252 64	124,943 50	154,603 58	183,279 67
" mails	5,200 00	5,200 00	5,200 00	5,566 66
	$239,767 44	$255,365 56	$345,449 96	$403,983 41
Ordinary expenses	90,132 67	158,044 38	201,051 70	320,931 17
Net earnings	$149,634 77	$97,321 18	$144,398 26	$83,052 24

The receipts of the company from all sources during the last four years, have been as follows:

	1862.	1863.	1864.	1865.
Cash and cash items, Oct. 1	$121,741 49	$69,376 82	$89,396 28	$161,100 88
Revenue Cumberland Valley R. R.	239,767 44	255,365 56	345,449 96	441,620 05
" Franklin R. R. Co.	34,209 83	37,751 64	48,400 93	17,502 94
From other sources	750 02	556 82	1,101 59	2,587 70
	$396,468 78	$363,050 84	$484,348 76	$622,811 57

And the expenditures were:

Dividends	$167,782 05	$70,294 25	$84,579 13	$81,118 25
Interest on bonds		21,234 80		26,517 38
Trustees of sinking fund	50,000 00	6,454 84	21,462 95	20,084 14
Expenses	90,132 65	158,044 38	201,051 70	320,931 17
Exchange	.....	189 82	.....	.....
Franklin Railroad Co.	19,177 26	17,436 22	16,133 64	12,545 55
Cash on hand	63,595 53	68,538 49	153,718 21	153,057 73
Balance of accounts	5,781 29	20,857 79	7,403 13	8,557 35
	$396,468 78	$363,050 84	$484,348 76	$622,811 57

GENERAL STATEMENT.

	1862.	1863.	1864.	1865.
Cost of road and appurtenances	$1,128,687 05	$1,131,037 05	$1,131,037 05	$1,582,937 05
Materials on hand	36,994 26	13,171 01	45,384 90	52,344 19
Sinking fund	149,397 92	155,852 76	285,415 71	305,499 85
Due by Franklin Railroad Co	.....	10,353 52	.....	.....
Balances of accounts receivable	5,781 29	10,504 27	7,382 67	8,557 35
Cash	63,595 53	68,538 49	153,718 21	153,057 73
	$1,384,456 05	$1,389,457 10	$1,622,938 54	$2,102,396 17
1st preferred stock	$241,900 00	$241,900 00	$241,900 00	$241,900 00
2d " "	243,000 00	243,000 00	243,000 00	243,000 00
Common "	472,000 00	472,000 00	472,000 00	832,000 00
1st mortgage bonds	161,000 00	161,000 00	161,000 00	161,000 00
2d " "	109,500 00	109,500 00	109,500 00	109,500 00
Six per cent. "	.....	.....	108,100 00	108,100 00
Seven " "	.....	.....	.....	91,900 00
Accounts for September	.....	16,481 37	.....	.....
Due dividends and interest	46,096 00	46,096 00	49,339 00	49,339 00
Due unclaimed dividends	.....	2,004 20	12,113 58	2,128 50
Materials and labor	9,108 07	.....	.....	.....
Profit and loss	100,510 48	97,475 53	225,985 96	263,528 67
	$1,384,456 05	$1,389,457 10	$1,622,938 54	$2,102,396 17

In 1865 the Franklin R. R. Co. and the Cumberland Valley R. R. Co. were consolidated—one share of the stock of the Consolidated Company being given for four of the Franklin stock. The capital of the Franklin was $360,000. The mortgage debt was $200,000, bearing 7 per cent. interest. Of these bonds, $108,100 have been exchanged for the six per cent. bonds of the Cumberland Valley R. R. Co.

The equipment of the road consists of 14 locomotives, 12 1st class passenger cars, 5 mail and express, and 101 eight-wheel freight cars.

The number of miles run by locomotives with passenger trains, in 1865, was 97,917; with freight trains, 77,972; with other trains, 4,809—total miles run, 180,698.

The total number of passengers carried in 1865, was 336,914, of which 167,781 went east, and 169,133 west. The number of tons of freight carried was 123,781, of which 70,509 tons went east, and 53,272 west.

COST, EARNINGS AND EXPENSES YEARLY.

	Cost of road, etc.	Gross Earnings.	Ordinary Expenses.	Net Earnings.
1860	$1,192,111	$182,673	$65,851	$116,822
1861	1,126,574	249,778	90,247	159,531
1862	1,128,687	239,767	90,132	149,635
1863	1,131,037	255,365	158,047	97,321
1864	1,131,037	345,450	201,052	144,398
1865	1,582,937	403,983	320,931	83,052

The office of the company is at Carlisle, Pa. The officers and directors are:

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thos. A. Biddle, Thomas A. Scott, John Hulme, Wistar Morris, Josiah Bacon, J. H. Seymour, Daniel O. Gehr, Thomas B. Kennedy, D. N. Mahon and John B. Parker.

Secretary and Treasurer.—EDWARD M. BIDDLE.

Superintendent.—O. N. LULL.

The Midland, Utica Southern, and Black River Railroads.

The Directors of the New York and Oswego Midland railroad are exerting themselves to secure the necessary assent of the towns on the route to issue bonds in aid of the work. Meetings are being held in the different villages and towns, and it is reported that the feeling in favor of granting aid is almost universal. The town of De Ruyter has given a pledge for $125,000; Otselic for $87,000; Plymouth for $100,000; Norwich for $450,000; Oxford for $250,000. In the County of Chenango, subscriptions and bonds have been secured to the amount of one million dollars. The projectors of the work feel sanguine of success.

The Utica, Chenango and Susquehanna Valley Railroad is being pushed forward with vigor. The private subscriptions in Utica have reached the sum of $200,000, and twenty miles of the road will be put under contract in a few weeks. The towns on the route are bonding themselves for the raising of money for the object, and in case of any failure from this source, individuals are ready to push the enterprise by their own private subscriptions.

The Utica people, in conjunction with the Black River interest, are moving for the extension of the Black River Railroad north from Boonville, the present terminus. The Watertown *Reformer*, in advocating the advantages of that locality in connection with these projected enterprises, says:

"The Midland Railroad enterprise, the Utica Southern Railroad and the Black River Railroad, will be but links of a grand through route from the foot of Lake Ontario to the City of New York. The water power of Black River is far superior to the water power of Oswego and Rochester, and a better harbor can be had at Sacketts Harbor or Henderson than either Rochester or Oswego possess. The people of this section may now, by putting forth the requisite effort, put Watertown in the foreground of facilities, a rival in prosperity to Oswego and Rochester. We need not get far ahead of the projected road from Utica south, or of the Midland road, but we ought not to be far behind them."

Philadelphia and Reading Railroad.

The traffic receipts of this road for the month of March, 1866 were $779,198, against $1,116,215 in March, 1865—a decrease of $337,017. The net profit for the month was $197,210 against $503,572 in March, 1865—a decrease of $306,017. The total net profit for the first four months of the present fiscal year were $875,089; in the corresponding period of the previous year they were $1,124,259—a decrease in the four months of $249,170.

Railroad Earnings—Monthly.

The Earnings of the Louisville and Frankfort and Lexington and Frankfort Railroads in April, 1866, were $35,410 03; and the expenses, $30,213 45—leaving a balance of $5,194 54.

The earnings of the Cleveland and Pittsburg Railroad in April, 1866, were	$173,732 28
April 1865	196,153 78
Decrease	$22,421 55

☞ At a meeting of the new board of directors of the Concord railroad, Josiah Stickney, of Boston, was elected President, and Sam'l N. Bell, of Manchester, clerk of the corporation. Hon. Joseph A. Gilmore was continued in the office of Superintendent.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ——— Ca.	200,000	5		10c
Acton Vale ——— Ca	50,000	5		5c
Adventure ——— L. S.	20,000			
Albany and Boston "	20,000		20	11¼
Algomah ——— "	20,000		2	1½
Alliance ——— Ca.	200,000	2½		
Allouez ——— L. S.	20,000		1	1½
American ——— Ca.	200,000	2½		5½
Amygdaloid ——— L. S.	20,000			25
Annapolis ——— Md.	50,000	10		
Arizona ——— Ariz. T.	10,000	100		
Ascot ——— Ca.	20,000	20		
Astor ——— L. S.	20,000		1	6½
Atlas ——— "	20,000		1	2½
Aztec ——— "	20,000		1	3
Balt. and N. C ——— N. C	2.,000	5		25c
Bare Hill ——— "				80c
Bay State ——— L. S.	20,000		3¼	15
Beaver ——— "	20,000		1	
Bedford ——— Ca.	125,000	5		45c
Black River ——— "	200,000	2½		10c
Bohemian ——— L. S.	20,000		7½	12
Bolton ——— Ca.	200,000	5		1
Boston ——— L. S.	20,000		5*	1½
B. and Corinth ——— Vt.	20,000	10		
Brooklyn ——— L. S.	20,000		2	
Brome ——— Ca.	100,000	5		2
Cabot ——— L. S.	20,000			
Caledonia ——— "	20,000			6
Cambridge ——— "	20,000		5	15c
Canada ——— Vt.	100,000	4	90c	75c
Carp Lake ——— L. S.	20,000			1½
Cascade ——— "	20,000			
Central ——— "	20,000			41
Champlain ——— Ca.	200,000	1½		15c
Chatham ——— "	200,000	2		
Chaudiere ——— "	100,000	1		25c
Chester ——— "	200,000	1		12c
Cheticamp ——— "	30,000	5		1½
Chippewa ——— L. S.	20,000			
Cleveland ——— Ca	100,000	5		
Cliff ——— L.	20,000			
Clifton ——— "	20,000			1
Collin ——— "	20,000			
Columbian ——— "	20,000		4½	10½
Consolidated ——— "	20,000		5	5c
Copper Falls ——— "	20,000		24½	45
Copper Harbor ——— "	20,000		1	1½
Copper Hill ——— "	200,000	1		15½
Copperas Hill ——— "	50,000	10		
Cornwall ——— Vt.	100,000	2		25c
Dacotah ——— L. S	20,000			3
Dana ——— "	20,000		3½	2½
Deep River ——— N. C.		5		15c
Delaware ——— L. S.	20,000			10
Derby ——— "	20,000			1½
Devor ——— "	20,000		1	4½
Dorchester ——— "	20,000		6	7
Douglas ——— "	20,000			
Dover ——— Ca.	200,000		1	3½
Dudley ——— L. S.	20,000			1c
Dunbar ——— Ca.	200,000	2		25c
Durham ——— "	200,000	5		25c
Eagle River ——— L. S.	20,000		3½	2½
El Dorado (Silver) "	20,000			
Escot ——— Ca.	25,000	20		4
Essex ——— "	200,000			20c
Etna ——— L. S.	20,000			4
Eureka ——— "	20,000			
Everett ——— "	20,000		5*	
Evergreen Bluff ——— "	20,000			12
Flint Steel ——— "	20,000			13
Forest City ——— "	20,000		3	1
Forest Shepherd ——— "	20,000		6	11c
Franklin ——— L. S.	40,000	25	6½	43
French Creek ——— Pa.	100,000	5		52½c
Gardner City ——— L. S.	20,000			
Gardner Hill ——— "	20,000		5	80c
Girard ——— "	20,000			6
Glade ——— "	20,000		1	
Glencoe ——— Ca.	200,000	1		10c
Globe ——— L. S.	20,000		1	
Grand Portage ——— "	20,000		1	40
Grand Trunk ——— Ca.	100,000	5		60c
Great Western ——— L. S.	20,000		2	1
Green Mountain ——— Vt.	20,000	10		4½
Guilford ——— L. S.	20,000		5	40c
Hamilton ——— "	20,000			1
Hancock ——— "	20,000		6½	20
Hanover ——— "	20,000		2½	2½
Hartford ——— "	20,000	25	12½	
Hazzard ——— "	20,000			
Highland ——— "	20,000		7	3½
Hilton ——— "	20,000			1½
Hope ——— "	20,000		1	1½
Hudson ——— "	20,000			2
Hulbert ——— "	20,000			6½
Humboldt ——— "	20,000		2	7½
Hungarian ——— "	20,000		1	1½
Huron ——— "	20,000		16	45
Indiana ——— "	20,000			6
Inverness ——— "	200,000	2½		
Isle Haute ——— "	40,000			
Royale ——— L. S.	20,000	5	16	12½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ——— L. S.	20,000			
Keweenaw ——— "	20,000			4
Kickapoo ——— "	20,000		1	
King Phillip ——— "	20,000		2	
Knowlton ——— "	20,000		1	6
Lafayette ——— Ca.	200,000	1		1½
Lake ——— "	200,000	1		14c
Lawrence ——— L. S.	20,000			
Lennoxville ——— Ca.	100,000	5		50c
Logan ——— "	100,000	3		2½
Lyster ——— "	200,000	2		
Madison ——— L. S.	20,000		1	2½
Malden ——— "	20,000		1	
Mandan ——— "	20,000		2½	45c
Manhattan ——— "	20,000		2½	3
Marquette ——— "	20,000			¾
Maryland ——— Md.		5		15c
Mass ——— L. S.	20,000			
Massachusetts ——— "	20,000			
Mendota ——— "	20,000			4
Merrimac ——— "	20,000			4
Meteor ——— "	20,000			
Mesnard ——— "	20,000		5½	2
Michigan ——— "	20,000			
Middlesex ——— "	20,000			
Mineral Hill ——— "				70c
Minnesota ——— L. S.	20,000		3½	11¼
Missisquoi ——— Ca.	150,000	2		1½
Montezuma ——— N. Mex.	300,000	5		
Morrison ——— L. S.	20,000			
Nashua ——— "	20,000			
National ——— "	20,000			18
Native ——— "	20,000		5½	1½
Naumkeag ——— "	20,000		3	24
Nelson ——— Ca.	200,000	1	1	10c
Nequaket ——— L. S.	20,000			2
Nevada (Silver) ——— "	20,000		1	
New England ——— "	20,000			37½c
Newton ——— Ca.	200,000		2	8c
New York ——— L. S.	20,000	1		
N. Y. & Passaic ——— N. J.	100,000	5		
North Cliff ——— L. S.	20,000		4	2
North Silver Lake "	20,000			
North State ——— "	20,000		3	10c
North Sutton ——— Ca.	100,000	5		1
North Western ——— L. S.	20,000		7½	8c
Norwich ——— "	20,000			4
Ogima ——— "	20,000		5½	
Ontonagon ——— "	20,000			2
Ottawa ——— Ca.	200,000	1		1
Pacific ——— L. S.	20,000			
Pennsylvania ——— "	20,000	25	2½	14½
Petherick ——— "	20,000		2½	6½
Pewabic ——— "	20,000		3½	37½
Phila. & Boston ——— "	20,000		15	2
Phœnix ——— "	20,000			11
Pittsburg & Boston "	20,000		5½	50
Pontiac ——— "	20,000		5½	1½
Prince of Wales ——— Ca.	200,000			
Providence ——— L. S.	20,000			
Quincy ——— "	20,000		10	48
Reid Hill ——— Ca.	200,000	1		
Reliance ——— L. S.	20,000			7½
Richford ——— "	60,000	5		
Ridge ——— L. S.	20,000			
Rockland ——— "	20,000		5	4½
Roscoe ——— Ca	200,000	1		50c
Rudisell ——— "				50c
St. Clair ——— L. S.	20,000		3	3½
St. Flavien ——— Ca.	100,000	5		
St. Francis ——— "	100,000	5		
St. Mary's (L. & M.) L.S.	20,000		8½	1c
Salem ——— "	20,000		1	
Sharon Consol ——— "	20,000			3
Sheldon ——— "	20,000			16
Silver Creek ——— "	20,000		1	
Silver Hill ——— "	20,000			30c
Silver Lake ——— "	20,000			
Silver Valley ——— "	20,000			10c
Southampton ——— Ca.	100,000	5		
South Bedford ——— "	200,000	2		20c
South Side ——— L. S.	20,000		3	2½
Springfield ——— Md.		5		50c
Stadecona ——— Ca.	100,000	5		
Star ——— L. S.	20,000		2½	
Stark ——— Vt.	100,000	2		7½
Strafford ——— "	30,000	10		50c
Superior ——— L. S.	20,000		4	3½
Sussex ——— "	20,000			
Sutton ——— Ca.	100,000	5		55c
Toltec ——— L. S.	20,000		20	1½
Tremont ——— "	20,000		5*	1½
Union (L. & M.) ——— "	20,000			
Vernon ——— "	25,000	10		
Victoria ——— L. S.	20,000		1½	
Vulcan ——— "	20,000			
Washington ——— "	20,000			1
Waterloo ——— Ca.	100,000	3	4*	15c
Waukegan ——— L. S.	20,000			
West Minnesota ——— "	20,000		2½	2½
Wickham ——— Ca.	200,000	5		20c
Wickopee ——— "	100,000	5		5½
Winthrop ——— L. S.	20,000		3½	2½
Wyandotte ——— "	20,000			

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ——— N. Y	50,000	50		1
East River ———	6,000	50		
George's C'k C. & I. Md.	10,000	100		118
Harewood ———	20,000	5		
Kahtadin ——— Me.	3,000	100		
Lake Superior ——— L. S.	20,000	25		
Massachusetts ———	25,000	1		
Mount Pleasant ——— Pa.	10,000	50		
Teal Lake ——— L. S.				2
Tyson ———	20,000	10		3
LEAD AND ZINC.				
Amenia ——— N. Y	100,000	5		8½
Bucks County ——— Pa.				1
Canada ——— Ca.	50,000	5		2½
Clute ———				1
Crystal Lake ———				
Erie ———				21
Guy's River ———	100,000			
Hampton ———	100,000	5		
Keystone ——— Pa.				1
Lancaster ——— "				
Macomb ——— N. Y.	100,000	5		45c
Mineral Point ———	100,000	5		1
Mount Hope ——— N. Y	80,000	5	2½	
National ———	200,000	1		
New Jersey ——— N. J.	12,000	100		110
N. Y. & Boston ——— N. Y.	100,000	5		2½
Oswegatchie ——— Ca.	100,000	5		1
Placentia Bay ——— N. F.				
Ramsay ——— Ca.	20,000	25		
Rossie ——— "	100,000	5		
Shawangunk ——— N. Y.	100,000	5		
Sussex ——— N. J.				40c
Union ———	100,000	5		57c.
Wallkill ——— N. Y.				25c
COAL & ANTHRACITE:				
American ——— Pa.	37,500	25		65
Ashburton ——— "	50,000	50		16
Atlantic & G. C ——— Md.				95c
Baltimore ——— "		100		2
Bear Valley ——— "	40,000	124		14
Beaver Meadow ——— Pa.	100,000	50		
Belmont ——— "	10,000	50		4
Big Mountain ——— Pa.				4½
Blackhall ——— N. S.	8,000	25		
Boston & Pictou ——— "	100,000	5		
Bridgeport ——— Pa.	30,000	10		
Broad Mountain ——— "	30,000	10		
Butler ——— "				15
Cape Briton ——— N. S.	200,000	2½		
Carbondale ——— Pa.				3
Central ——— "				42
Clinton ——— "				2½
Coal Brook ——— "	4,000	50		
Continental ———	10,000	50		73½
Cumberland (pref.) Md.	50,000	100		46
Daniel Webster ———	5,000	100		
East Mahanoy ——— Pa.				
Everhart ——— "	20,000	25		
Franklin ——— Cal.	5,000	100		10½
Fulton ——— "	30,000	5		6½
Gilbertson ———	5,000	100		40
George's Creek ——— Pa.	10,000			109
Grand Tunnel ———	4,000	100		50
Green Mountain ——— Pa.				4
Hampton & Balt. ——— Md.				91
Hazleton ——— Pa.	32,300	50		56½
Henry Clay ———	3,000	100		
International ——— N. S.	20,000	50		
Lawrence ——— Pa.	2,000	100		6½
Locust Mountain ——— "				46
Lorberry ——— "	4,000	100		11
Macan ——— "	2,000	100		
Mahanoy ——— "	1,000	20		2
Metropolitan ——— "		100		
Middle Coal Fields ——— "				5½
Milford ———	2,500	50		
Mill Creek ——— Pa.				
Mulgrave ——— "	2,000			
Narragansett ——— R. I.	8,000	10		
New Creek ——— Pa.				1
North. & Luzerne ——— "				
Penn. ——— "	100,000	50		142
Penn. Cannel ——— "	6,000	50		51
Picton ——— "	4,000	100		
Pine Knot ——— Pa.	4,000	50		
Port Hood ———	4,000	100		49½
Potomac ——— Md.	40,000	10		5½
Powell ——— Pa.				
Preston ——— "				15
Princess Alex. ——— N. S.	5,000	100		
Ridgeway ———				
St. Clair ——— Pa.	5,000	100		7½
Schuylkill Valley ——— "	20,000	10		12
Shawmut ———	6,000	50		
Short Mountain ——— Pa.	16,000	50		26½
Stafford ———				
Suffolk ———	4,000	100		93
Sugar Loaf ——— Pa.				
Summit ——— "	40,000	20		13
Susq. Coal & C. Mt. ——— "				4½
Tamaqua ——— "				
Vandermark ———	20,000	50		
Wyoming Valley ——— Pa.	22,760	50		40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ——— Col.	50,000	10		
Acadia (G.) ——— N. S.	100,000	3		
Albion (G.) ——— "	100,000	3		
Alpine (G.) ——— Col.	150,000	10		
Alps (G.) ——— "	100,000	5		
American ——— "	200,000	2		
Am. & Mex. (S.) ——— N. M.				
Am. Pioneer ——— A. T.				
Arizona (Silver) ——— "				3
Atlantic (G.) ——— N. S.	100,000	2		
At. & Pac. (G. & S.) Nev.	50,000	10		
Bay State (G.) ——— Col.	200,000	5		
Beacon (G.) ——— N. S.	200,000	2		
Benton (G.) ——— Col.	100,000	5		
Black Hawk (G.) "	50,000	100		
Boston (G.) ——— "	10,000	50		
Briggs (G.) ——— "	10,000	100		
Bullion (G.) ——— "	200,000	25		
Burroughs (G.) ——— "	100,000	10		
Canadian (G.) ——— Ca.	200,000	2		
Central (G.) ——— Col.	50,000	20		
Chaudiere (G.) ——— Ca.	100,000	5		
Chebucto ——— N. S.	100,000	5		
Colonial (G.) ——— Ca.	100,000	5	2½	
Colorado (G.) ——— Col.	50,000	10		
Consol. Greg'y (G.) Col.	50,000	100		16½
Copalinshe (G.) ——— "	200,000	20		
Corisannie (G.) ——— "	100,000	10		
Corydon (G.) ——— "	100,000	25		
Day & Bushnell (G.) C.	300,000	10		
Denver (G.) ——— Ca.	50,000	20	12½	
Dorset (G.) ——— "	170,000	5		
El Dorado (G.) ——— Nev.	100,000	5		
Empire (S.) ——— "				
Empress (S.) ——— "				
Eureka (G.) ——— Cal.				65
Excelsior (G.) ——— Col.	30,000	10		7½
Frankfort (G.) ———	100,000	2		
Garrison's (G.) ——— Col.	100,000	5		
Gilbert River (G.) ——— Ca.	100,000	5		
Gilpin (G.) ——— Col.	100,000	5		
Gold ——— "	100,000	5		
Gold Field ———	50,000	10		
Gold Hill ———	50,000	10		
Gold River ———	100,000	3		
Gould & Curry (G. & S.) N.				
Gunnell (G.) ——— Col.	300,000	10		
Halifax (G.) ——— N. S.	200,000	2		
Holman (G.) ——— Col.	150,000	2		
Hope (G.) ——— "	80,000	25	10	
Isaac's Harbor (G.) N. S.	100,000	5		
Isabella (G.) ——— Col.				
Kennebec (G.) ——— Ca.	100,000	5		
Kent (G.) ——— N. S.	200,000	1		
Lake (G.) ——— Col.				
Lake Major ——— N. S.	12,000	50		
Libertad (G. & S.) Mex.				
Manhattan (G.) ——— Col.	100,000	10		
Mariposa (G.) ——— Cal.	100,000	100		12½
Massachusetts (G.) Ca.	500,000	5		
Mex. Pac. (G. & S.) Mex.	100,000	100		
Montague (G.) ——— N. S.	50,000	10		
Montana (G.) ——— Col.	100,000	5		
Montezuma (G. & S.) N.	100,000	5		
Mt. Alpine (G.) ——— Col.	250,000	5		
Mt. Vista (G. & S.) Nev.	50,000	10		
New England (G.) Col.	50,000	5		
New Gregory (G.) "	50,000	10		
New York (S.) ——— "	100,000	10		
N. Y. & N. S. (G.) N.S.	100,000	5		
Nova Scotia (S.) ——— "	100,000	2		
Oldham (G.) ——— "	100,000	2		
Otate (S.) ——— Mex.				
Palma (S.) ——— "				
Peck (G.) ——— N. S.	100,000	5		
Peninsular (S.) ——— L. Cal.				
Picacho (S.) ——— A. T.	50,000	50		
Pontiac (G.) ——— Col.	50,000	20		
Prince Albert (G.) Ca.	100,000	2		
Quartz Hill (G.) ——— Col	40,000	25		3½
Quicksilver ——— Cal.	100,000	100		51½
Renfrew (G.) ——— Ca.	120,000	2½		
Riviere du Loup (G.) "	20,000	10		
Rocky Mt. (G.) ——— Col.				
Sacramento (S.) ——— Nev.				2
San Antonio (S.) ——— A. T.	50,000	50		
Santa Clara (Q.) ——— Cal.				
Santa Rita ——— Ariz. T.				
Scottie (S.) ——— Ariz. T.				
Sherbrooke (G.) ——— N. S.	100,000	10		
Sierra Nevada (G.) Col.				
Silver Hill (S.) ——— Nev.				
Sonora (S.) ——— Ariz. T.				
Southam (G.) ——— N. S.	100,000	5		
Stafford (G.) ——— Ca.	100,000	5		
Star (G.) ——— Col.	100,000	25		
Stewart (G.) ——— Ca	100,000	5	4	
Smith & Parm. (G.) Col.	125,000	20	20	9½
Tascher (G.) ——— "	50,000	10		
Victoria (G.) ——— "	100,000	2		
Waverly (G.) ——— "	50,000	10		
Windsor (G.) ——— Col.	100,000	10		
United States (G.) "	75,000	20		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	27
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	91
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	50
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11.000	—	(Middlesex)		50		25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	50
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	50
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150.000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,200	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	100
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	....	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	604,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Buffalo Street	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N.Y.)	1,330,302	721,350	550,000	.....	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
Sep.	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,298	12	....	....
30 Sep. '64	12.00	1.00	—	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,000	33,282	175,056	22,293	—	....	....
30 Sep. '64	....	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	—	—	—	—	8	....	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	—	—	—	—	—	....	....
30 Sep. '61	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	—	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,806	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	—	—	leased.	—	—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	—	—	.....	.....	—	....	....
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,050	12,183	—	50	....
31 Dec. '62	5.80	—	—	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA									
31 Oct. '65	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	57
31 Oct. '65	5.50	—	—	122	21	3 Citizens' (Pittsburg)	188,024	100.000	56.300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	—	262	40	0 Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,961	91,545	—	50	....
31 Oct. '65	6.00	—	—	86	18	2 Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	—	62,732	8,227	—	....	....
31 Oct. '65	4.50	—	—	195	33	8 Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	29½
30 Nov. '65	19.00	—	—	250	44	0 Germantown	385,169	112,245	250,000	—	197,195	49,561	—	....	55
31 Oct. '65	5.04	—	—	120	25	0 Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	—	25	4	1 Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	....
31 Oct. '65	19.00	—	—	328	56	0 Hestonv., Mantua & Fairm'nt	.....	.....	183,600	78,131	153,813	39,179	—	50	19½
31 Oct. '65	4.50	—	—	105	16	2 Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	....	....	—	—	—	Oakland (Pitts'burg & E. L.)	.....	.....	—	—	.....	.....	—	....	....
31 Oct. '65	3.75	—	—	124	18	6 Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	—	67	12	0 Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	—	165	27	0 Philadelphia City	240,264	100,000	135.000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	—	64	10	3 Philadelphia and Darby	56,383	100,000	17,000	—	38,781	6,494	5	20	....
31 Oct. '65	4.50	—	—	51	10	0 Ridge Avenue & Manyunk	179,835	120,000	63,300	—	41,737	6,903	—	50	13
31 Oct. '65	18.09	—	—	431	67	5 Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	85
31 Oct. '65	5.62	—	—	87	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	51,685	9,187	—	50	13
31 Oct. '65	7.00	—	—	118	16	3 Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38
31 Oct. '65	7.00	—	—	210	35	2 10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	60
31 Oct. '65	6.25	—	—	143	23	0 13th & 15th st. (Phila.)	.....	.....	—	—	143,038	38,435	5	50	23
31 Oct. '65	23.05	—	—	412	70	0 Union, Philadelphia	527,185	291,475	80,000	263,128	266,593	5,800	—	50	37
31 Oct. '65	6.00	—	—	327	52	5 West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	—	—	9	4	0 Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,857	50,000	.....	.....	.....	.....	.....	.....	.....
31Dec. '62	3.62	—	—	—	—	— Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Morris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	....
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	160,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan & July.	1867	125½
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	120½
" " " coupon		6	" "	1868	120½
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	97½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	100
" " " coupon		5	" "	1871	----
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	----
" " " " coupon		6	July.	1881	----
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 registered	264,314,500	6	" "	1881	109½
" " " coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	----
" " " (5-20s) coupon		6	" "	1882	102½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	102½
Loan of March 3, 1865 (5-20s) registered	80,734,500	6	May & Nov.	1885	102½
" " " (5-20s) coupon		6	" "	1885	102½
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	95½
" " " coupon		5	" "	1904	96
Pacific R. R. Bonds of (currency) registered	5,402,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	812,221,600	7.3	Feb. & Aug.	1867	102½
" March 3, 1865 2d series		7.3	June & Dec.	1868	102½
" " 1865 3d series		7.3	Jan. & July.	1868	102½
Debt Certificates	43,025,000	6	At maturity.	1 year	100½
Gold Certificates of Deposit	22,568,320	---	----------	----------	----
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	124,561,486	---	" "	10 d'y	----
United States Notes (greenbacks)	402,128,318	---	----------	----------	----
Fractional currency	27,334,965	---	----------	----------	----
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" " " " "	683,000	6	" "	1876	----
" —Funded Interest Bonds "	----------	---	----------	----------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July	'78-'80	115
" —War bonds "		7	" "	1872	----
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	'72-'90	97
" " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	----
" " " " "	2,271,750	6	" "	'68-'86	102½
" " " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	----
" " " " registered	1,759,400	6	" "	1870	----
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	----
" " " 1862-'79 "	436,000	6	" "	'62-'79	----
" " " 1865-'79 "	229,372	6	" "	'65-'79	----
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	----
" " " " "	1,778,677	6	" "	1877	----
" " " " "	241,000	6	" "	1879	----
" " War Loan "	1,157,700	6	" "	1879	----
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	86
" " " "	2,058,173	2½	" "	1866	----
" " War Loan coupon	1,225,000	6	May & Nov.	1886	----
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	447,000	5	" "	'66-'73	----
" " " " "	3,204,000	6	" "	'68-'72	94½
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	93
" —Fu de Coupons "	----------	6	----------	----------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96½
" —War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	96½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	101
" " " "	1 727,000	6	"	1870	----
" " " " coupon	3,192,763	6	"	1890	----
" " " " inscribed		6	"	1890	----
" " " (sterling) coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	----
" " " "	244,000	5	Jan. & July.	'70-'74	97½
" " " "	375,000	5	April & Oct.	'72-'74	97
" " " "	220,000	5	May & Nov.	1880	----
" " War Loan	6,429,000	5	" "	1894	95
" " Scrip	297,000	6	June & Dec.	'68-'77	107½
" " " "	150,000	6	April & Oct.	1868	----
" " " "	1,024,000	6	Jan. & July.	'71-'75	102½
" " " "	2,030,000	6	" "	'76-'78	----
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" " " " "	1,750,000	6	" "	'73-'83	----
" —Canal Loan "	100,000	6	" "	1873	----
" —Renewal Loan "	216,000	6	" "	1878	----
" —War Loan Bonds "	1,122,000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	----
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	79
" " " (H. & St. R R.).	3,000,000	6	" "	'72-'85	80
" " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	78½
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	96
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	----
" " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan coupon	731,000	6	" "	'71-'72	96
New York—State Bonds general fund	703,000	7	quarterly.	1870	----
" " " " general fund	25,566,000	7	Jan. & July.	1877	102
" " " " general fund	1,189,780	6	quarterly.	pleas.	----
" " " " canal fund	702,000	6	"	1866	----
" " " " general fund	500,000	6	"	1868	----
" " " " canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amount outstanding	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	96½
" " " " "	2,250,000	6	"	1874	98
" " " " "	500,000	6	"	1875	----
" " " " "	900,000	6	"	1877	----
" " " " general fund	800,000	6	"	1878	----
" " " " "	909,607	5	"	pleas.	----
" " " " canal fund	192 595	5	"	1866	----
" " " " "	1,163,000	5	"	1868	----
" " " " general fund	442,960	5	"	1868	----
" " " " canal fund	167,000	5	"	1871	----
" " " " "	4,500,000	5	"	1874	90
" " " " general fund	900,000	5	"	1875	----
" " " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	82
" " " " (new) "	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds coupon	1,009,500	5	Jan. & July.	1865	----
" " " " "	562,268	6	" "	1860	----
" " " " "	379,866	6	" "	1868	----
" " " " "	2,185,532	6	" "	1870	----
" " " " "	1,600,000	6	" "	1875	----
" " " " "	4,096,307	6	" "	1881	----
" " " " "	2,400,000	9	" "	1886	----
" —Domestic Bonds	679,213	6	May & Nov	'68-'71	----
Pennsylvania—State stock registered	20,209,000	5	Various.	'66-'90	90
" " " coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1877	102½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	94
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" " " " inscribed	1,708,000	6	" "	'68-'90	----
" " " " coupon	1,499,000	6	" "	'77-'90	----
" " " (new) "	----------	6	" "	----------	----
Tennessee—State Bonds coupon	1,091,180	5	April & Oct.	'76-'90	75
" " " "	239,167	6½	" "	'72-'79	----
" " " "	1,706,000	6	" "	'82-'89	51
" —Railroad Loans "	14,046,000	6	" "	long.	60
" —Funded Interest "	----------	6	" "	1892	----
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds registered	21,888,393	6	Jan. & July.	'84-'95	42½
" " " coupon	11,108,000	6	" "	'86-'95	65½
" " (sterling). "	1,885,000	5	" "	1872	----
" —Funded Interest registered	----------	6	" "	'76-'96	----
" " " coupon	----------	6	" "	'76-'96	----
West Virginia—State Bonds coupon	----------	6	----------	----------	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) "	641,800	6	Jan. & July.	'77-'88	----
" " (") certificates "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" " "		6	"	1870	----
" " "	19,024,523	6	Jan. & July.	1873	97½
" " "		6	May & Nov.	1875	97½
" " "		6	Jan. & July.	1886	98
" " "		6	quarterly.	1890	100
" " " coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	110½
" " "		5	"	'71-'75	----
" " "	7,846,026	5	"	'76-'80	96
" " "		5	"	'81-'86	148½
" " "		6	"	'67-'76	160½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" " " (sterling)	1,949,711	5	Jan. & July.	'77-'78	----
		4½	" "	'72-'73	----
Brooklyn—Municipal Bonds coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans "		6	" "	'66-'96	----
" —Water Loans coupon	5,500,000	6	" "	'81-'97	94
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	----
" " " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan coupon	1,464,000	6	" "	1888	----
" —Sewerage Loan "	1,284,000	7	" "	'79-'87	95½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	----
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'75-'76	----
" " " "	4,714,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1883	----
" " " "	5,149,271	6	" "	1887	----
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	----
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,375,000	5	" "	70-'80	----
" " " "	900,000	5	" "	1890	----
" " " "	674,800	5	" "	1898	----
Philadelphia—City Bonds (old)	852,700	5	Jan. & July.	'67-'81	----
" " " (new)	739,222	5	" "	'67-'82	----
" " " (old)	2,232,800	6	" "	'66-'95	93
" " " (new)	7,898,717	6	" "	'66-'99	96½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	95½
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds "	985,326	6	Various.	'66-'83	----
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	85
" —Sewerage Loan "	484,000	6	" "	'71-'83	87½
" —Sewerage Loan "	425,000	6	" "	'79-'88	----
" —Railroad Loans "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	----
" —City and County B'ds. "	329,000	6	Jan. & July.	1875	----
" " " " "	1,133,500	6	" "	1888	----
	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	6,938,611
1866	504,991	408,834	388,480	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,569	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,490	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,585	270,889	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	719,947	117,086	146,268	161,563	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	261,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	338,617	321,037	3,095,470
1865	305,554	248,331	289,463	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,830	390,355	421 363	466,830	565,145	490,710	519,306	689,605	729,759	716 378	563,400	6,111,586
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,598	946,707	921,886	749,191	546,659	7,958,960
1866	523,566	405,634	523,744	518,736	735,082	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25.461	211.077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37.440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528 864
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78.111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,295	91,564	1,103,821
1866	90,415	79,430	111,102	104,801	108,973	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,187,188	983,855	1,070,434	1,153,295	------	------	------	------	------	------	------	------	------
Illinois Central:	including Buffalo Division												
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	208,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,646	206,246	269,282	261,079	352,786	414,543	410,336	372,593	369,463	3,446,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,646	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	618,088	7,181,208
1866	582,828	512,628	516,822	406,773	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81.329	55.257	48,544	512.218
1863	36,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	76.764	68,883	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95.453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,997	72,135	108,082	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231.265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,380	348.048	3,302.541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	------	------	------	------	------	------	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2.124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	259,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,760	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,998	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402.106
1865	98,181	86,528	96,905	103,269	203,018	237,562	251,908	241,370	300,841	395,579	346,717	171,125	2,535,991
1866	131,707	122,621	124,175	121,904	------	------	------	------	------	------	------	------	------
New York Central:													
1861	489,066	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,496	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	572,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,200	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	483,873	466,557	454,826	4,088,331
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,285	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,290	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,128,466
1865	690,144	678,504	857,583	733,866	637,186	640,995	884,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	655,458	474,738	654,390	606,078	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,737	207,098	162,694	2,240,503
1866	178,119	155,893	192,138	167,300	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,853	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	161,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,026	244,114	241,840	221,670	220,200	265,154	2,050,272
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	237,023	2,924,543
1866	226,059	194,167	256,407	270,300	------	------	------	------	------	------	------	------	------
Western Union:													
865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,293
1866	45,102	36,005	39,301	43,382	86,913	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. River						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1964	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	----
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	----
1st Mortgage, Silver Creek	300,000	7			1884	----
Consolidated Bonds	13,858,000	7		London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	93
" " " 1850	676,000	6	Jan. & July.	"	1880	93
" " " 1855	1,085,000	6	Jan. & July.	"	1875	95
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---			1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	99½
"	200,000	6			1879	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	85
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,269,100	6	"	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92¾
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M	1890	----
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	6,000	8	March & Sept.	" "	1876	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	---
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	87
Funded Coupon Bonds	766,000	7	May & Nov.	" "	1883	85
Consolidated Sinking Fund	943,000	7	F. M. A. & N.	" "	1915	79
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	110
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876 ♪	----
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	80
River Line bonds	4,000	7			1887	----
Dividend bonds	16,725	---				
Income bonds	3,500	---				
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	----
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	----
C. and T. Dividend (convert.)	12.235	7	April & Oct.	New York.	1885	----
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	36,860	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---				
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	95
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000	---				
Toledo depot bonds	162,500	---				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	93
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8			----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	----
Construction bonds, 2d Div'n	666,000	---				
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
2d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	----
Essex Railroad Bonds	214,400	6			1876	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---				
Endorsed by State of Tennessee	150,000	---				
Mortgage (ordinary)	790,688	---				
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---				
Endorsed by State of Tennes.	200,000	---				
1st Mortgage (after State)	100,000	---				
Redeemable in Stock	66,950	---				
Exton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	----
Mortgage Bonds	150,000	7			1881	----
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	78
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95½
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105½
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1855	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	98
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	860,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	78½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y & Boston	1869	106
1st Mortgage (convert.) Dollar	257,000	8	April & Oct	" "	1882	108
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	96½
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	94
2d General Mortgage	2,253,500	7	" "	" "	1877	89
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		55
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,503 070	8	Jan & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350.000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	800,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641.000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	560,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	102
Bonds of Oct 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	91
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	99
2d Mortgage	4,000.000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage	926,500	7	June & Dec.	" "	1888	95½
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,81c,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	950,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable).	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "	"	1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	
2d Mortgage (now stock)						42
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	78¾
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	1,416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	106
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1843, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	103½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	85
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	86
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	100½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	84
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	"	1872	
Mortgage, (coupons)	926,000	6	" "	" New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1876	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*".

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.8	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	263	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,894	---	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346.290	66,483	—	307,060	95.000	731	-------	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	-------	-------	122.4	317,844	517,808	134,509	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927.000	97.022	4,654,383	75.2	45 2,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.00	29,149	-------	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	-------	-------	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336.485	41,560	—	1,010,000	650,000	-------	-------	-------	49,663	197,387	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861.135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	528,767	3,679,600	2,000.000	223.197	6,810,340	117.4	652,755	1,847,291	622,596	9	110
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	-------	27,285	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	—
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	—
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	---	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,086	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	—
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	96,612	—	—
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755.000	*	—	151,887	-------	—	-------	31.0	-------	-------	-------	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	-------	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	388,853	13	—
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	-------	—	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540.092	1,833,517	8½	96½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,969	525,259	16,464,285	400 0	1,963,105	5,728,910	2,752,273	20	117
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,165,641	12,020,483	825,398	39,680,452	930.0	-------	6,820,750	1,802,272	—	80½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	93
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	180.0	-------	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231.500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	120½
31 Dec. '65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,563	580,333	250,185	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	-------	—	4,000,000	6,700,000	—	10,700,000	209.0	-------	2,084,074	503,767	—	34
								INDIANA.													
— — —	108.0	—	----	—	14	10	-----	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	—
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,854	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	70
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,622	1,872,000	997,000	106,879	2,975,878	84.0	384.539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	-------	1,538,763	132 0	-------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	36½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73.0	411,276	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	---	---	-----	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,384	4,891,849	100.0	200.813	412,156	162,268	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	136.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	-------	-------	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505.280	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	46.0	3.0	—	17	10	263	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,685,000	1,150,717	-------	206.0	-------	1,232,624	555 434	—	—
31 Aug '60	58.7	—	----	186.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,682,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	-------	-------	-------	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	-------	-------	-------	-------	-------	—	—
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	-------	9,008,369	188.6	-------	340,898	-------	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	108
31 Mar. '66	246.0	277.8	----	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,178	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	-------	-------	800,000	-------	-------	-------	-------	-------	-------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	-----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	584,342	328,092	—	—
31 Oct. '59	71.4	—	-----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,286	456,949	275,060	1,974,444	59.7	-------	176,462	116,433	—	—
31 Dec. '58	83.2	—	-----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	83.2	-------	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	-------	206.8	579,324	1,047,567	420,026	—	37
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,708	—	2,462,540	4,350,000	93,378	7,696,870	168.8	480,186	950,499	640,641	—	—
21 Dec. '62	152.0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	—
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,782	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,515	3,467,234	-------	3,883,402	114.0	100,562	197,744	1,895	—	—
28 Sep. '64	86.5	3.6	2 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2 2	3,501,000	40 558	6,352,109	90.1	280,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,724	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,437	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,422	236,767	6	101
May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,782	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	108½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,690	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,541	261.0	1,642,015	3,315,510	1,328,793	8	43½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	473,218	752,605	172,232	6	105
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	124½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	139
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,897,164	537,067	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,681	47.1	82,108	161,203	78,265	5½	65
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,282	1,691,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	105½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,9 9	362,965	752,874	3,155,000	1,798,600	414,208	5,588,837	89.0	622,202	1,277,075	490,768	6	105½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,604	314,255	8	111½
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,228	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	5	.....
30 Nov. '64	12.4	—	2.3	—	...	...	.....	Lowell and Lawrence	832,883	80,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,370	101,868	300,000	—	91,748	514,991	71.0	185,647	300,964	51,227	8	120½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,320	43,527	7	100½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	.....	—	—
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3 923,876	334,563	—	3,609,600	452,000	461,350	4,512,950	107.3	810,010	964,030	469,982	8	108½
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,946	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	51,543	—	243,206	228,900	727	470,981	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240.079	225,650	169,938	2,860,000	558,955	—	3,635,687	77.3	151,327	890,086	122,397	2	47½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,299	Western (incl. Alb. & W. S. etc.)	10,176.144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	140
30 Nov. '65	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	184,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	549,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	61
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	1
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	508,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	264,341	3,908,696	82.0	387,789	615,728	215,973	9	95
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	760,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,386,235	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	...	...	.....	Camden and Amboy	8,502,296	*	4,304,181	6,472,400	10,284,463	—	.....	124 2	.....	5,799,980	1,140,788	35	129½
31 Dec. '64	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,881,474	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10 685,940	1,509,000	838,636	13,961,735	88.0	1,187,978	3,036,390	1,287,956	10	116½
31 Dec. '64	53.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,540	31,200	4,536,916	53.0	370,000	570,764	171,765	7	98
31 Dec. '65	33.8	—	.....	—	...	...	.....	New Jersey	3,903,171	738,164	1,793,064	5,000 000	805.000	—	6,434,399	33.8	654,192	1,875,931	803,323	10	128
31 Dec. '64	21 8	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	844,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,608,300	—	—	1,405,300	600,000	—	2,608,300	18.2	.....	290,022	180.510	6½	48½
31 Dec. '64	38 5	—	.....	47.	—	—	—	W. at Jersey	1,461,249	*	—	585.400	700.000	—	1,288,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,355	Erie	47,646,351	*	5,645,544	25,106,300	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	60½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	12,053,434	1,616,413	—	6,218,642	7,787,680	1,167	14,669,547	150.0	1,396,293	4,132,600	1,587,293	8	111
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	62½
30 Sep. '65	297.8	258.1	421.0	—	258	284	6,336	New York Central	27,296,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	98½
30 Sep '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,106,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,769	—	—
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	—
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	84,498	218,934	112,066	8	—
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	—
30 Sep. '64	189.6	48.5	18.2	—	26	84	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,805	—	1,774,178	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	—
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	380,000	—	950,324	51.3	114,725	257,035	91,060	—	—
30 Sep. '64	13.0	—	0.5	—	2	6	6	Staten Island	282,917	84,287	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	—
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,180	1,585,257	88,832	2,932,806	81.0	207,280	411,378	240,450	—	—
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
16 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118 2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040.550	116,674	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,557	503,228	19	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750.000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	118
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct '66	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,239,222	1,210,661	35	—
30 Nov. '65	101 0	102.6	.....	—	68	31	1,175	Cleveland and Pittsburg	9,820,163	*	354,145	5,403,911	3,880,848	83,202	9,674,307	203.5	1,429,741	2,606,377	736,794	5	85½
31 May '65	109.	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,310	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	104½
31 Dec. '58	61.4	—	.....	53.0	5	8	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	—
31 Dec. '55	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	—
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485 303	—	2,366.705	3,782,430	—	6,214,825	142.0	.....	1,069,187	431,980	—	—
30 Nov. '64	83.5	—	59.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.5	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	—
30 Apr. '66	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,982	—	.....
8 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jan. '66	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,988,495	595.400	251,867	3,343,956	1 241,093	14,202	5,172,133	205.9	355,409	719,924	145,900	—	15½
Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	3 2 0 7	189,488	—	—
Dec 64	212.4	—	...	—	48	25	989	Toledo & Wa bash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	.....	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*		1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,847,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*			3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	36½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,695	461,711	140,779	8	88½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,669,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	140
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*		1,000,000	1,620,000	Leased	to North. Cen.		362,872	580,978	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	..	—	—	Erie and Northeast	700,000	*		600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,309,565	500,000	100,000	2,409,565	32.0	80,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*		685,130	1,436,082	389,318	2,510,530	58.5	173,778	252,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,682,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	62½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*		2,646,100	905,000	73,555	3,624,655	(oper	r. by Re	ading	R. R.)	3	39½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*		3,708,200	—	—	3,708,200	(	"	"	")	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,629,199	69.8	318,861	875,064	412,353	—	39
31 Dec. '65	354.8	33.2	150.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,459,169	4,189,111	10	54½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,459	—	1,476,300	183,000	—	1,659,300	24.0	811 091	656,739	336,376	8	55
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,692,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	31½
30 Nov. '65	93.0	59.5	233.3	—	254	68	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,561,353	20 240,673	6,900,663	—	30,008 075	471 8	3,688,309	11,142,519	4,812,271	10	65
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,536,586	*	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,933,300	516,000	452,896	10,669,242	197.0	981,465	3,884,809	1,046 804	10	89½
31 Oct. '65	89.5	—	11 4	89.5	12	11	84	Pittsburg and Connellsville	2,361 '64	198,820	—	1 774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	139 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pitts'g, Ft. Wayne & Chicago	23,183 381	*	3,362,312	9,312,442	12,575.060	1,597,620	26.545.693	483.3	4,623,078	8,489 062	3.2 8.547	10	97
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	142,557	—	684,036	982,300	130,840	1,777,176	28.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	.....	.....	62.0	321,000	557,587	254,508	12	109½
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,272	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	282,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	...	...	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	...	...	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	—	—	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	$19,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,907	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	...	...	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,306	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	...	...	....	San Antonio & Mexican Gulf.	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,830,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	20	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941.045	262,887	—	½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	*	—	1,687,500	—	.....	1,687,500	ope	r. by Vt.	Central	.....	8	96½
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,951,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	151	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,699	*	2,318,432	2,000,000	1,653,500	775,142	8,711,091	101.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,935,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,064	163,758	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	3,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,462,813	3,266,000	571,958	10,283,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	54
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	931,880	8,755.527	286.9	915,288	1,985.511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	16
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	30,810,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	116.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	—	.....	4,909,980	768,959	5,678,939	90.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	.....	.....	...	...	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	138 456	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec 63	8.	—	—	—	11	22	120	Pan ra	9,000,000	*	658	6,000,000	75,000	—	10,768,723	48.7	.....	727,438	1,328,924		200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	26½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	50
Chicago & Alton (preferred)	2,425,400	7	7	101
Chicago & Northwestern (pref.)	12,994,720	7	7	60½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	71½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,864	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	—	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	39
" " (2d pref.)	3,819,772	7	3	18
Michigan S. & N. Indiana (guar.)	1,099,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,092,000	8	8	99
" " " (2d pref.)	1,014,000	7	7	93
Milwaukee & St. Paul (preferred)	2,400,000	7	—	70
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	61
Toledo & Wabash (preferred)	984,700	7	7	93
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,404,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	-------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	92½
2d Mortgage	295,750	6	-------	------	90
Boat Loan	99,852	6	-------	------	88
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	83
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
	$	$	p.c.	$
Canal and Navigation Stocks:				
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	53½
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,091,700	10	55½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	89
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	27
" " (preferred)	50	2,888,988	—	33½
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	2	29½
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	43 — @	47 —
Pig, American, No. 1		43 — @	44 —
Bar, Refined, English		94 — @	100 —
Bar, Swedes, assorted sizes (in gold)		95 — @	105 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		160 — @	— —
Bar, English & American, Refined		115 — @	— —
Bar, English & American, common		105 — @	— —
Scroll, English		145 — @	195 —
Ovals and Half round		140 — @	150 —
Band, English		— — @	145 —
Horse Shoe		140 — @	150 —
Rods, English		117 50 @	175 —
Hoop, English		150 — @	215 —
Nail Rod	per lb.	— 9 @	— 10
Sheet, Russia	per lb.	— 27 @	— 28
Sheet, English, Single, Double and Treble		— 6 @	— 8
Sheet, Am., Single Double and Treble		— — @	— —
Rails, English (gold)	per ton	55 — @	— —
Rails, American		80 — @	85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½ @	— 24
English Spring (1st & 2d qlty.)		— 11½ @	— 13
English Blister (1st & 2d qlty.)		— 12½ @	— 20
English Machinery		— 14 @	— 16
German		— 15½ @	— 17½
American, Blister		— 11½ @	— 13½
American, Cast, Hammered		— 18 @	— 22
American, Cast, Rolled		— 13 @	— 15
American Spring		— 11 @	— 12½
American Machinery		— 14 @	— 15
Milan (in bond)		— @	— —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— — @	— 40
Sheathing, Yellow		— 30 @	— 32
Pig, Chile		— — @	— —
Bolts		— — @	— 42
Braziers'		— — @	— 42
American Ingot (cash)		— 30½ @	— 32½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	— —
Spanish		6 62½ @	6 75
German Refined		6 62½ @	6 75
English		6 62½ @	6 87½
Bar	per lb.	— — @	— 10
Pipe and Sheet		— — @	— 12

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— — @	— 20
Straits		— 19 @	— 19½
English		— 19 @	— 19½
Plates, Charcoal I. C	per box.	14 25 @	14 50
Plates, I. C. Coke		10 75 @	12 75
Terne, Coke		10 — @	10 25
Terne, Charcoal		12 50 @	13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	6 37½ @	6 50
Clinch (cash)		— — @	7 87½
Copper		— — @	— 50
Ausable Horse, Norway Iron, Forged		— — @	— 32
Zinc Nails (6 mos.)		— — @	— 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 26 @	— 26½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73 @	— —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— — @	— —
Naptha, Refined (60@63 gravity)		— 40 @	— 41

New York Stock Exchange.

Actual Sale Prices for the week ending June 6.

	Th 31.	F. 1.	Sat. 2	M 4.	Tu. 5	W. 6
Atlantic M. S. S. Co	----	----	125½	125	124	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	
California 7s	113	115	----	----	----	
Canton Co.	60	61½	60½	60	60½	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	96	----	----	96	96½	
" " pref.	----	----	----	----	----	
" " 1 M.	97	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	87	----	----	----	
Chicago, Burl. & Q.	----	116	116	118	117	
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	28½	----	28½	29½	31½	
" " pref.	58½	----	58½	58	59½	61½
" " 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl.	93½x	----	93½	93	96	93
" 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	115	----	118	----	----	
Clev. and Pittsburg	84½	----	84½	84½	85½	85
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	----	----	105	105	104½	
" " S. F. 7 p.c.	----	----	99	----	----	
Cumberland Coal, pref	45½	----	45½	45	47	46½
Del. & Hudson Canal	----	----	146	148	148	
Del., Lack. & West	----	----	----	----	----	
" " 1 M. 8 p.c. '71-5.151	----	----	----	----	----	101½
" " 2 M. 8 p.c. '81	----	----	----	----	----	
Erie	60½	----	62	61½	65½	65½
" pref.	74	----	----	76	75	----
" 1 M. 7 p.c. '67	99	----	99	----	----	----
" 2 M. 7 p.c. '79	----	----	102	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	97	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '82	98	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	113½x	----	113½	111½	111	111
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	99½	----	101	----
" 2 M. S. F.	----	----	103½	----	105½	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	119	----	118½	118	118½	119½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	18	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	----	12½	----	----	
Michigan Central	107½	----	107½	108	----	109
" S F. 8 p.c. '82	----	----	108	----	108	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	81½	----	80½	80½	80½	80
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M. 100	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	77½	----	79	78½	78½	79½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	78	----	78½	----
New York Central	98	----	99	98½	98½	99
" Real Estate	----	----	----	----	----	----
" " 7s S. F. '76	----	----	----	----	----	----
" " 7s conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	94	----	----	----	92	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '73	----	----	----	----	----	100
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	82½	----	88½	----	83	82½
Ohio & Miss. cer.	28½	----	----	----	28½	29
" pref.	----	----	----	----	78	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	260	----	
Penn'a Coal Co.	141	----	----	142	----	----
Phila. and Reading	109½	----	109½	108½	109½	110
Pitts. Ft. W. & Chicago	98½x	----	97½	97	97½	97½
" 1 M.	----	----	101½	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	52½	----	52	52½	51½	51½
St. L., Alton & T. H.	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
" 1 M.	----	----	----	----	----	----
" 2 M. pref.	----	----	----	----	----	----
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	90½	----	----	90½	90½	91
Tol. Wab. & Western	----	----	----	----	36	----
" Pref.	----	----	----	----	----	----
" 1 M. ex.	----	----	----	90	----	----
" 2 M.	----	----	75	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	66	----	----	----	66	65½

New York Stock Exchange.

Actual Sale Prices for the week ending June 6.

	Th 31.	F.1	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	100	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	97⅛
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.. 95⅛	----	96	96	96	96	
U. S. 5s, 10-40s, reg	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou. ...109⅛	----	109⅛	109⅜	----	----	109⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg. ...125⅛	----	----	125	125⅛	----	
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862..102⅛ x	----	102⅛	102⅝	102⅛	102⅛	
U. S. 6s, 5-20s, c. 1864..102⅝	----	102⅛	102	102⅝	----	
U. S. 6s, 5-20s, c 1865..102⅛ x	----	----	102⅛	102⅛	102⅛	
U. S. 6s, " reg.	----	102⅜	102⅛	----	----	
7.30 Notes, 1st series. 102⅛	----	102⅛	----	102⅛	102⅛	
" " 2d series..102⅝	----	102⅛	102⅛	102⅛	102⅛	
" " 3d series..102⅛	----	102⅛	102⅝	102⅛	102⅛	
American Gold	----	----	139⅛	142⅛	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 5.

	W.30	Th.31.	F.1.	Sat.2.	M.4.	Tu 5
Cattawissa	----	----	----	----	----	----
" preferred .. 28⅛	----	28⅛	----	29⅛	26⅜	26⅛
Camden & Amboy 130	129⅝	129⅞	130	----	129⅛	
" " 6s,'87	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	94	----	94	----	----	----
Ches.& Del.Canal 6s '86 93	----	----	----	----	----	----
Del. Div. Canal	----	----	----	53	----	53⅛
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	----	54⅛	55	----
" " 6s,'84	----	----	----	----	----	----
Lehigh Valley R. R. 62⅛	----	----	----	----	62⅛	
" " 6s	----	----	----	92	----	
Little Schuylkill R. R. 40	39⅞	----	----	----	----	
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	56⅛	----	----	56⅛
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	120
" " 6s '76	----	----	----	----	92⅛	----
North Pennsylvania	38	----	----	59	----	
" " 6s	----	----	91	----	----	
" " 10s.113	----	----	----	----	----	----
Northern Central	----	----	44	43⅛	----	43⅜
Pennsylvania R. R. 54⅛	----	54⅛	54⅛	54⅛	54⅛	
" 1st m.	----	----	----	----	----	100⅛
" 2d m.	----	----	----	96	----	
Penn. State, 5s	----	----	----	----	90⅛	90⅛
" " 5s, coupon	----	----	----	----	90⅜	----
" " 6s, W. L.	----	102	----	----	----	----
Philadelphia City, 6s	93	----	----	----	----	----
" " new. 97⅛	97⅜	94⅛	95⅛	95⅛	96	
" " muno 97⅛	97⅛	----	94⅛	95⅞	----	
Philad., Germ. & Nor.	55⅜	----	54⅛	----	----	
Phila. & Reading 54⅛	54⅛	----	54⅜	54⅛	54⅛	
" " 6s,'86	----	----	----	----	----	98⅛
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie 32⅛	----	----	32	32	31⅛	
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	27	----	----	
" " pref.	----	----	31⅛	34⅛	32⅛	
" " 6s '82	83	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	15⅜	----	----	15	----	
" " 6s '78	----	----	----	60	----	
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83 ---- 24⅛	----	----	----	----	----	
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	70	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	19⅛	19	18⅛	
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	38

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 5.

	W 30.	Th.31	F.1	Sat.2.	M 4.	Tu.5
Baltimore City 6s, 1870.. 97	----	97⅛	----	98	97⅛	
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890..100	100	----	----	----	----	----
Balt. and Ohio	108	----	----	108⅛	108⅛	
" " b'ds,'62	----	----	----	----	----	----
" " " '67.. 98⅛	98⅛	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	98	----	----	----	----
" " " '85.. 93	----	----	----	----	93	
Northern Central	----	----	----	----	----	----
" " b'ds,'85	84⅛	----	----	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 6.

	Th. 31	F.1.	Sat.2.	M.4.	Tu.5.	W 6
Boston and Lowell	----	----	104⅛	----	----	105
Boston and Maine 124	125	124⅛	----	----	----	
Boston and Providence	----	----	----	----	----	----
Boston and Worcest. ...141	139	139½	140	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	64	----	61	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	105⅛	105⅛	----	105⅛	105⅛	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	112	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	94⅛	95	94⅛	----	95	
Old Colony and Fall R.	108	----	108	108	108⅛	
Ph., Wil. & Baltimore	59⅛	59⅛	59⅛	59⅛	59⅛	
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	95	96	96⅜	----	----	
Vermont & Mass.	48	----	----	----	----	47⅞
Western	140	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	91	----	----	----	----
Metropolitan " ---- 50⅛	----	50⅛	----	----	50⅛	
Middlesex " ---- 50	----	50	----	----	----	
Central Mining Co.	----	----	----	----	----	----
Copper Falls " ---- 45⅛	43⅛	----	45	45	45	
Franklin " ---- 44	44	----	----	43	43	
Huron " ---- 40	39⅜	41	44	45	45	
Isle Royale "	----	12⅛	----	12⅛	12⅛	
National "	----	18	----	----	----	
Minnesota " ---- 11⅛	11⅛	----	----	----	----	
Pewabic "	36	----	----	----	47⅛	
Pittsburg "	----	----	----	----	----	
Quincy "	----	----	46⅛	----	48	
Rockland ---- 5	----	4⅛	----	4⅞	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of May.

United States 5-20 yrs., 1882, 6 per cent	65⅛@ 65⅜
Virginia State, 5 per cent	48 @ 52
Do., 6 per cent	44 @ 46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	65 @ 68
Do. Pennsylvania, 1st mort, 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1899	50 @ 55
Erie shares, $100 (all paid), 8 p. c	41⅛@ 42⅛
Do., convertible bonds, 6 p. c	70 @ 73
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do $100 shares (all paid)	76 @ 76⅛
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do $50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, June 9, 1866.

Stock Exchange and Money Market.

The financial Editor of the *World* expresses his satisfaction at the argument made in our last number in relation to the recent large sales of gold in this city by the Treasury Department, but does not accept our conclusions. We must form our opinions more conclusively when we shall have learned the effect of this shipment on the other side. Right or wrong, we have shown the English that in a panic and emergency, when the Bank of England is embarrassed, and the rate of interest goes up with it to 12 per cent., that we are able and willing to assist her materially, and have ample means to do so in the face of a large public debt and a taxation that is grievous, though ever so patriotically submitted to. But no one seems to remember that if gold had been allowed to go up to 200 to spite the foreign shippers, we should have suffered intensely in this country by an immediate rise in all articles of necessity, and consumers would have groaned under fresh exactions.

There are some of the press very much addicted to poetry and homeopathy which boldly declare for a different policy. They recommend that the Treasury should hold all its gold, accumulate it, and thus obtain a fund for the redemption of our paper currency. Let us see if this is practicable and whether it is the best plan. We think not. We find that the receipts for customs during the first three quarters ending the 31st of March last was $46,645,597 83. Add one-fourth more to make up the year's receipts and we have the total of $58,006,993 28, and this is in fact a little more than the returns up to June 1st would justify us in assuming as the result. The gold interest paid from the 1st of June, 1865, to the 1st of June, 1866, was $45,389,896. This would leave a balance of gold in the treasury of $12,627,647 28. Now if this sum was actually retained by the Treasury for the redemption of its legal tenders it would take more than 20 years to get enough together to make any impression on this currency. But while redemption would be more remote than ever, the country would feel the effects most disastrously. Gold would rise to its greatest height, and prices would go up all around us. We should not be able to raise a staple that would pay for export while the necessaries of life, would be scarcer and dearer than ever. Consumption and labor would be sufferers in the midst of peace and production. We see, therefore, no remedy in the proposed plan; no wisdom in the scheme whatever. If we prefer paper money to all other kinds we must take the consequences. The rest of the world does not like it, and will not receive it if it can be avoided. The first thing a foreign importer now does is to turn his invoices into gold, for the prices we have ourselves set upon everything enable him to do so to advantage. Now by the returns of the specie from California alone since July 1, 1865, we find we have had an increase of $11,973,715 in one year—the total being $27,277,803. How much has come to us from the other states and territories of the plains and the Pacific is not stated; but it must have been large, since the treasury has paid out in gold interest in a single year ending in June inst., upwards of $45,000,000. Where does the difference come from? We seem to overlook two important facts; one, that there is a constant arrival here of coin from South and Central America; and the other that we have the largest emigration by thousands ever before known; and each emigrant who comes to settle here, as most do, brings some funds with him.

Nor must we forget that this Country, despite its ingenuity and industry, is a large consumer of foreign goods, though a large part of them, we confess, are entirely useless. But since July 1, 1865, the imports have run up to $282,371,751 against only $147,601,475 the same time last year. Our exports of domestic products have increased a little by $9,887,234, with a total, ending June 1st, of $204,319,882. If any one will take the trouble to read over the invoices of the vessels coming to this port from abroad, he will be astonished to learn the nature of the cargoes sent to this Country. They are composed of the most useless trash. Articles of which we can and do raise here a superior quality fill up these vessels. Nothing is beneath the notice of a foreign shipper if he can but sell it in the United States; and we are constantly called upon to admit a heavy balance of trade for imports we not want, and are a pest after they reach our shores.

It is a curious circumstance that the British Government through Earl Clarendon, a celebrated diplomatist, and the foreign office, have thought it necessary to address a circular to its legations and embassies throughout Europe explaining their action during the late panic, in which we notice the singular request that "all classes should co-operate with the Government to allay a needless alarm." This is a confession we did not expect to find in a state paper emanating from the aristocracy, and in support of one of their most cherished institutions. But so it is. Progress is making its way, the earth moves and we see the oldest institutions dependent on public opinion. In this Country we need no official statement to assure the people of the proper conduct of their affairs. We have the inexpressible satisfaction of being able to correct any mistakes of our rulers at stated periods at the polls, where a sound public opinion uttered by means of the independent press may always be relied upon as the final arbitrator in all disputed questions; and we are willing to abide by the expressed will of the greatest number. The people may for a time be misled, but not very long. An enlightened self interest in politics, as in finance, may be very generally counted upon as a sure means of our security.

It has been sometimes debated whether a cheerful or a desponding view of public affairs should be the most habitual with an American journalist. Though ourselves very often inclined to look at positive wrongs and exclaim against them, yet a long experience convinces us that the progress of this country, in spite of all obstacles, may be considered as wonderful and encouraging beyond precedent. When we achieved our independence, we were but three millions strong; our population now amounts to thirty millions! Then we had a narrow belt of Atlantic States, 13 in number, and were almost altogether dependent on foreign nations. Now we have 32 large States, produce more gold than any other country in the world, and have come out of the greatest war ever waged on this globe, with increased strength and power. The State of New York, an empire in itself, is superior in population to some of the oldest and most renowned States of Europe; and her canals which at one time bore the contemptuous name of *ditches*, are now the most lucrative and efficient in the world. We might pursue this subject to an endless length, but it is sufficient to inquire whether we are not justified in looking at the bright side of events, and expecting from the future as much as we have realized in the past.

On a former occasion we suggested a plan of restriction of the currency, and its redemption which attracted the notice of some of our cotemporaries but without any effect. It was to change the security of issues by the National Banks by giving up to them the bonds of the Government on which they draw 6 per cent. interest, and issue to a few per cent. thereon their own bills, and demanding that on the surrender of these bonds, they should deposit legal tenders as security for their issues. This would take full three hundred millions out of circulation, and enable the Government to resume specie payments at once. This plan would put the banks to but little inconvenience, and at once restore the value of currency, retiring the issues of the Government and giving the banks the capital to resume specie payments on their own bills. As the Comptroller of the currency proposes to enlarge the bank circulation a hundred millions, we would ask if our suggestion is not a timely one, and every way worthy of a reconsideration. If a resumption is ever to take place it must be by some decisive act like that proposed.

The return of the associated banks of this city for the last week, shows some large changes which may be easily traced to the condition of the market as affected by the foreign connection. The loans had decreased $7,019,092, for credit was temporarily affected. The specie increased $2,121,164, for the speculators, believing that it would rise, were glad to obtain it from the Treasury at 130½, and hold on to what they could. The circulation was increased, $20,350. The legal tenders, for which the gold buyers were anxious, decreased $4,650,955; and the deposits diminished $10,350,616. So that we may easily determine what became of the gold. The full one-half of what was sent to England and the continent was purchased by these very depositors, and they had to reduce their balances to save their correspondents. If they should not be able to sell their time bills they will be short and crowded themselves. This remains to be seen, in the end. It is the quotient which decides the importance of the sum.

The New York exports, exclusive of specie, for the week ending June 5, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$1,725,342	$1,634,555
Prev. reported	69,375,039	96,519,858
Since January 1	$71,100,831	$98,154,413

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$897,385	$2,278,930
Gen. merchandise	1,954,880	5,490,393
Total for the week	$2,852,265	$7,769,323
Prev. reported	58,294,034	136,138,639
Since January 1	$61,146,299	$143,907,962

The balance in the Sub-Treasury on Wednesday was $87,227,717 03.

We have the official report of the Treasury department for the month of June. It is the most favorable one yet issued, and is convincing proof, if any were wanting, that the management of the National finances could not be better than it is at present. It shows a very large reduction of the debt, and a heavy balance of gold on hand, much beyond the wants of the whole year before us, with the certainty of several millions of addition from California, and a still larger amount from the customs. Now, although gold has gone up several per cent. under the impulse of the last shipments, yet there cannot be a heavy pressure for more in all probability. On the contrary, there will be a full supply in the country, the Treasury will be able to sell large amounts, demand for it in England will have ceased. How it is to be kept up we do not well perceive. Our readers have most probably seen the letters of the Secretary of the Treasury and of the Assistant Treasurer, on the subject of the recent sales of gold. They are a complete vindication of those officials, and give precisely the same reasons for their conduct which were anticipated by us at the time. Their conclusive character must lessen the price of gold, and have a very wholesome effect on the market. It is no wonder that the Money Market is easy, and the Governments are steady and in good demand. Even the embarrassed States are rapidly improving.

Exchange has declined a little, and bills are not as popular as they were. Short sight and of the best character are now preferred by all who have remittances to make, or goods to order. This is a symptom that cannot be overlooked.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Kentucky 6s, 94¼; N. Y. 6s, 1873, 96½; do., 5s, 1874, 90; do., 7s, Bounty Loan, 102; Indiana 5s, 86; Tennessee 5s, 75; Brooklyn 6s, Water Loan, 94; New Jersey Central, 116; do., 1st mort., 100½; Milwaukee and St. Paul, 56; do., pref., 70; Morris and Essex R. R., 98; Indianapolis and Cincinnati R. R., 70; Joliet and Chicago, 95; Stonington, 109½; McGregor Western 1st mort., 65; Boston Water Power, 50; Cary Imp. Co., 18; Spruce Hill Coal, 4; Wilkesbarre Coal, 54; Spring Mt. Coal, 39; Smith and Parmalee Gold, 9⅛; Mariposa pref., 24½; Western Union Tel., 60¾; do., Russian Extension, 107½; Phœnix Bank, 104; National Bank, 108; Merchants' Ex. Bank, 115; Bank of Commerce, 110¼; Continental Bank, 100; Central Bank, 107; 4th National Bank, 103¾; Am. Ex. Bank, 113½; Market Bank, 114½; Park Bank, 150; Bank State of New York, 109; Ocean Bank, 100; Bank of North America, 110; Importers' and Traders' Bank, 117; 9th National Bank, 112; Metropolitan Bank, 122; Bank of Republic, 112.

Philadelphia.—Pittsburg 5s, 70; do., 4s, 50; Philadelphia and Trenton, 58; Warren and Franklin 7s, 86; Phila., Wil. and Balt. 6s, 116; Ridge Avenue R. R., 13; 10th and 11th streets, 60; West Branch Canal, 29½; St. Nicholas Coal, 2⅞; Big Mt., 4¾; N. Y. and Middle Coal Fields, 57⅛; Mahanoy Coal, 2; Shamokin Coal, 6⅞; Ætna Mining Co., 4; Lehigh Zinc, 31; Philadelphia Bank, 141; Commercial Bank, 53; 7th National Bank, 94; Mechanics' Bank, 30; Farmers' and Mechanics' Bank, 123; Manuf. and Mech. Bank, 30; Ocean Oil, 6½; Tar Homestead, 1; Sugar Creek, 1½; McElhenny, ⅝; Hyde Farm, 1½; McKean, 6; Dalzell, ⅞; St. Nicholas, ¼. The latest quotations are: City 6s, 92@93; do., new, 96¼@96⅜; State 5s, 90¼@91; do., coupon, 90½@91; do., 6s, W. L., 102½@102¾; Phila., Wil. and Balt., 59¼; Reading, 54⅞@55; do., 6s, 1870, 93½@95; do., bonds, 90@91; do., con., 109½@110; Camden and Amboy, 129½@130; Penn R. R., 54¼@54⅞; do., 1st mort., 100¼@100½; do., 2d mort., 94⅛@95; Little Schuylkill R. R., 39½@39¾; Morris Canal, 79¾@80; do., pref., 120@121; do., bonds, 91@92½; Wyoming Valley Canal, 70@71; do., 6s, 80@86; Susquehanna Canal, 15@16; do., 6s, 58@60; Sch. Nav., 26¼@27½; do., pref., 33¾@33⅞; do., 6s, 1882, 82@83; Union Canal bonds, 23@25; Delaware Div. Canal 53½@53¾; do., bonds, 80@90; Elmira and Williamsport, 30@32; do., pref., 43@48; do., 7s, 1873, 95@100; Lehigh Coal and Navigation, 55¼@56; do., bonds, 1884, 87½@88; North Pennsylvania, 38½@40; do., 6s, 90@90¼; Philadelphia and Erie, 31¼@31⅜; do., 6s, 90@90¼; Minehill, 56⅝@

56¾; Catawissa, 31@35; do., pref., 26@26¼; Lehigh Valley, 62¼@62½; do., bonds, 91@92; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 83@85; West Philadelphia, 72@72½; Spruce and Pine, 38@39; Green and Coates, 30@35; Chestnut and Walnut, 59@63; Thirteenth and Fifteenth, 21@23; Girard College, 24@32; Tenth and Eleventh, 56½@60; Norristown, 55@54¼; Union, 38½@41; Hestonville, 18½@18¾.

Boston.—Rutland and Burlington 2d mort., 7s, 40; Boston, Hartford and Erie 7s, 39¾; Boston and Lynn, horse, 50; do., 6s, 1886, 76¾; Vermont Central, 1st mort., 100¼; do., 2d mort., 34; Vermont Central and Vermont and Canada 8s, 1876, 100; Boston and Lowell 6s, 1879, 99¼; Connecticut River 6s, 95; Union R. R., 100; Ogdensburg and Lake Champlain, 41¼; do., 8 per cent. pref., 97½; do., 2d mort., 42; Cape Cod R. R., 65; Summit Branch R. R., 15; Granite Railway, 51; Massachusetts 5s, 1894, 95; do., 1874, 97½; do., 6s, 1872, 109½; New Hampshire 6s, 1878, 96; Maine 6s, 1883, 96¾; Albany 6s, 1896, 96¾; Boston 6s, 1866, 143¼; do., 5s, 1878@1883, 96; Hartford 6s, 1899, 92½; Chicago 7s, 1886, 95¼; do., 1890, 89¾; Springfield 8s, 1886, 96; St. Louis 6s, 1881, 87½; Cambridge 5s, 1883, 93½; do., 6s, 1889, 98¼; Boston Water Power Co., 50½; Cary Imp., 16½; East Boston Co., 14; Waverly Land, 5¾; New England Coal, 31½; Mammoth Vein Coal, 12; Short Mt. Coal, 26⅞; Summit Branch Coal, 13; Franklin Coal, 10¼; Harleigh Coal, 50; Penn. Cannel Coal, 51; Mt. Pleasant Coal, 28½; Excelsior Gold, 7½; do., Consolidated Gregory Gold, 10.70; Quartz Hill Gold, 3.90; Cambridge Gas, 98½; Chelsea Gas, 91¾; Boston Gas, 745; Atlas Bank, 115; Maverick Bank, 101¼; Tremont Bank, 116¾; City Bank, 108⅞; 3d National Bank, 105; Hamilton Bank, 121¾; Fanuel Hall Bank, 128½; Shoe and Leather Bank, 135¾; Merchants' Bank, 116½; Traders' Bank, 97; Globe Bank, 125¼; Pawners' Bank, 100; Union Bank, 116¼; Bank of Republic, 121; Albany and Boston Mining Co., 11½; Algomah, 1¼; Boston, 1⅛; Bay State, 15; Bedford, 45c.; Concord, 4; Calumet, 9; Chaudiere, 25c.; Canada, 1¼; Dana, 2¾; Eagle River, 2¼; French Creek, 82½c.; Great Western, 1; Hancock, 20; Hanover, 2⅞; Hungarian, 1½; Humboldt, 6¼; Madison, 2⅜; Mesnard, 2; Manhattan, 3; New England, 87½. Native, 1½; North Western, 2½; Naumkeag, 3; Petherick, 6¼; Phœnix, 11; Pontiac, 1⅝; St. Clair, 3⅞; Superior, 3½; Toltec, 1½; Tremont, 1¾; Washington, 1; Winthrop, 2½; West Minnesota, 2½.

Baltimore.—Central Ohio 1st mort., 79; Marietta and Cincinnati bonds, 78½; Maryland 6s, 1870, 101; Virginia 6s, reg., 41½; N. W. Va. R. R., 15¼; Atlantic Coal, 0.90; Baltimore Chrome, 0.40; Western Bank, 26; Union Bank, 65; Howard Bank, 11; 3d National Bank, 100¾; Com. and Farmers' Bank, 41½; Bank of Baltimore, 108¾; Marine Bank, 32; Exchange Bank, 97½; Citizens Baak, 14¾; Mechanics' Bank, 16½; Franklin Bank, 12¼. The latest quotations are: Balt. and Ohio, 108@108¼; do., 6s, 1867, 97@98; do., 1875, 93@93½; do., 1880, 92@94; do., 1885, 92½@93; Northern Central, 43@43¾; do., bonds, 1885, 84@84½; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 90@92; do., 3d mort., 87@87; Marietta and Cincinnati 7s, 1891, 77@79; Central Ohio, 21@25; do., 1st mort., 75@79¼; Western Md. bonds, 75@80; do., guar., 97¼@97½; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 101@101⅜; Baltimore 6s, 1870, 95@97; do., 1873, 96@99; do., 1875, 97½@96¾; do., 1886, 98@99½; do., 1890, 99¾@100¼; do., coupon, 99@99; do., Park, 97½@99; do., 1892, 92@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@19; Canton Co., 59@61; Gardner, 0.80@0.85; Am. Gas Coal, 0.25@0.40; Maryland, 0.15@0.20; North State, 0.10@0.15; Springfield, 0.10@0.25; George's Creek, 100@110; Santa Clara, 9½@12; Balt. Chrome, 0.35@0.50; Bare Hill, 0.75@0.86; Atlantic Coal, 0.90@0.95; Mineral Hill, 0.60@0.60; Baltimore Coal, 140@200.

Erie Railway.

It cannot be disguised that very great uneasiness prevails in interested circles with regard to the condition of this road.

We are naturally expected to express some opinion on the subject, and do so with considerable embarrassment.

We do not believe the road, with every advantage of route and business, is doing as well as it might, that it is not earning any dividends, and is in a bad condition, track and rolling stock. But on the other hand, if it wants money, and the relief it seeks cannot be had except by placing itself in the hands of a wealthy director, we do not see how this can be avoided. The directors are in possession of all the facts in the case, and cannot be supposed to be indifferent to their true interests. If anything is wrong about it, they alone are to blame. The public look to them for a proper guardianship of the vast and valuable property placed in their hands. If there is anything wrong in their management, they will be held to a strict account.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	May 1, 1866.	June 1, 1867.
Debt bearing int. in coin.	$1,186,092,841 80	$1,195,825,191 80
Debt bearing interest in currency..	1,188,313,544 62	1,147,222,226 28
Matured debt not presented.....	877,729 64	4,900,429 64
Debt bearing no interest.	452,392,755 54	452,031,603 04
Total.	$2,827,676,871 60	$2,799,979,450 76
Coin in Treasury.....	$76,676,407 02	$50,679,957 72
Currency ...	61,310,621 80	79,011,125 52
	$137,987,028 82	$129,691,083 24
Debt less cash in the Treasury.....	$2,689,689,842 78	$2,670,288,367 52

The total debt shows a decrease since the 1st of May of $27,697,420 84. The balance in the Treasury shows a decrease, as compared May 1st, of $8,295,945 58. Deducting the amount on hand from the aggregate debt, both on the 1st of May and the 1st of June, the decrease of debt would be $19,401,475 26. The total debt on the 31st of August last, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August 1865, and the 1st of June, 1866, and the actual decrease in the Public Debt since that period has been $87,401,203 91.

Mississippi and Missouri Railroad.

This road is to be sold at auction on the 9th of July. The road extends from the eastern boundary of the State of Iowa, at Davenport, to the Missouri River, at Council Bluffs, and includes a branch from Wilton to Oskaloosa, Iowa. All the property is covered by mortgages, which have been foreclosed. All the lands granted to the State of Iowa by act of Congress, to aid in the construction of the main line of the road, and by the General Assembly of the State of Iowa granted to the Railroad Company, will also be sold.

Western Maryland Railroad.

We learn from the Hagerstown *Herald*, that the surveys which have been in progress for the past few weeks have resulted in the selection by the engineers of two routes, one north and the other south of the town, both starting from the Franklin railroad near the warehouse. Both routes are considerable feasible. The "engineers are now making up their profiles and calculations, as to the cost of each route, &c., which will be laid before the meeting on Tuesday next, when one of the routes located will, no doubt, be determined upon, and the work put under contract very soon."

Buffalo and Washington Railroad.

The construction of the Buffalo and Washington Railroad, leading from Buffalo to the coal fields of Pennsylvania, is being urged, and the consent of the City of Buffalo is to be secured for the issue of bonds to a large amount for this object. It is claimed that such a road will give Buffalo an independent coal route, and place that city within 110 miles of extensive coal fields, giving it an advantage of 39 miles over Erie and 10 miles over Philadelphia. A writer in the Buffalo *Commercial Advertiser* urges the people to vote for bonding the city, and says:

"We all must be satisfied that it is vastly for our interest to have the road built, so as to provide the means of making this city what it is destined to be, one of the greatest cities west of the Atlantic. Give it cheap, reliable and abundant fuel, and its position is assured, beyond any doubt. Even now, with an uncertain supply of fuel, selling at times for exorbitant prices, it stands fifth as a manufacturing city in the United States."

Slatington and Hamburg Railroad.

A meeting of the Commissioners named in the act incorporating this company was held in Reading, Penna., on the 21st ult. After accepting the charter, and transacting some other business, the commissioners, who are made the Directors of the company until the first Monday of January next proceeded to elect permanent officers, whereupon Hon. John D. Stiles was elected President, and John W. Jones, Secretary and Treasurer. A committee was appointed to open the books to receive subscriptions to the capital stock, which will be done without delay.

☞ At the recent annual meeting of the stockholders of the Nashua and Lowell and Wilton Railroad Companies, it was voted to increase the capital stock $200,000, which is to be divided among the stockholders at par value. The Directors of the Nashua and Lowell are; F. B. Crowninshield, D. S. Richardson, Ed. Spaulding, Onslow Stearns and H. Sigourney. Of the Wilton: W. Ramsdell, C. C. Boutwell, A. McKean, A. F. Stevens and John Reed.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad for the week ending May 31, 1866.....$32,537 20
Corresponding week previous year..... 26,679 81

Increase..... $5,857 39

Receipts from Jan. 1, to May 31:
1866 .....$250.653 54
1865 .....211,193 02

Increase $39,460 52

The traffic of the Great Western Railway of Canada, for the week ending June 1st, 1866, were $58,960 48
Corresponding week of 1865 ..... 57,186 15

Increase..... $1,776 33

The earnings of the Grand Trunk Railway of Canada for the week ending May 26th, 1866, were $112,779 00
Corresponding week of previous year.. 117,360 00

Decrease $4,581 00

The earnings of the Chicago and Northwestern Railway for the fourth week in May, 1866 were.....$282,397 04
Corresponding week of previous year.. 212,126 08

Increase.....$70,270 96

The earnings of the Chicago and Great Eastern Railway for 4th week in May were....$35,787 95
Same period last year..... 19,963 88

Increase in 1866 .....$15,824 07

The earnings of the Chicago and Rock Island Railroad for the 4th week in May, 1866, were $82,046 00
Corresponding week of previous year.. 77,151 00

Increase..... $4,895 00

Journal of Railroad Law.

NEGLIGENCE,—BUILDING FENCE.

The case of Joseph Powell Respondent, *vs.* The Hannibal and St. Joseph Railroad Company, Appellant, decided in the Supreme Court of Missouri, is interesting as holding that in an action against a railroad company for animals killed on the track, if the accident occur on a portion of the road not enclosed by a lawful fence, and not at the crossing of a public highway, actual negligence need not be shown.

DRYDEN, JUDGE, delivered the opinion of the court. Powell, the plaintiff below, sued the railroad company before a justice of the peace in Levingston county, for the value of a mule of the plaintiff killed on the defendant's railroad. The complaint filed with the justice alleged the killing to have occurred in Levingston county, in May, 1863, 1863, on a part of the road not enclosed by a lawful fence, and not at the crossing of a public highway, and asked judgment for the value of the mule laid at $125. The plaintiff having recovered judgment before the justice, the defendant appealed to the Circuit Court, where, on a trial *de novo*, the plaintiff again recovered, and the defendant has brought the case here by appeal.

The appellant has pressed upon our consideration several grounds for the reversal of the judgment of the circuit court, which we will notice in the order in which they are presented.

1. A witness who was introduced to show the absence of a cattle-guard, and then to prove the railroad at the place where the mule was killed was not enclosed by a lawful fence, having answered that he was ignorant of what a cattle-guard was, the respondent was permitted to describe a cattle-guard, and then to ask the witness if the thing described existed at the place, and this the appellant claims was error.

The question which the witness was unable to answer was only introductory and did not bear upon the main issue in the case. The ultimate fact sought to be proved was the existence or non-existence of a cattle-guard at a given place. The inability of the witness to answer the preliminary question was by no means inconsistent with his intimate knowlege of the ultimate fact to be proven. Now, assuming that the witness possessed the knowledge supposed, shall the plaintiff be deprived of it merely because of the ignorance of the witness of the preliminary matter? One would think not. And yet this is just what the appellant's position practically leads to, for it is scarcely conceivable how the mind of the witness could have been brought to the point, and his knowledge of the disputed fact elicited by any other mode of examination than the one employed and which is now complained of.

2. In the progress of the trial, the respondent asked a witness (Moore) the following question, viz: "what was the value of this mule at the time it was killed?" to which the appellant's counsel objected, and stated as the ground of his objection "that the question was not proper to be asked until he first testified that he knew the market value of mules at the time of crippling the mule in question." That the market value of the property at the time and place of the injury as a general rule furnishes the measure of recovery, in cases like this, hardly admits of question; but what mode of examination of the witness the court shall adopt to ascertain that value, is another and different question. The point of the appellant's objection is that before a witness can speak on the point of value, he must first be examined as to the extent and sources of his knowledge.

The course of examination insisted upon, would generally be very proper and convenient, and could often economize the time of the court and facilitate the dispatch of business, but I am not aware of any rule of law making such course imperative. The question is a question of practice resting in the sound discretion of the court, and its decision in favor of the one or the other line of examination is no ground of reversal. (1 Greenl., Ev. § 421.)

3. It is objected that there was no evidence showing that the injury complained of was committed within the territorial jurisdiction of the justice before whom the suit originated, and that therefore the action could not be maintained without discussing the question whether the evidence in any case could be material on the trial of the merits; it is enough to say, that in this case the jurisdictional facts were distinctly alleged in the complaint filed with the justice, and it nowhere appears in the record that these facts were put in issue. The attention of the court was in no wise called to the subject on the trial, and certainly a point so utterly barren of merit ought not to receive the favorable regard of the court after verdict.

4. There is nothing in the fourth point made by the appellant, viz: "that the respondent is not entitled to recover unless he has shown that the appellant was guilty of negligence"—that is, actual negligence. The issues involved in the case were passed upon by the jury after a consideration of the evidence, and there being evidence before them upon which they could find as they did, we have no right to review their finding. Furthermore, the objection assumes what is not true, that the issues involve the actual negligence of the railroad company or its agents. The record presented no issue. The complaint was framed under the damage act, and expressly based the plaintiff's right of recovery on the ground that the injury was committed on a part of the road not enclosed, and not at the crossing of a public highway.

There is no error in the record. Let the judgment be affirmed; Judge Bay concurring.

Railways in Venezuela.

The Republic of Venezuela is one which invites commercial enterprise to an extent which, at present, is by no means fully appreciated in this country. Unfortunately, a policy has been adopted which has placed the country and its Government in an unfavorable position in the eyes of capitalists, but from the various communications we have read on this subject we are bound to say the Venezuela Government is not altogether so black as it is painted, and there is good reason to believe that in the matter of its public credit a decided change for the better will soon be made, and that the future of Venezuela, with the assistance of those most interested in the country, will be marked by a strict and honorable discharge of its obligations to the foreign creditor. The territory included within the Venezuela Republic covers an area larger than four times that of France. As in the case of the other South American Republics, the State is divided into a number of provinces, of which those of the Caraccas, the Carabobo, and Barquisimeto are among the principal. These provinces have a coast line of several hundreds of miles on the northern extremity of the Southern Continent of America, and forming a boundary of the Carribean Sea, or Gulf of Mexico. The coast line extends from the Gulf of Paria, near to Trinidad on the east, to the Gulf of Triste on the west. On the eastern coast the magnificent river Orinoco, after traversing more than 1,000 miles of the State, pours its volume of waters into the Southern Atlantic, and the coast line is indented with many admirable harbors and roadsteads. Of these ports the principal one is Puerto Cabella. Its entrance is protected by several islands, forming an immense natural breakwater, which, with the high lands on the coast, make the harbor land-locked, and, at the same time, accessible at all times of the year. Vessels of 1,000 tons lay alongside the quay, and the area of the inner harbor is sufficiently large to provide anchorage for the whole British fleet. Running parallel with the northern coast, and gradually rising from the sea, is a chain of mountains, the Cordilleras of the coast, the highest point of which is the Silla of the Caraccas. This range—a few miles westward of Puerto Cabella—diverges to the south-west, and continues generally in this direction towards the Republic of New Granada—along its eastern side, extending over many hundreds of miles, the Orinoco itself, and its almost countless number of tributaries that feed, passing on its way to the sea through countries on which nature appears to have lavished all its wealth with more than the accustomed prodigality of the tropics. Through this range of mountains, from seaward to the interior, there are at present eight openings, two of which are badly constructed cart roads, the rest being mule tracks, upon which the varied produce of the country is brought to the sea-coast for shipment. In the one province of Carabobo alone, covering an area of 3,500 square miles, there are produced considerable quantities of sugar, cotton, coffee, cocoa, indigo, tobacco, and other products of the same tropical regions, but not one tithe of what could be produced by cultivation. Copper, and gold,

and silver exist in enormous quantities. The valley of the Orinoco teems with the rich luxuriance of nature; and articles for which our manufacturers sigh, and which would enter largely into the consumption of all classes of Englishmen, are all but completely excluded from us for want of adequate means of conveying them to the coast. And yet such is the natural desire to exchange these products for the manufactures of Europe and America that the growers pay at the rate of £7 or £8 a ton for the conveyance of a ton of coffee or cotton from San Felipe to Puerto Cabella. The distance is about fifty-four miles; the road is a mule track, except from the first 7¼ miles to Palito, and the time occupied in making the journey from three to six days; when the cart road exists such as that to Valencia, the rate is somewhat reduced. Long lines of mules and donkeys, each carrying about 200 pounds weight of produce, toil slowly and wearily along these rough roads from the interior to the port of shipment. And yet, under all these difficulties, there arrived last year at Puerto Cabella, 22,500,000 pounds of coffee; 475,500 pounds of cocoa, nearly 8,000,000 pounds of cotton, over 8,000 pounds of indigo, and about 50,000 hides, together an aggregate of something more than 30,000 tons of goods. In 1864 the produce brought to Puerto Cabella was shipped in 152 vessels, of which 42 bore the English, 18 Spanish, 16 American, 1 Italian, 19 French, 11 Danish, 15 Dutch, and 23 the German flags. These figures represent merely the export business of this one port of shipment, and would be increased in 1865. There were borne, however, along these tortuous mule tracks in addition to the above the provision and stores for the consumption of the population of the city of Puerto Cabella, and there were taken back into the provinces for internal consumption a quantity of manufactured goods equal to two-thirds of the value of the exports.

Our object, of course, in drawing attention to these figures is to show the value which such improved means of communication as railways would afford to the country. The producers and merchants of Venezuela are fully alive to the value of railways, and they have done much to promote their construction in the country. The Government of the States have guaranteed 9 per cent. on the capital required for the construction of a line from Puerto Cabella to San Felipe, and a similar guarantee on a second line from the city to Valencia. The total length of the former is 54, and of the latter 32 miles, and of this the first section to Palito was completed and opened in February of this year. But, more than this, the Local Government of the State of Carabobo have guaranteed a further 6 per cent. on that portion of the line which runs through that province, making together a total guarantee of 15 per cent. The first question that will be asked in considering the extraordinary nature of this arrangement is. What are the chances of the 9 per cent. guarantee being fulfilled? In the first place, then, it is secured by the hypothecation of 10 per cent. of the import duties of La Guayra and Puerto Cabella; and the 6 per cent. of the State is guaranteed by an allocation of the tolls now taken, and further tolls to be imposed on the public roads leading to the ports of shipment, and we learn that up to date the 9 per cent. guarantee has been most honorably and promptly paid. The promoters of the railway have made arrangements with native contractors for keeping the roads in order at a sum which will yield a good profit on the work actually done in addition to the gross receipts derived from the tolls. A further concession has been made to the promoters of the line by the exemption of the capital employed from all national, provincial, and municipal taxes for a period of 40 years, and the right to import all materials for the construction and use of the railway free of duty for 25 years. The desire to have railways provided in the State is one not merely confined to the Government, but is very generally entertained by the people of Venezuela, and public opinion is not without its influence in this as in other States. The people believe that if the railway is made it will tend greatly to assist in the development of the trade and commerce of the country, and will go far to put an end to those political disturbances which have hitherto done so much to arrest the progress of the country. If the railway is so much needed, and if its prospects are so good, why, it may be asked, do not the people make the line themselves? The answer given in the report of Mr. Fairlie, the engineer is, "simply that the people have not the pecuniary means of making the line, although in possesion of one of the richest mineral and most fertile countries in the New World, and this owing principally to the want of means of conveyance." For the Venezuela Central Railway, a portion of which has already been completed, the people subscribed a very fair proportion of the shares, and in this circumstance there is afforded an additional ground for believing that the gaurantees will be faithfully carried out. A proposal to raise a capital £100,000 for the construction of the section between Puerto Cabella and Valencia will, we understand, be shortly submitted in this country. The line will be constructed so as to be worked by the new engines of Mr. Fairlie's, which can be applied to steeper gradients than the ordinary locomotives. One feature of the proposal to be submitted is, that no promotion money is to be paid for establishing the company.—*London Railway News.*

Delaware and Hudson Canal.

The business of this company for the years ending March 1, 1865 and 1866 has been as follows:

	1865.	1866.
Sales of coal to March 1	$6,828,575 91	$6,577,369 14
Canal tolls collected.	1,213,570 46	201,679 38
Miscellaneous profits	77,460 36	41,397 21
Coal on hand at Honesdale, Rondout and New York, and on line of canal	351,472 00	324,831 00
	$8,471,078 73	$7,145,276 73
Coal on hand March 1	$444,264 75	$351,472 00
Mining coal	1,644,323 53	1,558,951 88
Railroad transportation and repairs	636,211 45	571,054 02
Canal repairs and superintendence	469,117 08	458,048 94
Freight of coal on canal	1,076,519 00	955,895 03
Labor and expenses at Rondout	111,314 40	89,817 86
Rent, salaries, current expenses, etc., New York office	58,742 12	69,415 71
Coal yard and Harbor expenses, taxes, interest, etc	594,023 89	500,926 42
Depreciation account	310,328 67	231,855 38
	$5,344,844 89	$4,787,437 24
Balance, net profit	$3,126,233 84	$2,357,839 49

The operations of the company were seriously interrupted by a strike of the railroad men in the early part of the year, and of the miners in the summer—the work having been suspended in the latter case about seventy days, or fully one-third of our season of Canal Navigation.

Our receipts were also largely diminished by the diversion of the business of the Pennsylvania Coal Company to the Erie railway. In view of these unfavorable circumstances, the result of the year's work will probably not be regarded as unsatisfactory.

Believing that the action of the Pennsylvania Coal Company, already referred to, is in violation of their agreement with us, a suit has been commenced in the United States Court for the recovery of tolls on the Coal wrongfully diverted from our Canal. The amount of damages claimed by us for the year 1864 alone is over $600,000.

Preparations have been made to bring to market a largely increased supply of Coal during the season which has just been opened, and there is no reason to doubt that a ready market will be found for it at remunerative prices.

CONDENSED BALANCE SHEET, March 1.

	1865.	1866.
Capital stock	$10,000,000 00	$10,000,000 00
Funded debt	1,200,000 00	641,000 00
Profit and loss	1,556,740 15	2,063,019 53
	$12,756,740 15	$12,704,019 53
Cost of canal	$6,230,000 00	$6,230,000 00
" railroad	1,935,590 00	2,066,000 00
" telegraph	12,444 28	12,000 00
" real estate	1,202,639 37	1,350,931 99
" open'g mines	283,386 90	370,811 56
" boats, barges, etc.	367,411 28	423,200 62
" tools machinery, etc	41,341 33	40,650 00
Cash assets	2,683,926 99	2,210,425 36
	$12,756,740 15	$12,704,019 53

President.—G. TALBOT OLYPHANT.

Vice President.—THOMAS DICKSON.

Directors.—Wm. S. Herriman, Charles N. Talbot, Edward J. Woolsey, G. Talbot Olyphant, Samuel B. Schieffelin, Abiel A. Low, Robert L. Kennedy, James M. Halsted. Le Grand B. Cannon, Jno. L. Aspinwall, James R. Taylor, Thomas Dickson and O. De F. Grant.

Treasurer.—ISAAC N. SEYMOUR.

Secretary.—RICHARD H. NODYNE.

Southern Railroad Company.

At the annual meeting of the stockholders of the Southern Railroad Company, held at their office in Vicksburg, on the 7th of May, 1866, the following gentlemen were elected Members of the Board of Managers for the ensuing year: M. Emanuel, Thos. Rigby, A. B. Reading, P. Anderson, Jas. R. McDowell, Thos. M. Smedes, Wm. Crutcher, T. S. Dabney, F. B. Dancy, Shepherd Brown and D. W. Flowerree.

At a meeting of the newly elected Board of Managers, held at the office of the company on the 22d May, 1866, Dr. M. Emanuel was re-elected President; Thomas Rigby, Vice President, and N. G. Bryson, Secretary and Treasurer.

The officers of the company are: M. Emanuel, President; T. Rigby, Vice President; N. G. Bryson, Secretary and Treasurer; R. C. Slaughter, Chief Engineer and Gen. Superintendent; G. D. Lawrence, Master Transportation and General Freight and Ticket Agent; Robert Harrison, Master Machinist.

Philadelphia and Erie Railroad.

The Philadelphia and Erie Railroad is worked by the Pennsylvania Railroad Company at 30 per cent. of gross profits to the former company. The following were the results for the first four months of the present year, compared with the same months last year:

30 per cent. of earnings.	1865.	1866.
January	$30,643	$59,868
February	29,067	53,684
March	30,308	52,768
April	33,874	54,635
	$123,892	$220,905
Increase in 1866 (about 80 per cent.)		$97,012

☞ At a meeting of the stockholders of the Macon and Brunswick Railroad, in Macon, Ga., on the 10th ult., it was resolved to issue bonds of a sufficient amount to insure the completion of the road from Brunswick to Macon, immediately. This road, with the exception of about fifty-six miles, is already graded and clear of debt.

Railways in France.

The Ministry of Public Works has just issued a statistical return of railways for 1864 and 1865, from which it appears that the total length worked on the 31st of December of the former year was 13,052 kilometres (8,158 miles); and on the 31st of December of the latter, 13,557 kilometres (8,473 miles). Subjoined is a detail of the receipts of the respective lines for the two years:

Old Network.	1864. francs.	1865. francs.
Northern	70,591,848	76,519,873
Eastern	50,098,665	53,489,649
Western	52,791,781	55,054,977
Orleans	73,091,008	75,294,730
Lyons & Mediterranean	140,521,129	144,523,018
Southern	30,913,117	32,505,687
Vict. Emanuel (sect. du Rhone)	1,795,575	1,855,398
Ceinture (round Paris)	2,206,253	2,510,881
Epinac to Velars	449,323	390,901
Graissessac to Beziers	848,304	825,113
Besseges to Alais	1,850,323	1,849,819
Anzin to Somain	501,677	590,421
Carmaux to Albi	183,483	191,175
La Croix-Rousse to Sathonay	145,681	144,500
Lyons to la Croix-Rousse	.....	.....
	425,988,467	445,746,202
New Network.		
Northern	2,580,788	2,799,273
Eastern	33,387,118	38,301,294
Western	9,663,735	13,328,321
Orleans	15,074,463	18,147,617
Lyons & Mediterranean	34,198,420	35,909,302
Southern	4,687,639	5,765,009
	99,592,163	114,250,816
Tot'l of the two networks	525,580,630	559,997,018

Chesapeake and Potomac Canal.

This important addition to the public improvements of Maryland has, after four different surveys, been located as follows:

The canal proper will commence at Bladensburg, along the eastern branch of the Anacosta River, crossing the highest summit (156 feet at low tide water,) at Luther D. Jones's place, striking the Big Patuxent at Dr. William Duvall's place; thence down to the forks of the Patuxent, crossing said river to the head of South River, 4½ miles distant; thence 3½ miles upon the river, reaching Annapolis harbor by Spa Creek, in the rear of the Catholic Church, formerly the residence of Charles Carroll of Carrollton. The proposed termination at Round Bay was found to be ineligible. The elevation of 156 feet was also not anticipated. There will be eighteen locks—nine upon each side of the summit. There will be twenty-three miles of canal excavation. The cost of the canal is estimated at about $2,500,000, being the cheapest canal, it is thought, for its length, in the United States. Under the auspices of the coal interest of Allegheny County, which centres in New York, the canal will be immediately put under contract, and it is intended to be completed in two years. This important work is under the superintendence of G. L. Walker, Esq., of New York city.

☞ The *Ostdeutsche Post* states that plans have been drawn up for the construction of a large railway network to embrace the whole of the interior of the Austrian empire. The expenses are to be defrayed by the issue of railway bonds to the amount of 300,000.000 florins, bearing interest at 8 per cent., and redeemable within thirty-two years.

☞ The new road from Shenectady to Athens on the Hudson River has been leased by the New York Central Railroad Company at $120,000 per annum.

Philadelphia, Wilmington and Baltimore Railroad.

The following is a comparative statement of the receipts of this road for the first four months of 1865 and 1866:

	1865.	1866.
January	$298,971 49	$223,482 26
February	297,000 04	202,364 21
March	331,063 10	249,515 65
April	286,298 57	200,055 27
	$1,213,333 20	$875.417 39
Decrease in four months		$337,915 81

As the time of payment of dividends has been changed from the 1st of April to the 1st of July, it has been expected that the Company would pass the nine months' dividend of 7½ per cent., but we learn that the Directors have decided to pay the usual dividend of 5 per cent., $2 50 per share.

Manufacturers' and Consumers' R. R. Co.

We learn that the Manufacturers' and Consumers' Railroad Company will be organized next week. We are informed that it is in the hands of heavy capitalists, who will take a large portion of the stock immediately after its organization. It is proposed to run it from Sunbury to Philadelphia through Schuylkill County, and the company have also the privilege to connect with any road now built or to be built hereafter through New Jersey, leading direct to New York. The charter is very liberal, almost unlimited in its privileges, and will prove one of the most profitable investments in the country. While it opens the whole extent of our coal field, it will be the most direct outlet for the trade of the great Sunbury and Erie Railroad leading directly to Philadelphia and New York. It will be filled with trade as soon as it is finished and the rolling stock furnished.—*Pottsville Miners' Journal, June* 2.

Rondout and Oswego.

At a recent meeting of the directors of this road. Thos. Cornell was elected President, Wm. C. Moore treasurer, and Robt. H. Atwater secretary. Resolutions were adopted directing the president to appoint a committee to ascertain and report the most feasible route for the road west of Shondaker Centre; that twenty-five miles of the road beginning at Rondout be located and commenced at once; and requesting the several towns on the proposed routes west of Shondaker to issue their bonds and get the free right of way through the respective towns where the engineer of the road may fix the location.

☞ The earnings of the Western Union Telegraph Company in April, 1866, were..$363,831 84
April, 1865 ..... 255,775 43

Gain in 1866 ..... $108,056 41

☞ The directors of the Whitehall and Plattsburgh Railroad have resolved to make an effort to build the road, notwithstanding the Governor's veto of the bill granting State aid. Committees have been appointed to procure a survey, solicit subscriptions, and obtain releases for right of way. The advantages of this road, not only to the country through which it passes, but to Montreal, Troy, Albany and New York, would be very great.

☞ Work is progressing rapidly on the Oil City and Petroleum Centre Railroad. Satisfactory progress is also being made on the Oil City and Petroleum Bridge over the Allegheny river.

☞ The Eastern Shore (Md.) railroad is completed to within eight miles of its terminus, Somer's Cove, in the lower part of Somerset County.

The Hoosac Tunnel.

For the last twenty years the Massachusetts Commissioners have been boring away at their famous Hoosac Tunnel. They have spent all the money set apart for their use, exhausted all the loans, and being without funds, have concluded to make a report to the State and ask for more. During the twenty years they and other contractors have been laboring they have bored 3,598 feet of the tunnel, and they have yet to bore just 24,586 feet, or more than four miles. For the work $3,700,000 have already been spent, and if it progresses as satisfactorily as it has done thus far, the good people of Massachusetts will wake up some fine morning in the year of grace 1986 with the Hoosac Tunnel completed, and a neat little bill of about $25,900,000 to pay for it.—*Baltimore American.*

☞ At the recent meeting of Railroad Presidents in this city, a resolution was adopted abolishing all commissions on the sale of passenger tickets from and after the tenth day of June. It is designed to let the trunk lines manage the passenger business at the eastern end, and the western lines to have control of the eastward bound passenger traffic at the West.

☞ We invite attention to the card of A. P. Merrill, Jr., in another column. Mr. Merrill is the successor of Goodman & Merrill, at No. 36 New street and 38 Broad street. He is prepared to advance on consignments, and attend to the purchase, sale or renting of Southern lands. Also supplies machinery for plantations, and transacts a general commission business.

☞ The Niagara *Mail* says that the Erie and Niagara Railway has been made over to or leased by the Grand Trunk, and Grand Trunk trains are now busy at work on it ballasting and putting the road in order for opening it in about three weeks, in connection with the Grand Trunk Railway at Fort Erie.

☞ A company has been chartered in Maine to build a railroad from Wiscasset to the Portland and Kennebec road, and they are pushing forward their scheme. There is also a plan to construct a road from Rockland to Wiscasset, that shall connect the Kennebec with Penobscot Bay.

☞ The Quakake or Lehigh and Mahoning Railroad has been extended to Mount Carmel, and the connections will soon be made to send coal from the Shamokin Region *via* Lehigh Valley Railroad to New York.

☞ The survey for the lateral branch of the Morris and Essex Railroad, through Morris and Essex Counties, has been made, but work has not been commenced thereon.

☞ The Allegheny Valley railroad is being pushed to completion. A large number of hands are engaged in grading just below Venango City.

☞ The authorized National Banks now number 1,650, with an aggregate capital of $414,921,479, and a circulation of $276,540,510.

☞ It is stated that freights have been greatly reduced on the New York Central road. Flour is now taken from Rochester to Albany for forty cents per barrel, and thence to New York by river for five cents per barrel. Corn is taken from Buffalo to New York at ten cents per bushel. It costs forty cents per barrel to send flour by canal from Oswego to New York, and eleven cents per

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 16, 1866.

The Security of Navigation.

This JOURNAL, while enjoying the advantage of representing the interests of the Railway Companies, and looking closely after their advancement and advantage, has nevertheless devoted itself for many years to the affiliated subjects of Commerce and Navigation. We should be wanting to the great principles which have inspired our columns and actuated our motives if we did not at every convenient opportunity refer to these important topics. We class among our readers a large body of intelligent capitalists and financiers to whom we address ourselves on every fitting occasion; for if we convince them, our mission is well nigh performed. We have been led into these reflections from a brief report of the Proceedings of an Association at the Cooper Union, which appeared in the *Tribune* some days since, and was headed "On the Establishment of a Magnetic Observatory in New York." A committee has been appointed to collect information on the subject, and report at some future meeting of the Association. This Committee consists of the reader of the communication, S. De Witt Bloodgood, Esq., a member of the Chamber of Commerce, Professor Seeley, M. Maury, Esq., H. O. Reilly, the telegrapher of the West, and Dr. Gale, formerly of the U. S. Patent Office. Since that time considerable interest has been felt in the subject, and much outside strength has been given to the proposition.

It may be as well to state that Navigation is greatly dependent on the accuracy of the Mariner's Compass, long a subject of serious consideration and much study.

Since the time of Columbus it has been ascertained that the needle does not uniformly point due north, but has for many years been to the West of North, and is now slowly traversing to the East; that the earth is filled with magnetism—if not a great magnet herself—that it has one or more north magnetic poles, and as many southern; that the magnetic and terrestrial equators are not alike; that there is a dip of the needle at different latitudes; and, finally, that maps of all these variations have been commenced, and are partially in use at the present time.

Now if this was all exactly ascertained, the problems of longitude and latitude could be easily solved by mere inspection. Many of the most enlightened of modern civilized Governments have paid attention to the subjects involved. Charts, publications, instructions and magnetic observatories are become quite common. In the communication read before the Association all these facts were stated. So, too, the difficulties in the way of the subject were explained, and the advantages of proper observations pointed out. Especially was it urged that while in other countries, observations on the magnetic currents and the proper method of rectifying Compasses were duly studied, here in New York, one of the largest and most flourishing commercial cities of the world, and most intimately connected with navigation, no corresponding effort was made.

It is now proposed to establish a magnetic observatory at some convenient place in this city—in the Central Park, or on the battery. The expense of the building and the necessary instruments will be small. To record the observations will be the most expensive; and even this will not be a serious difficulty, since an apparatus has been invented, and is now in use in the Greenwich observatory, by which the variations record themselves on a cylinder of paper. A small fee levied on visitors, and a small charge for the correction of compasses, would give the means of support. On the other hand, no one could tell what the advantages of such an establishment would be to ship captains, ship owners and insurance officers. Thousands of dollars might be saved by reference to such an institution. Here is an appeal to the American pocket at once. We say nothing of the general benefit which would result from it in a purely scientific view. When we are told that the whole civilized world is studying magnetism, and is studded with magnetic observatories, we may surely enter the lists without much reserve. We, too, should do our part in the great work, and contribute our share to the prosecution of inquiries of the greatest importance.

We therefore trust that the objects set forth in the proposition may be fully attained; that ample subscriptions may at once be secured; that the committee entrusted with them may act energetically and unitedly to achieve them without delay; and that New York, which now boasts justly of its charitable and literary institutions, may add to the number this most desirable one of a magnetic observatory. There is wealth enough and enterprise enough to secure its success, and the sum wanted is quite inconsiderable in proportion to the magnitude of the effects it may produce. A few thousand dollars can only be required to secure the result; and it is not to be doubted that the Committee, on appealing to the public, will find the public ready fully to respond.

It is believed that the greatest part of our shipwrecks are attributable entirely to the inaccuracy of compasses. Great pains have been taken by the British Government to rectify these instruments; and many institutions, devoted to the cultivation of this science, alone owe their origin and maintenance to private liberality. We have not a single institution devoted to this pursuit, and it is time that the great city of New York took the lead in this useful work.

☞ A survey has been completed of the proposed railroad from Collinsville, Conn., to the Massachusetts line, through Norfolk and Canaan, where it is to be continued by the Boston, Hartford and Erie road to the Hudson.

Journal of Railroad Law.

LIABILITY OF RAILROAD COMPANY FOR INJURY BY COLLISION AT CROSSING OF PUBLIC ROADS.—NEGLIGENCE ON PART OF PLAINTIFF.

The case of the North Penn. R. R. *vs.* Heildman decides that at the intersection of a railroad with a common road, there are concurrent rights; and neither the traveler on the highway nor the company has an exclusive right of passage.

The opinion of the Court was delivered, February 16th, 1865, by STRONG, J.—The plaintiff sued for an injury to himself and his property caused, as he alleged, by the negligence of the defendants. It was the result of a collision. The accident occurred at the intersection of the defendants' railroad with Dauphin street along which the plaintiff was driving a horse attached to a covered wagon, in consequence, as was averred, of the carelessness of the defendants' agents. Whether there was such carelessness was submitted to the jury, and of the mode of submission there is complaint. But the contest in the Court below involved also the inquiry how far, if at all, the negligent conduct of the plaintiff had contributed to the hurt sustained by him. There was evidence that as he approached the crossing of the railroad, he was seated far back in his covered wagon with the curtains down (closed,) that the curtains were tight, though there was a small glass window on each side, and that a person coming down Dauphin street in the direction in which he came, could have seen the railroad track had he looked out, for from seventy to seventy-five yards from its intersection with Dauphin street. Such evidence justified the defendants in proposing their points to the Court, the first of which was as follows: "That it is the duty of a traveler approaching a railroad crossing to look along the line of the railroad and see if any train is coming; and if the jury believe the plaintiff failed to take such precaution, he was guilty of negligence and cannot recover in this suit."

This point the Court answered by saying: "This is one of the reasonable precautions a man is bound to use, and its absence is evidence of neglect." This was not a full answer to the point. The Court conceded that looking out for the approach of a train is a duty, when a traveler is about to cross a railroad track, but instead of charging the jury that failure to look out is negligence, instructed them that it was evidence of negligence. This was not all the defendants asked nor all they were entitled to have. Absence of such a precaution was more than evidence of negligence. It was negligence itself, and it was such as may have contributed directly to the injury, for the uncontradicted evidence was that the plaintiff drove his horse and wagon slowly upon the track in front of the passing locomotive. If he did this without looking along the track, he acted without any precaution, and contributed to his hurt.

That what constitutes negligence in a particular case is generally a question for the jury and not the Court is undoubtedly true, because negligence is want of ordinary care. To determine whether there has been any involves therefore, two inquiries: first, what would have been ordinary care under the circumstances; and, second, whether the conduct of the person charged with negligence came up to that standard. In most cases the standard is variable, and it must be found by a jury. But when the standard is fixed, where the measure of duty is defined by the law, entire omission to perform it is negligence. In such a case the jury have but one of these inquiries to make. They have only to find whether he upon whom the duty rests has performed it. If he has not, the law fixes the character of his failure, and pronounces it negligence. Of this there are many illustrations.

Now, that it is the duty of a traveler when approaching the intersection of a railroad with a common highway to look out for approaching trains or engines, the Court below asserted more than once and correctly. That standard of duty is fixed by the law. At the place of intersection there are concurrent rights. Neither the traveler on the common highway nor the railroad company has an exclusive right of passage. Even on a common road, travelers must look out for the approach of other vehicles passing. And this is the more necessary at a railroad crossing, because movement upon such a road is more speedy, and because the consequences of a collision are usually so disastrous. Precaution, looking out for danger, is therefore a duty. It was well said in Reeves *vs.* The Delaware and Lackawanna Railroad Company, 6 Casey, 464: "The traveler has the obligation of prudence upon him; he is bound to stop and look out for trains, and may not rush heedlessly, or remain unnecessarily in a spot over which the law allows engines of fearful power to be propelled." Not looking for a coming train is not merely an imperfect performance of duty; it is an entire failure of performance. Had the Court been asked to declare failure to look out until the plaintiff was within a certain distance of the intersection, to be negligence, the case would have been different. That was the state of facts in Pennsylvania Railroad Company *vs.* Ogier, 11 cases, 60. There it would necessarily have been for the jury to determine what degree of vigilance he should have exercised. But not looking at all is an entire absence of vigilance. We think, therefore, the Court should have instructed the jury that it was negligence itself, and not merely evidence of it, from which they might or might not find it. This would have left to them to find whether the plaintiff had looked for a train, and if he had not, whether his neglect to look had been a contributing cause of the injury he had received.

The second point proposed was but a repetition of the first, and the answer is obnoxious to the same criticism.

Judgment reversed, and *venire de novo* awarded.

Steel Boilers.

In Prussia experiments have been made with steel boilers with the following results: Two boilers, each 86 feet long and four in diameter, without flues, were placed side by side. One was made of steel plates ½ an inch thick, the other of iron plates of 0.415 of an inch thickness. The steel boiler was tested by hydraulic pressure of 135 pounds per square inch. Both boilers were worked for about a year and a half under 65 pound pressure. At the end of that time there was less scale in the steel than in the iron boiler. The steel boiler generated 25 per cent. more steam, and evaporated an average of 11.65 cubic feet of water per hour, the iron evaporated 9.37 cubic feet. The quantity of coal consumed per 12 hours was 2,806 pounds for the steel and 2,972 for the iron boiler. The plates of the steel boiler directly over the fire were found to be uninjured, while those of the other were worn out. The advantages of the steel boiler are strength, lightness, rapidity of evaporation, durability under heat, the security of more perfect riveting and comparative freedom from scale.

Chicago and Rock Island Railroad.

The earnings and expenses of this road for the years ending March 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$1,021,779 69	$1,005,872 41
" freight	2,222,309 27	2,016,305 54
" mails, etc	115,301 84	132,057 73
	$3,359,390 80	$3,154,235 68
Expenses, viz:		
Repairs of road	$214,907 24	$245,861 80
" engines	137,477 95	210,031 64
" cars	177,376 61	203,217 25
" bridges	16,657 21	28,218 75
" buildings	31,297 44	38,228 66
" fences	13,725 66	18,551 21
Cost of iron for rep'rs	237,284 84	326,453 86
Fuel	173,743 05	169,548 19
Oil, waste, etc	80,679 34	33,465 60
Loss and damage	17,695 38	15,269 98
Contingent account	22,062 50	30,397 09
Salaries of ag'ts, etc.	77,953 50	77,571 97
Labor handling fr'ht	117,740 88	112,618 69
Pay of train hands	135,301 18	146,627 84
Station house exp	35,802 06	31,653 74
Stationery, etc	14,902 05	11,328 73
Car service		115 86
Exchange	1,205 65	
Tools & machinery,	11,879 25	12,294 15
	$1,467,681 79	$1,711,454 51
Net earnings	$1,891,709 01	$1,442,781 17

Payments in 1865–'66.

Rent Peoria and Bureau Valley R. R. Co.	$125,000 00	
Interest on bonds	101,535 00	
Dividends including tax on same	631,578 94	
Interest on Bridge bonds	40,000 00	
Taxes on real estate	63,462 02	
U. S. tax on earnings	93,722 64	
Legal expenses	7,361 74	
Extraordinary repairs	46,438 39	
		1,109,098 73
		$333,682 44

There has been expended during the year:

For land	$131,496 69	
For new equipment	113,712 10	
		245,208 79
Balance unappropriated net earnings.		$88,473 65

Compared with the previous year the gross earnings of 1865–'66 show a decrease of $205,155 12; with an increase in operating expenses of $243,772 72—making the decrease in net earnings $448,927 84. The increase in gross expenditures over the preceding year was $517,412 18.

There has been retired and cancelled during the year $2,500 of the Income bonds, leaving outstanding the sum of $51,000, and for which the trustee holds $57,396 27, invested in United States Government Bonds.

The Board have deemed it of the most vital importance to the future prosperity of this road that the Mississippi and Missouri Railroad should be built to the Missouri River, and thus connect with the Pacific Railroad; and with this end in view they have afforded that road aid by advancing money on eight hundred thousand dollars of its Land Grant Bonds to the extent of five hundred thousand dollars, as explained in the two

previous reports of this company. The bonds referred to have since been purchased from the Mississippi and Missouri Railroad Company, and now belong to this company.

Since the date of the last annual report, the directors have executed a contract with the Mississippi and Missouri Railroad Company for the ultimate control and use of that road, its lands and franchises, on certain conditions, which will more fully appear by reference to the contract itself, which is appended to this report; and in order further to facilitate and with greater speed accomplish the ends in view, the directors have, since their report of May 20, 1865, invested the sum of four hundred and fifty-two thousand two hundred and forty-two dollars in the purchase of the different classes of bonds of the Mississippi and Missouri Railroad Company.

The expenditures properly chargeable to construction, equipment and tax account amount to $596,576 05; of which there has been charged to construction, repairs, equipment and tax accounts, $448,831 84. The balance, $147,744 21, being charged to ordinary repairs. In addition to the above, $13,824 42 have been expended in re-building 1,718 feet of pile and trestle bridges.

There have been $380,008 57 expended in the purchase of the following new material for use in track during the year, viz: 78,694 ties; 998 tons of new rails; 26 tons Atlas steel rails; 4,136 tons re-rolled rails; 900 kegs spike at $6.22; 27,820 lbs. wrought chairs, at 7¼c.; 38,740 lbs. bolts for fish plates, at 9.36c.; 195,151 lbs. fish plates, at 6.36c. There have been re-laid with re-rolled iron 43.78 miles; new rails, 11.43 miles, and 1.71 miles new side track, making a total of 57.01 miles. The number of rails repaired at the company's shops was 15,810, costing $13,290 64, an average cost per rail of 84.6 cents.

The company have 65 engines, which are with few exceptions in good repair; of this number 6 have been purchased during the year, 26 engines have been thoroughly repaired, 7 of these being changed from wood to coal burners, and rebuilt and fitted with copper fire boxes. There have also been constructed at the shops of the company 2 passenger cars, and 110 freight cars, and rebuilt, 6 passenger and 21 freight cars. A number of pilots, cabs, tanks, &c., have also been built.

The number of miles run by locomotives with passenger trains was 364,870; with freight trains, 791,387; with wood and gravel trains, 78,594—total miles run 1,234,851. The average cost per mile for each locomotive, including repairs, fuel, engineer and firemen, oil, tallow and waste, was 38.39 cents, being 5.28 cents more than the previous year.

The entire cost per mile for operating the road, including car repairs, equipment, land, taxes, &c., was $9,461 98.

Gross earnings per mile of road	$13,595 07
Net " " "	6,749 65

The proportion of expenses to earnings, including new work, construction, repairs, equipment, land, taxes, &c., was 69.59 per cent. Less extraordinary expenses, 50.35 per cent.

The whole amount of freight transported over the road during the year was 919,172,110 pounds; a decrease from last year of 25,141,828 pounds. The number of loaded cars was 55,097; going west, 23,998; going east, 31,099. Tons carried one mile 59,218,394. Average earnings per ton per mile 3.45 cents.

The number of passengers carried was 434,744, of which 434,891 were 1st class, and 2,853 2d class; of these, 61,371 were through, and 376,373 way; 204,343 went east, and 233,401 west. Number carried one mile, 26,934,579. The number of soldiers transported over the road, and included in the above, was 40,761, of which 13,437 went east, and 27,324 west. The average rate per mile for transporting passengers was 3.733 cents.

The total number of pounds of freight transported over the Mississippi Bridge during the year was 284,651,806, being 15,350,910 pounds less than the previous year. The number of loaded cars passing for the same period was 17,505, of which 9,067 went east, and 8,434 west. The total number of foot passengers crossing the bridge was 101,675, of which 50,963 went east, and 50,712 went west. Number of boats passing the draw going north, 437; do., south, 453; barges going north, 238; do., south, 255. Total number of rafts 576.

INCOME ACCOUNT.

Balance to credit April 1, 1865	$2,034,081	79
Earnings, as above	3,154,235	68
	$5,188,317	47
Dividend, April, 10, 1865, 5 per cent. and U. S. tax	$315,789	47
Interest on income bonds, May 1	1,872	50
" mortgage bonds July 10.	48,895	00
Rent Peoria & Bureau Valley R.R., Aug. 1	62,500	00
Dividend, Oct. 10, 5 per cent. and U. S. tax	315,789	47
Interest on income bonds, Nov. 1	1,872	50
Int. on mort. bonds Jan. 10, 1866	48,895	00
Rent Peoria and Bureau Valley R.R. Feb. 1	62,500	00
Interest on Railroad Bridge bonds, March 31	40,000	00
Extraordinary repairs	46,438	39
Operating expenses	1,711,454	51
Taxes on real estate	63,462	02
U. S. tax on passenger earnings	93,722	64
Legal expenses	7,361	74
Balance	2,367,764	23
	$5,188,317	47

BALANCE SHEET.

Capital stock	$6,500,000 00
Mortgage bonds	1,397,000 00
Income bonds	51,000 00
Profit, balance of income account.	2,367,764 23
	$10,315,764 23
Cost of road and equipment	$8,050,131 72
Stock of fuel on hand	202,679 32
" iron and materials on hand	54,539 16
Mississippi and Missouri R.R bonds	952,242 50
U. S. certificates of indebtedness	55,000 00
Cash and U. S. securities in hand of trustees to provide for income b'ds	57,396 27
Due for military transportation	6,612 90
Due from Post Office department	7,362 70
Due from rent of Grain House	4,532 41
Uncollected bills at Chicago	43,783 79
Cash in Chicago	59,471 85
Cash in New York	822,011 61
	$10,315,764 23

President.—CHARLES W. DURANT.

Directors.—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, Thomas T. Sturges, Oliver Charlick, Wm. Whitewright, Jr., John P. Yelverton, Wm. F. Havemeyer, Clark Durant, John F. Tracy and Ebenezer Cook.

Vice President.—JOHN F. TRACY.

Treasurer.—E. W. DUNHAM.

Secretary.—FRANCIS H. TOWS.

Ass't Superintendent.—G. H. BEARDSLEY.

Philadelphia and Baltimore Central R. R.

At a meeting of the stockholders of this Company at Rising Sun on the 2d instant, authority was granted to the Directors to create a mortgage of $300,000 on the Cecil county division of the road, from the sale of which the Directors expect to realize funds to complete the road to the Susquehanna during the next year. The Philadelphia, Wilmington and Baltimore Railroad Company are now completing their branch track to Port Deposit, and propose extending the same to connect with the Philadelphia and Baltimore Central Railroad at the crossing of the Susquehanna. This will at once give us all the advantages of a through route to Baltimore. It is also in contemplation to continue the construction of the road through Hartford and Baltimore counties to Baltimore as fast as the funds can be raised for the purpose. The track is at present completed to Briscoe's land, west of Rising Sun, and the workmen are engaged in grading beyond that point.

The projected road from Columbia down the Susquehanna to Port Deposit will be constructed in the course of a few years, the Pennsylvania Central Company having already made a branch of about one mile in that direction in the Borough of Columbia.—*Oxford Press.*

Atlantic and Great Western Railway.

The debenture holders in this undertaking were of course prepared to learn that cash had arrived in this country more than equal to meet payment of interest due on 15th May. It was also satisfactory in the highest degree to be informed that funds had arrived to provide for the interest due on 15th November next, as well as a portion for the distribution in May, 1867. But it is excessively annoying to be informed that this cash had been deposited in the Consolidated Bank, an establishment which declared itself insolvent on the evening of Sunday last at 9 p. m.

The traffic on the line, according to the monthly returns, exhibits a falling off on the one hand in unison with the receipts on the whole of the great American arteries, and an increase on the other when compared with the earnings of previous periods. Thus we learn that the receipts for the current year contrast as follow with the first four months of 1865 and 1864:

	1866.	1865.	1864.
January	$504,991	$289,400	$160,000
February	408,864	327,269	179,041
March	388,480	399,870	154,575
April	394,533	343,408	181,034
Total	$1,696,868	$1,359,947	$674,580

With such receipts as these there need be no disquiet in regard to the undertaking being more than able to meet the whole of the interest on its bonds as it may become due.

Again, from the fact of the cash being transmitted to this country every month, and consequently bearing interest here until its disbursement to the bondholders, it inevitably follows, even should there occur some delay in obtaining repossession of the money lodged in the Consolidated Bank, that the later payments, lodged in some more secure establishment, will speedily provide a fund to meet any contingent arrears. There cannot possibly be a loss to the railway company, inasmuch as the shareholders in the bank are liable to the full extent of their subscriptions. Nor may it be contended that any great body of these shareholders are likely to prove defaulters in regard to the amounts for which they are respectively liable. There should therefore be not the slightest misgiving on the part of the debenture holders of the Atlantic and Great Western.—*London Railway Times, June 2.*

☞ A preliminary survey is being made for the extension of the New Haven and Northampton Railroad from Williamsburg, through Cummington and Savoy, to North Adams. The contract to build the road from Northampton to Williamsburg has not yet been taken.

The Inter-State Railroad Bill.

The bill to regulate commercial interests between the several States has passed both Houses of Congress, and only awaits the signature of the President to become law. The following is a copy of the bill:

Whereas, The Constitution of the United States confers upon Congress, in express terms, the power to regulate commerce among the several States, to establish post roads, and to raise and support armies; therefore,

Be it enacted in the Senate and House of Representatives assembled, That every railroad company in the United States, whose road is operated by steam, its successors and assigns, be and is hereby authorized to carry upon and over its road, boats, bridges and ferries, all passengers, troops, Government supplies, freight and property on their way from any State to another State, and to receive compensation therefor, and to connect with roads of other States so as to form continuous lines for the transportation of the same to the place of destination.

Provided, That this act shall not affect any stipulations between the Government of the United States and any railroad company for transportation or fares without compensation, nor impair or change the conditions imposed by the terms of any act granting lands to any such company to aid in the construction of its road; nor shall it be construed to authorize any railroad company to build any new road, or connection with any other road, without authority from the State in which such railroad or connection may be proposed.

SEC. 2. *And be it further enacted*, That Congress may at any time alter, amend or repeal this act.

Coal and the Susquehanna Railroad.

The Albany and Susquehanna Railroad is being rapidly completed to Ninevah, the point where the railroad being constructed by the Delaware and Hudson Canal Company from Carbondale, in the Wyoming Valley joins it. When both these roads are finished, the whole of the Anthracite coal regions will be opened to Albany by a very short, direct and level route, and coal can be delivered at Albany as cheaply as at any other point on the Hudson River. The Delaware and Hudson Canal Company were aware of this fact when they projected the road from Carbondale to Ninevah, and hence its construction. By the present route, they are obliged to transport their coal over seven inclined plains, five of which are operated by stationary power, then tranship it into boats and take it to Rondout, where, for the winter months, it is ice bound. This is attended with great cost, while to bring it to Albany by the Susquehanna road, there will be no inclined plains, a constant market through the winter months, and, according to the report of Mr. Sweet, late Deputy State Engineer, it can be transported at a cost to the road of from eight to nine mills per ton per mile. The distance from Carbondale is about two hundred and three miles. The Delaware, Lackawanna and Western Railroad Company, another of the great coal monopolies, now run their coal cars to Great Bend, about eighteen miles from Ninevah, and by a short road can connect with the Susquehanna road at that point, or can run over the Erie to Lanesboro, and thence over the Carbondale and Ninevah road to the latter place. The owners of the mines at Barclay are constructing a road to the Erie road, a short distance from Athens, to bring out their semi-bituminous coal, and when the Susquehanna road is completed to Binghamton, a direct connection will be had with their mines also.

The Susquehanna road has made a very favorable contract with the Delaware and Hudson Company, and a similar one can undoubtedly be made with the two other companies above named. When these roads shall have been completed, it will put Albany in the possession of an abundance of coal, and at much cheaper prices than have been known for many years. The consumption of coal, in and within a circuit of one hundred miles of Albany, is about two millions of tons per annum, and the greater portion of this will be hauled over the Susquehanna road, when they get the facilities for doing the business.

The profit for doing this, to that road, at a very trifling advance over the actual cost, will be over one hundred thousand dollars per annum, while to the city of Albany the benefit will be immense. —*Albany E. Journal.*

Lehigh Coal and Navigation Company.

The shipments of coal by canal for the years ending December 31, 1864 and 1865, were as follows:

	1864.	1865.
Shipped at Mauch Chunk	446,718	483,756
" East Mauch Chunk	311,369	405,028
Total, tons of 2,240 lbs.	758,087	888,784

—showing an increase of 130,696 tons over the shipments of the previous year.

The distribution of coal carried on canal was as follows:

	1864.	1865.
Consumed on the line of the Lehigh Canal	93,039	82,235
Passed into the Morris Canal	194,096	217,813
Passed into the Del. Div. Canal	470,952	588,736

The coal that passed into the Delaware Division Canal divided itself thus:

	1864.	1865.
Consumed on the line of the canal	27,426	28,930
Entered the Del. & Raritan Canal	241,201	399,067
Reached tide water at Bristol	202,325	160,739

Of the coal that entered the feeder of the Delaware and Raritan Canal, 41,191 tons passed out at Bordentown; this having been, for a period of nearly two months, the only way for boats to come through to Philadelphia—navigation on the Delaware Division Canal below the outlet lock having been suspended for repairs, from the 16th of July to the 9th of September.

The total amounts of freights of all kinds (tons) carried on the canal is shown in the following table:

	Ascending.	Descending.	Total.
1865	133,552	914,086	1,047,638
1864	145,677	800,539	946,216
Inc. in 1865.	12,125	113,547	101,422

The yield of the company's coal mines for the years 1864 and 1865, was as follows:

Mined on company's account—	1864.	1865.
Panther Creek, Summit and Old Tunnel Mines	379,727	408,172
Mined under lease from company—		
Room Run Mines	92,738	79,753
Tamaqua Mines	32,685	19,535
Greenwood Mines	.....	6,022
Old heaps	12,030	3,543
Total product of Co.'s mines	517,180	517,025

The tonnage for the year, of the old Lehigh and Susquehanna Railroad proper, or of what may now be called the northern division of the road, lying between Wilkesbarre and White Haven, was as follows:

	Going North.	Going South.	Total.
Coal	85,478	251,966	337,444
Lumber	4,282	15,127	19,409
Corkwood and bark	....	66	66
Lime and limestone	102	.....	102
Other stone, plaster, etc.	40	364	404
Merchandize	332	24	356
Total tons.	90,234	267,547	357,781

—which is a gain of 233,667 over the aggregate of 1864.

The coal going north (85,478 tons,) was transported from the planes to the Wyoming Canal.

The number of passengers carried was 26,333, of which 23,882 were through, and 2,451 way.

The amount of freight offered to go to the Lehigh, was vastly in excess of what was carried, and our own ability to transport was fully equal to a business one-third greater; but the Lehigh Valley Railroad Company failed to provide sufficient motive power to do the business over the White Haven and Penn Haven branch of their road, and the expense to which we had gone to prepare for a larger business, was thereby rendered unavailing, and the cost of the transportation done by us much increased. The profits, however, have been satisfactory. Next year we hope to have a road of our own in operation between White Haven and Penn Haven, so that there need be no repetition of these difficulties hereafter.

In the month of June, an important link in the extension to Easton of the Lehigh and Susquehanna Railroad, was opened to trade, viz: that part lying between the Hazleton Railroad and the head of our canal, a distance of about six miles. During the five months of active operations on said link of road, there was carried over it a total of 202,895 tons 17 cwt. of coal, of which 121,712 tons were received from the Hazleton Railroad, and 81,183.17 tons from the northern division of the Lehigh and Susquehanna Railroad, over the Penn Haven and White Haven branch of the Lehigh Valley Railroad. All of the above coal was shipped upon the company's navigation, over the new pockets below the Turn-hole. This trade will be largely increased the present year, both from the Hazleton and the Wyoming regions.

The earnings and expenses for 1865, were as follows:

Earnings:		
Water and ground rents		$11,789 15
Coal sold, including mine rents		584,748 23
Tolls on canal less expenses of collection		612,803 21
Profits on transportation account, L. & S. R. R. including car service		170,796 95
		$1,380,137 54
Expenses, viz:		
State tax on capital st'ck.	$23,467 50	
Balance of interest acc't.	189,144 68	
Repairs and improvements of the navigation	74,694 17	
For future renewals of pockets at Turn-hole	30,940 77	
		318,247 12
Net profits		$1,061,890 42
Balance to credit of profit and loss, January 1, 1865		2,983,236 08
		$4,045,126 50
U. S. tax on surplus profits of 1864	$48,219 79	
Dividend, May 23, 1865, 5 per cent. and U. S. tax	225,418 42	
Dividend, Nov. 28, 1865, 5 per cent. and U. S. tax	268,634 21	
		542,272 42
Balance to credit of profit and loss January 1, 1866		$3,502,854 08

The profits from all sources, for the year 1865, were $1,380,137 54. After paying State tax, interest, repairs, and expenses, there remains a balance to be carried to the credit of profit and loss, of $1,061,890 42, equal to 24¾ per cent. on the capital stock, as it stood up to May 24th, 1865, prior to the issues of new stock, made, respectively, in May and November last. As said new issues of stock contributed nothing to the profits of the year, being represented by railroads still unfinished and not in operation, it is proper to calculate the percentage of profit on the capital actually engaged in the business, which gives a result of nearly 25 per cent., as already stated.

After deducting from the net profits of the year, the two dividends of five per cent. each, declared in May and November, there remains a surplus, for the year, of $567,837 79, and a total balance to the credit of profit and loss, of $3,502,854 08.

During the year 1865, the capital stock was increased $1,808,750; the funded debt was increased $235,001 82; and the floating debt (including unpaid interest and dividends) increased $53,478 79. On the first of January, 1866, the aggregate of the company's liabilities, including capital stock, funded debt, and obligations of every kind, was $10,494,464 28.

There was expended upon the new locomotive road, around the inclined planes on the Lehigh and Susquehanna Railroad, the sum of $334,474 11. For ground for a new freight and passenger depot at Wilkesbarre, $9,109 49. In other improvements, between Wilkesbarre and White Haven, $68,264 75. On the branch to the Nescopec mines, $2,245 68. On the different sections of the Lehigh and Susqehanna extension—between White Haven and Easton—a total of $712,335 61, besides $49,489, paid for land and right of way, and charged temporarily to lands purchased.

The cost of the railroad, from the bridge at the Turn-hole to the new pockets, originally charged to land improvements, has been transferred from that account to construction of Lehigh and Susquehanna Railroad. The amount of this item, including the bridge, the tunnel, and the sidings, is $223,550 92. Total charged to construction of Lehigh and Susquehanna Railroad, in 1865, $1,209,813 07.

In the purchase of additional rolling stock, for the Lehigh and Susquehanna Railroad, including six new locomotive engines, and 684 new cars, there was expended the sum of $426,519 33.

By the purchase of a new locomotive, for use on the road to Tunnel No. 10, and by other additions to the rolling and other stock at the company's mines, and on the railroads connected therewith, there has been added to this item of the company's assets, the sum of $62,069 04.

Upon their coal improvements, including their coal mines and the railroads connected therewith, the company expended last year, the sum of $322,524, of which, however, only $80,712 09 has been permanently charged to that account; the balance to the current expenses of the business.

Upon other portions of the company's real estate, expenditures have been made under the head of land improvements, to the amount of $64,823 84. The sum of $30,940 77 has been credited to that account, on the score of the new pockets built in 1864 and 1865, to cover what depreciation they may have already sustained, and the extra cost arising from the high price of labor and materials. The total amount charged to this account was less by $175,237 10, at the end of 1865, than at the end of 1864.

The investment of the company in canal boats, was increased during the year, $11,054 12.

The following exhibits the financial condition of the company at the end of the year.

Capital stock	$6,091,700 00
Common loans	3,081,433 74
Floating debt	1,256,497 70
Unpaid dividends	9,213 70
Arrears of interest	55,619 14
	$10,494,464 28
Balance to credit of profit & loss	3,502,854 08
Total	$13,997,318 36
Canal and river improvements	$4,455,000 00
Lehigh and Susquehanna R. R.	3,127,708 42
Real estate, coal mine and other lands, mine railroads, &c., and works at Phila., &c.	2,037,089 72
Moveable effects:—debts due, bills receivable, bonds and mortgages, &c.	2,907,157 38
Contingent fund, cost of investm'nts	680,246 58
Cash on hand	790,116 26
Total	$13,997,318 36

The indebtedness of the company at the end of 1864 and 1865, comparatively, is shown in the following summary:

	1864.	1865.
6 pr ct. loan, due Mar. 1, 1870	$414,607 77	$414,157 77
6 per cent. loan, due April 1, 1884	2,432,274 15	2,667,275 97
Total	$2,846,881 92	$3,081,433 74
Increase of funded debt		$234,551 82
" floating debt		53,478 79
Increase of debt and liabilities in '65		$288,030 61
" stock in 1865		1,808,750 00
Total increase of debt and stock		$2,096,780 61

Meanwhile the property and assets of the company have increased by a total of $2,616,398.

The following table exhibits at one view the cost of the company's works, and the earnings yearly for the last fourteen years:

Years.	Cost of works, lands, mines, &c.	Gross Earnings.	Total Expenses.	Net Earnings.	Dividends.
1852	$7,142,876	$722,999	$153,366	$569,633	6
1853	7,015,998	804,715	134,259	670,456	6
1854	7,116,901	1,090,652	167,136	923,516	6
1855	7,169,727	1,019,271	209,125	810,146	6
1856	7,241,654	864,657	237,176	627,481	6
1857	7,263,971	593,290	127,126	466,164	6
1858	7,228,273	595,857	92,197	503,660	6
1859	7,228,789	672,688	97,763	574,925	6
1860	7,288,264	753,318	83,091	670,227	6
1861	7,357,473	528,246	201,314	326,932	6
1862	7,454,365	307,347	123,487	183,860	6
1863	7,574,840	1,152,694	129,110	1,023,584	6
1864	8,445,880	1,560,582	238,305	1,322,277	10
1865	9,619,798	1,380,137	318,247	1,061,890	10

At an election held May 1st, 1866, the following named persons were chosen officers of the company, for the ensuing year:

President.—James S. Cox.

Managers.—John Farnum, Richard Richardson, Andrew Manderson, Jacob P. Jones, Francis C. Yarnall, Samuel E. Stokes, Francis R. Cope, Frederick Graff, Fisher Hazard, Charles L. Borie, Charles Wheeler.

Vice President.—William F. Biddle.

Superintendent & Engineer.—John Leisenring.

Treasurer.—Solomon Shepherd.

Secretary.—Francis Mitchell.

The Wabash and Erie Canal in Indiana.

A company composed of leading business men on the line of this canal, has been formed for the purpose of leasing the canal for a term of years, to put and keep it in navigable order. The company organized at Delphi last week by the appointment of Reed Case, of Delphi, T. Donovan, of Pittsburg, M. Bradley, of Peru, A. P. Edgerton, of Ft. Wayne, Judge Petit of Wabash, L. Jewett, Capt. Moore, Robert Breckinridge, Henry Taylor and J. W. Martin, of Lafayette, Directors of the Company. At a subsequent meeting, Messrs. Edgerton, Case, Bradley, Breckenridge and Jewett, were elected an Executive Committee, and Hon. A. P. Edgerton, President.

It is generally known that in the settlement of Indiana with the foreign holders of her bonds, this canal passed into other hands, and was for many years managed by trustees for them, during which it declined in condition. It was then leased to a company consisting of A. P. Edgerton, H. McCulloch, and we think, Jesse L. Williams, who bound themselves no further than to keep the canal in repair if its revenue was sufficient. This arrangement did not create a sufficient interest, nor induce the investment of sufficient capital to keep the canal in navigable order. This season, it has been opened no further south than Logansport, with no prospect, under the old arrangement, of any effort to open it through.

The character of the members of the new company, their interest in business and property along the line of the canal, and the capital they have invested in this enterprise, are an assurance of an energetic management that will put this important canal in order and make it again profitable. Business men in Toledo have taken a part in the undertaking by pledging themselves to build thirty boats for the canal, this kind of stock having declined for several years on account of the uncertainty as to the continuance of the canal.

This canal has, like the Ohio Canal, suffered from railroad competition. The foreign owners would not stand up to the continual draft upon them to keep it in repair, as the State of Ohio did for her canals for many years, until she leased them. The lessees of the Indiana Canal did not put that interest and energy into the management that the Ohio lessees gave to their enterprise. The declining condition of the canal, and the facilities furnished by the railroads, made the people indifferent to its preservation. But the people of Ohio are aware that their canals are worth the cost for their influence on the price of freight, even though they should carry none. And so is the Wabash and Erie Canal to the people of Indiana, as they would find, to their cost, if they should allow it to go out of existence.

Before our canals were leased they were an annual drain of from one to two hundred thousand dollars a year upon the general fund of the State Treasury, besides the interest on their cost of sixteen or eighteen millions. In spite of this bad showing of direct results, we believe they were worth the cost for their influence on freights. They were a security against any extraordinary pressure upon the means of transit, and against the natural effect of this on prices. The energy and economy of private interest and management has sustained and improved them with their own revenues, and the prospect which at one time was probable that they would run down and be abandoned, is now removed.

The people of Indiana have the same interest in their canal, and it is probable that this enterprise will have as beneficial a result. The trade of the Wabash and Erie Canal in Indiana was once of much importance to this city. It fell off on account of the change the war made in the course of trade, as well as from the declining condition of the canal. The restoration of trade to its natural course and the repair of the canal will revive and increase its importance to this city. It is indispensable for the transportation of all kinds of heavy freight and produce, and it is also a very important feeder to the Ohio portion of the same line of canal.—*Cin. Gazette.*

☞ The first annual meeting of the International Telegraph Company was held in Portland on the 5th inst., and the following board of directors was chosen for the ensuing year: E. K. Harding, Bath; A. D. Brown, George F. Shepley, H. N. Jose, Woodbury Davis, Portland; Wm. McGilvery, J. C. Nichols, Searsport; J. B. Foster, J. W. Palmer, Bangor; E. C. Bailey, Dwight Foster, Boston. At a meeting of the directors Col. E. K. Harding of Bath was chosen President, and Col. Charles B. Merrill of Portland, Treasurer.

☞ In the suit of the California State Telegraph Company versus the United States Pacific Telegraph Company in the District Court of the United States for Nevada, Judge Baldwin has awarded an injunction restraining the defendants from telegraphing between the cities of Nevada and California, on the ground that the plaintiffs have exclusive and irrepealable franchise from the Nevada Legislature, which even Congress cannot invade. This closes the line of the defendants.

☞ Mr. D. S. Hessey, of Delaware, has been elected Chief Engineer of the Dorchester and Delaware railroad company.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Albany and Boston "	50	25½	20,000	----
Algomah ..... "	25	3	20,000	----
Allouez ..... "	25	1½	22,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	1
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	13¼
Benver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	----
Black River ..... "	25	2½	20,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	1½
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	1
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	----
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	3½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	43
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... "	2	1	200,000	----
Dudley ..... L. S.	5	25	20,000	----
Dunham ..... Ca.	25	2	200,000	----
Durham ..... "	25	5	200,000	----
Eagle River ..... L. S.	25	3½	20,000	2½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Etna ..... "	25	11	20,000	----
Flint Steel River .. "	25	9½	20,000	----
Forest City ..... "	25	8	20,000	----
Forest Shepherd .. "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	5½	20,000	43
French Creek ..... Pa.	5	----	100,000	75c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	1
Green Mountain ..... Vt.	10	----	20,000	----
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	19½
Hanover ..... "	25	1½	20,000	2½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	6½
Hungarian ..... "	25	1	20,000	----
Huron ..... "	25	19	20,000	40
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	----
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	----
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	----
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	10½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	----
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Un.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	6½
Pewabic ..... "	25	3½	20,000	37½
Phila. & Boston ... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	11½
Pittsburg & Boston "	25	5½	20,000	----
Pontiac ..... "	25	10½	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	47½
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	4½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	4
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ..... "	25	½	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	½	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	½	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	----
Star ..... L. S.	25	11½	20,000	2
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	1
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	8	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	----
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y.	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	25	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... N. J.	----	----	150,000	----
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
National ..... "	1	----	200,000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Owen's Lake ..... "	5	----	50,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	----
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	----
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	----
Atlantic & G. C. ... Md.	----	----	----	85c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	14
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou .. N. S.	5	----	100,000	----
Black Heath ..... Pa.	----	----	----	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American .. N. S.	----	----	----	----
Butler ..... "	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	6½
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	----
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	45½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	50,000	----
Franklin ..... "	100	----	5,000	8½
Fulton ..... "	5	5	60,000	6½
Gilbertson ..... "	50	50	5,000	----
Glenville ..... "	----	----	----	----
Harleigh ..... "	----	----	----	----
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	53
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Lehigh & Susq ..... "	50	50	----	----
Locust Dale ..... "	50	----	----	----
Lorberry ..... "	100	100	4,000	----
Mahonoy ..... "	20	----	10,000	----
Mammoth Vein	----	----	----	11½
Maryland Anth ... Md.	20	20	25,000	----
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	80
Narraganselt ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	----	5½
North Carbondale .. "	----	----	----	----
Penn. ..... "	50	50	64,000	142
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain .... "	50	50	16,000	26½
Shamokin ..... "	----	----	----	----
Somerset L. & C. .... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	4½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COAL & ANTHRACITE:				
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
Washington ..... "	----	----	----	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	55
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	----
GOLD:				
Arcadia ..... N. S.	3	----	100,000	----
Albion ..... "	3	----	100,000	----
American ..... Col.	100	----	50,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	60,000	12½
Copalinsche ..... "	50	----	250,000	----
Corvdon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	800,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	----
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas, Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	100,000	24
Do. preferred ... "	100	100		
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	10	----	100,000	----
Peoples' ..... Col.	100	----	40,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	10	----	100,000	----
Republic ..... Nev.	25	----	40,000	4
Rocky Mountain .. Col.	100	----	15,000	----
Sherbrooke ..... Can.	10	----	50,000	----
Smith & Parmalee. Col.	10	----	100,000	----
Standard ..... "	20	----	125,000	8½
Steptoe ..... Nev.	10	----	50,000	----
Tascher ..... Can.	100	----	20.000	----
Texas ..... Col.	10	----	100,000	----
Union ..... "	10	----	50,000	----
United States ..... "	10	----	200,000	----
Waddingham ... Idaho.	20	----	75,000	----
SILVER:	25	----	24,000	----
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madun ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	51½
Santa Clara ..... "	100	----	80,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single t'k	Length. In progress or projected	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	.....	27
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	.....	42½
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	.....	53
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	.....	.....	.....	.....	.....
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	.....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	.....	.....
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	.....	50
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	.....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	25	.....
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	.....	50½
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,286	—	3	.....	50
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	.....	.....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	.....	.....
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	.....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	.....	.....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	.....	.....
30 Nov. '64	6.00	—	70	—	..	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	84,198	1,261	—	.....	.....
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	.....	100
30 Nov. '64	1.59	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	.....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	989	21,389	—	—	.....	.....
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,688	25,453	—	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	.....	.....	.....
						NEW YORK.									
30 Sep. '64	10.76	—	...	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	...	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	178,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	...	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	.....	.....
30 Sep. '64	11.75	4.00	...	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	.....	.....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	.....	.....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	.....	.....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	.....	.....
30 Sep. '64	—	.....	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '64	—	23.03	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	.....	.....
30 Sep. '64	—	.....	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	.....	327,713	30,493	—	100	.....
30 Sep. '64	17.25	—	...	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	.....	.....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	.....	.....	12	100	.....
Sep.	'64	18.50	1.00	...	101	...	Eighth Avenue (N. Y.)	1,166,162	1,000,000	44,000	5,000	452,701	4,208	12	.....	.....
30 Sep. '64	12.00	1.00	...	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,800	33,282	178,056	22,293	—	—	.....
30 Sep. '64	—	.....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	.....	.....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	796,360	67,000	—	90,108	loss.	—	100	.....
30 Sep. '64	—	.....	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	.....
30 Sep. '64	7.50	3.40	...	20	..	Rochester City & Brighton	237,389	134,000	91,000	10,000	47,789	—	—	.....	.....
30 Sep. '64	16.00	—	—	...	25	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,806	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '64	17.50	—	...	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	.....	.....	leased.	.....	.....	.....	.....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	.....	.....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	.....	.....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	...	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	.....	.....
31 Dec. '62	5.05	2.50	...	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	...	...	..	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	.....
31 Dec. '62	5.80	—	...	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	.....	.....	.....
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	58
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	.....
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	.....	.....	.....
31 Oct. '65	4.50	—	196	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,303	39,721	2	50	29½
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	27
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,728	3,562	—	25	.....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,000	75,131	153,813	39,179	—	50	18½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	.....	—	—	—	—	Oakland (Pitts'burg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '65	3.75	—	124	18	5	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	.....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	.....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	.....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	.....
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	13½
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,330	10	50	86
31 Oct. '65	5.82	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,688	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	60
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	22
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,476	80,000	263,128	206,593	5,800	—	50	37
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	622	3,637	1,851	—	25	.....
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,887	50,000	.....	.....	.....	.....	.....	.....	.....
31Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' (Pittsburg):					
1st Mortgage	57,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm 1st Mortgage	88,000	7	J. & J.	.....	.....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	11,000	6	.....	.....	.....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	.....
Malden & Melrose bonds	51,762	..	.....	.....	.....
Real Estate	4,000	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100.000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1866	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	180,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
Utica City:					
1st Mortgage	65,500	7	.....	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest, Rate.	Interest, Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	127½
" " " " ..... coupon		6	" "	1868	122
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	99
" " " ..... coupon		5	" "	1871	----
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	----
" " " " ..... coupon		6	July.	1881	----
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	105½
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,314,500	6	" "	1881	105½
" " " ..... coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	102½
" " " (5-20s) ..... coupon		6	" "	1882	102½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	102½
Loan of March 3, 1865 (5-20s) ..... registered	80,734,500	6	May & Nov.	1885	102½
" " " (5-20s) ..... coupon		6	" "	1885	102½
Loan of March 3, 1864, (10-40s) ..... registered	171,219,100	5	Mar. & Sept.	1904	96½
" " " " ..... coupon		5	" "	1904	95½
Pacific R. R. Bonds of (currency) ..... registered	5,402,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 30, '64 & Mar. 3, '65 1st series	812,221,600	7.3	Feb. & Aug.	1867	102½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	102½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	102½
Debt Certificates	43,025,000	6	At maturity.	1 year	100½
Gold Certificates of Deposit	22,568,320	---	----------	----	----
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	124,561,486	---	" "	10 d'y	----
United States Notes (greenbacks)	402,128,318	---	----------	----	----
Fractional currency	27,334,965	---	----------	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	----------	---	----------	----	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July	'78-'80	113
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	97
" " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" " " ..... "	2,271,750	6	" "	'68-'86	105
" " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	100
" " " ..... registered	1,758,400	6	" "	1870	----
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	----
" " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" " " ..... "	1,778,677	6	" "	1877	----
" " " ..... "	241,000	6	" "	1879	----
" " War Loan	1,157,700	6	" "	1879	----
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	86
" " "	2,058,173	7½	" "	1866	----
" " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	99
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'78	----
" " " ..... "	3,204,000	6	" "	'68-'72	94½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	93
" —Fu. de' Coupons ..... "	----------	6	----------	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds ..... coupon	4,500,000	6	Jan. & July.	1883	96½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	----
" " " ..... "	1,727,000	6	"	1870	101
" " " ..... coupon	3,192,763	6	"	1890	----
" " " ..... inscribed		6	"	1890	----
" " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	----
" " " "	244,000	5	Jan. & July.	'70-'74	97½
" " " "	375,000	5	April & Oct.	'72-'74	97
" " " "	220,000	5	May & Nov.	1880	----
" " War Loan	6,429,000	5	" "	1894	96
" " Scrip	297,000	6	June & Dec.	'68-'77	107½
" " "	150,000	6	April & Oct.	1868	----
" " "	1,024,000	6	Jan. & July.	'71-'75	109½
" " "	2,030,000	6	" "	'76-'78	----
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" " " " ..... "	1,750,000	6	" "	'73-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	----
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	----
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	79
" " " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'86	80
" " " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	78½
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	96
" —War Fund Bonds ..... coupon	1,650 000	6	" "	'83-'85	----
" " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	781,000	6	" "	'71-'72	96
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	----
" " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	102½
" " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" " " ..... canal fund	702,000	6	"	1866	----
" " " ..... general fund	500,000	6	"	1868	----
" " " ..... canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest, Rate.	Interest, Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	96½
" " " ..... "	2,250,000	6	"	1874	98
" " " ..... "	500,000	6	"	1875	----
" " " ..... "	900,000	6	"	1877	----
" " " ..... general fund	800,000	6	"	1878	----
" " " ..... "	909,607	5	"	pleas.	----
" " " ..... canal fund	192,585	5	"	1866	----
" " " ..... "	1,163,000	5	"	1868	----
" " " ..... general fund	442,960	5	"	1868	----
" " " ..... canal fund	167,000	5	"	1871	----
" " " ..... "	4,500,000	5	"	1874	90
" " " ..... general fund	900,000	5	"	1875	----
" " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	84
" " " (new) ... "	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds ..... coupon	1,009,500	5	Jan. & July.	1865	----
" " " ..... "	562,268	6	" "	1860	----
" " " ..... "	379,866	6	" "	1868	----
" " " ..... "	2,183,532	6	" "	1870	----
" " " ..... "	1,600,000	6	" "	1875	----
" " " ..... "	4,095,307	6	" "	1881	----
" " " ..... "	2,400,000	9	" "	1886	----
" —Domestic Bonds	679,213	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90
" " " ..... coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	94
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" " " ..... coupon	1,499,000	6	" "	'77-'90	----
" " " (new) ... "	----------	6	----------	----	----
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct.	'76-'90	76
" " " ..... "	239,167	5½	" "	'72-'79	----
" " " ..... "	1,706,000	6	" "	'82-'89	91
" —Railroad Loans ..... "	14,046,000	6	" "	long.	80
" —Funded Interest ..... "	----------	6	" "	1892	----
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	42½
" " " ..... coupon	11,108,000	6	" "	'86-'95	65½
" " (sterling). ..... "	1,866,000	6	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	----
" " " ..... coupon	----------	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----------	6	----------	----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) ..... "	641,890	6	Jan. & July.	'77-'88	----
" " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" " "		6	"	1870	----
" " "		6	Jan. & July.	1873	97½
" " "	19,024,523	6	May & Nov.	1875	97½
" " "		6	Jan. & July.	1886	98
" " "		6	quarterly.	1890	100
" " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	110½
" " "		5	"	'71-'75	----
" " "	7,846,026	5	"	'76-'80	96
" " "		5	"	'81-'86	145½
" " "		6	"	'67-'76	100½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" " "	305,000	5	Jan. & July.	'77-'78	----
" " " (sterling)	1,919,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	94
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	----
" " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan ..... coupon	1,464,000	6	" "	1888	----
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	95½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	----
Milwaukee—Readjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " "	4,714,000	6	" "	'76-'78	----
" " "	1,800,000	6	" "	1883	----
" " "	5,149,271	6	" "	1887	----
" " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " "	3,125,200	6	" "	1870	----
" " "	319,000	5	" "	1873	----
" " "	1,000,000	5	" "	1874	----
" " "	334,700	5	" "	1875	----
" " "	2,016,000	5	" "	1876	----
" " "	2,375,000	5	" "	79-'80	----
" " "	900,000	5	" "	1890	----
" " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	6	Jan. & July.	'67-'81	----
" " " (new)	739,222	6	" "	'67-'82	----
" " " (old)	2,232,800	6	" "	'66-'93	93
" " " (new)	7,898,717	6	" "	'66-'99	98½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	95½
" —Railroad Bonds ..... "	1,803,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	----
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	85
" —Water Loan ..... "	484,000	6	" "	'71-'83	87½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	----
" —Railroad Loans	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" —City and County B'ds. "	329,000	6	Jan. & July.	1875	----
" " " " "	1,133,500	6	" "	1888	----
	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	----
1865	289,400	327,269	399,870	343,408	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	388,480	394,533	------	------	------	------	------	------	------	------	----
Chicago and Alton:													
1861	51,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,689	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	290,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	------	------	------	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243.150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,396	183,385	257,230	197,886	264,605	------	------	------	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407.683	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	689,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	------	------	------	------	------	------	------	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60.895	528,364
1864	47,393	56.565	67,822	61,512	59,182	58,178	53,518	88,458	87,837	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	108,973	------	------	------	------	------	------	------	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,106	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	16,434,775
1866	including Buffalo Division 1,187,188	983,855	1,070,434	1,163,295	1,001,668	------	------	------	------	------	------	------	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	299,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,665	516,603	460,573	617,682	578,403	747,489	739,736	641,589	643,887	518,088	7,181,208
1866	582,823	512,023	516,822	406,773	507,830	------	------	------	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35.326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,906	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	------	------	------	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,982	267,488	------	------	------	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,553	178,773	235,690	276,181	231.265	189,077	2,189,077
1862	163,152	158,728	157,500	193,120	200,826	161,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,866	4,120,163
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	496,808	524,760	495,072	351,799	4,826,722
1866	312,846	277,234	412,393	409,427	426,493	------	------	------	------	------	------	------	----
Michigan Central:													
1861	142,324	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	------	------	------	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,688	198,135	129,227	1,402,106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,901
1866	131,707	122,621	124,175	121,904	245,511	------	------	------	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,784	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	249,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	------	------	------	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161,106	160,638	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,088,839
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,956	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487.642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	------	------	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	169,882	153,772	202,771	167,399	177,625	173,722	167,513	218,553	216,737	222,737	207,098	162,694	2,240,503
1866	178,119	155,893	192,138	167,300	------	------	------	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,062	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,200	265,154	2,050,322
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	------	------	------	------	------	------	------	----
Western Union:													
865	43,716	37,265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,385
1866	45,102	36,005	39,301	42,382	86,918	------	------	------	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	94
" " " 1850.	676,000	6	Jan. & July.	"	1880	93
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	95
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	99½
"	200,000	6			1879	97½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	97
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,960	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	89
" " $875,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
‡d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort & M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1863	
" " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	53
Income Bonds	1,100,000	7	May & Nov.	" "	1883	35½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
General 1st Mortgage	3,600,000	7	" "	" "	1885	86½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	95
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	79
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,819,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	80
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	150,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12.235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	101½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'78-'78	78
Land Security	3,344,600	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,800	6	" "	New York.	1875	104
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,006,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	70,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	78½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	" "	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y.& Boston	1869	106
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	997
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,258,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	99
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		55
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1886	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1876	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	91
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,316,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	
2d Mortgage (now stock)						42
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	78½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	9b
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1850-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1856, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1856, "	182,400	5	" "	"	1850	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	109½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	84
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	85
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben'e and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	74
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	100½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	84
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	96½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,955	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,558	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,858,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	605,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	.....
28 Feb '65	50 0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	856,456	5,000,600	2,000.000	140.785	8,081,181	117.4	652,755	1,982,213	549,834	9	110
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	63	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,684	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	12	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	96½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,969	525,259	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	117
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	20½
31 Mar. '66	151.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,784	228.4	1,224,851	2,164,236	1,442,781	10	93
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	.....
31 Dec. '65	454.8	252.5	.....	—	148	76	3,297	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	120½
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,084,074	503,767	—	34
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,041	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	813	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	70
31 Dec. '64	84.0	—	.....	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929.782	75.5	112,434	431,606	165,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 678,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412.156	162,268	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.8	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,896	.....	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	108
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	63.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	63.2	.....	250,047	121,660	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	87
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,708	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	—
21 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '65	283.0	—	14.4	—	43	26	586	*Pacific*	10.115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
28 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2 2	3,501,000	49 558	6,252,109	90.1	250,186	399,291	220	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	460,222	236,767	6	98½
May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	108½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	43½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,961	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	101
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	125
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	139
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	5½	65½
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	105½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	105½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	5,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,255	8	111½
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	120½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	.....	—	.....
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	108
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	226,900	727	470,931	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	49
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,289,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	141½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	849,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,708,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,552	539,743	155,896	—	.....
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	61
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	112
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,065,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.0	387,789	615,728	215,973	9	95
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	800,000	750,000	—	.....	24.7	oper. by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	129½
31 Dec. '64	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,961,735	88.0	1,187,978	3,036,390	1,287,956	10	117
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	98
31 Dec. '65	33.8	—	.....	—	—	—	—	New Jersey	3,903,171	738,164	1,798,064	5,000,000	305,000	—	6,434,390	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	280,000	45,072	483,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46⅝
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '65	460.0	97.0	382.0	—	332	133	5,335	Erie	47,646,851	*	5,655,544	25,106,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	60½
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	110⅝
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,701	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,584	2,694,714	6	98½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g.	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	960,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	1,241,857	503,228	19	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,486	191.2	1,032,368	2,499,348	1,235,162	15	117
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,168	*	354,145	5,403,911	3,890,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	82½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	104½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.6	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	418	Dayton and Michigan	5,496,811	485,303	.....	2,366,705	3,782,430	.....	6,214,825	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.6	18.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	.....
3 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,786	2,400,000	466,216	.....	125.0	.....	.....	.....	—	.....
30 Jun. '65	158.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595 400	251,867	3,343,958	1,341,093	14,202	5,172,133	205.9	355,409	719,924	145,900	—	15½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	386,909	1,292,000	144,994	2,810,780	125.0	209,011	32 07	189,488	—	—
Dec 64	242.4	—	—	—	48	18	989	Toledo & Wa	bash	10,080 918	*	—	8,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	58

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	38½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	150,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,685	14,481,135	204.5	1,437,353	1,733,320	38,671	15	144
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,885	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	68.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	62½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper.	r. by Re	ading	R. R.)	3	38½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	38½
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,925	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,459,109	4,189,111	10	54½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristt'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,091	666,739	336,376	8	55
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(oper.	r. by Pe	nn. R.R.	Co.)	—	31
30 Nov. '65	93.0	59.5	233.3	—	254	68	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20 240,673	6,900,683	—	30,608 075	471 8	3,688,309	11,142,519	4,812,271	10	44½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	125
31 Oct., '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,465	3,884,609	1,046 804	10	59½
31 Oct., '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130,361	—	9
31 Dec. '65	468.3	15.0	128 0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,184,381	*	3,362,312	9,312,442	12,573,060	1,597,620	26,545,893	483.3	4,623,073	8,489 062	3,283,547	10	97½
31 Dec. '66	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,775	112,824	—	500,000	791,597	Lease'd t	o Northu	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	45
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	587,587	254,508	12	119
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,552	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	636,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,289	941,045	262,887	—	7
31 May, '63	47.0	8.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	96
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,996	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,564	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,655,500	775,142	8,711,091	191.7	.....	188,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,846	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,068	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,061	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,513	3,266,000	571,958	10,233,271	214.9	480,193	740,439	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	175.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	58
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,728,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,228	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (¼ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,588	—	1,380,000	18,100	136,000	1,709,232	60 0	.....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	37,184	—	—
								NEW GRANADA.													
Dec '60	8.	—	—	—	11	22	120	Pan ma	9,000,000	*	658	5 000,000	75,000	—	10 763,723	48.7	.....	127,438	1,328,924	—	280

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	26
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	50
Chicago & Alton (preferred)	2,425,400	7	7	102
Chicago & Northwestern (pref.)	12,994,720	7	7	59½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	71½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,366	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	43
Elmira & Williamsport (preferred)	500,000	---	---	----
Erie (preferred)	8,535,700	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	—	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	39
" " (2d pref.)	3,819,772	7	3	18
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99
" " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,400,000	7	—	72½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63
Toledo & Wabash (preferred)	984,700	7	7	93
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	--------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92½
2d Mortgage	295,750	6	-------	------	90
Boat Loan	99,852	6	-------	------	88
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	81
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	80

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	53½
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	—	83½
Delaware and Hudson	100	10,000,000	10	154
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	56
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	80
" (preferred)	100	1,175,000	10	120
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	26½
" " (preferred)	50	2,888,988	—	34
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----	----	2½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	29½
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 44 — @ 46 —
Pig, American, No. 1 — — @ 45 —
Bar, Refined, English 90 — @105 —
Bar, Swedes, assorted sizes (in gold) 95 — @105 —

Store Prices.			
Bar, Swedes, assorted sizes	160	—	@ — —
Bar, English & American, Refined	115	—	@ — —
Bar, English & American, common	105	—	@ — —
Scroll, English	145	—	@195 —
Ovals and Half round	140	—	@150 —
Band, English	—	—	@145 —
Horse Shoe	140	—	@150 —
Rods, English	117 50		@175 —
Hoop, English	150	—	@215 —
Nail Rod per lb.	—	9	@ — 10
Sheet, Russia per lb.	—	27	@ — 28
Sheet, English, Single, Double and Treble	—	6	@ — 8
Sheet, Am., Single Double and Treble	—	—	@ — —
Rails, English (gold) per ton	—	55	@ — —
Rails, American	—	80	@ — 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 18½@ — 24
English Spring (1st & 2d qlty.) — 11½@ — 13
English Blister (1st & 2d qlty.) — 12½@ — 20
English Machinery — 14 @ — 16
German — 15½@ — 17½
American, Blister — 11½@ — 13½
American, Cast, Hammered — 18 @ — 22
American, Cast, Rolled — 13 @ — 15
American Spring — 11 @ — 12½
American Machinery — 14 @ — 15
Milan (in bond) — — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — — @ — 45
Sheathing, Yellow — 30 @ — 33
Pig, Chile — — @ — —
Bolts — — @ — 45
Braziers' — — @ — 45
American Ingot (cash) — 50½@ — 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ — —
Spanish — 6 62½@ 6 80
German Refined — 6 62½@ 6 80
English — 6 62½@ 6 87½
Bar — — @ — 10
Pipe and Sheet — — @ — 12

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — — @ — 20
Straits — — @ — 18½
English — — @ — 19
Plates, Charcoal I. C. per box 14 25 @ 14 50
Plates, I. C. Coke — 10 75 @ 12 75
Terne, Coke — — @ 10 75
Terne, Charcoal — 13 50 @ 13 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d. (cash) per 100 lb. 6 75 @ 7 —
Clinch (cash) — — @ 8 50
Copper — — @ — 50
Ausable Horse, Norway Iron, Forged — — @ — 25
Zinc Nails (6 mos.) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — — @ — 25½
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 73 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — — @ — —
Naptha, Refined (60@63 gravity) — 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending June 13.

	Th. 7.	F. 8.	Sat. 9	M. 11.	Tu. 12	W. 13
Atlantic M. S. S. Co	----	----	125	126	129	
At. & Gt. W. (O) 1st m't	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	97	----	----	
California 7s	----	114	----	113	----	
Canton Co.	59½	60	----	58½	58½	59½
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	----	----	----	----	----	
" " pref.	----	----	----	102	----	
" " 1 M.	----	----	----	----	----	
" " S. F.	----	----	----	96	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	----	----	----	----	----	
" " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	30½	31	31	30½	30½	30
" " pref.	60½	61½	60	60½	60½	60½
" " 1st M.	----	----	86½	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl. 93x	92½	92½	92½	92½	92½	91½
" 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	----	----	----	118½	----	
Clev. and Pittsburg	83½	82½	82½	83½	83½	83½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	104½	104½	----	104½	104½	104½
" " S. F. 7 p.c.	100	----	----	100	----	----
Cumberland Coal, pref	46	----	----	45½	----	----
Del. & Hudson Canal	160	----	----	----	152½	----
Del., Lack. & West.	----	----	----	----	144	----
" " 1M. 8 p.c. '71-5	101½	101½	----	----	101½	----
" " 2M. 8 p.c. '81	----	----	----	102	----	----
Erie	63	62½	63½	63	62½	62
" pref.	75	----	----	76	74½	74½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	97
" 4 M. 7 p.c. '80	92	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	97	----	----	----	----	----
Hudson River 110½x	----	----	110	110	110½	
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	102½	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	97	----	----	97	----	
Illinois Central 121	121½	121½	120½	121	121½	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	104	
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
Michigan Central 108	108	108½	108	----	----	----
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I. 79½	79½	79½	79½	79½	79½	
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	95½	----	----	96
" " 2 M.	----	90	----	90	----	
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	85	85	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	59	----	----
Missouri 6s 79	79	80	80	80	79½	
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central 98	98	97½	97½	97½	98½	
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	104	----	----	----	----
" " 6s, S.F. '83	----	----	----	92	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	100	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	82	82	81	81½	82½	83
Ohio & Miss. cer.	29	28⅞	28½	28½	28½	----
" " pref.	80	80	----	----	----	
Pacific Mail S.S. Co.	210	210	210	----	210	
Panama	----	----	----	----	----	----
Penn's Coal Co.	142	----	----	----	----	----
Phila. and Reading	109	109½	109½	109½	109½	110
Pitts. Ft. W. & Chicago	97x	97	96½	96	95½	97½
" 1M.	----	----	----	102	----	----
" 2M.	----	----	----	85½	----	----
" 3M.	----	----	----	----	84½	----
Quicksilver Mining Co.	52	51⅝	51½	52	51½	51½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	68	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	81	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	91	91½	93	94½	95	94½
Tol. Wab. & Western.	----	----	36	----	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	74	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	65½	66½	----	67½	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.		99			99	
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.	100		100			
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s., coup.. 96	96½		96½	96½	96½	
U. S. 5s, 10-40s, reg.						
U. S. 6s, 1881, reg.			106	105⅝		
U. S. 6s, 1881, cou. 109⅞		109⅞	109⅞	110⅛		
U. S. 6s, '81, O.W.L.y.						
U. S. 6s, 1881, " ⅓y.						
U. S. 6s, 1867, reg.			125		126	
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.		122				
U. S. 6s, 1 year certif.						
U. S. 6s, 5-20s, c. 1862..102¼x	102¼	102⅝	102¼	102⅜	102¼	
U. S. 6s, 5-20s, c. 1864.	102¼	102⅝				
U. S. 6s, 5-20s, c. 1865..102¼x	102⅜	102⅝	102⅜	102⅜	102⅜	
U. S. 6s, " reg.	102⅜	102⅛	102⅜	102¼	102⅛	
7.30 Notes, 1st series. 102⅝		102¼	102¼	102¼	102¼	
" " 2d series..102⅜		102⅜	102¼	102⅜	102¼	
" " 3d series..102⅝	102⅝	102¼	102⅝	102⅝	102¼	
American Gold						143⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Cattawissa			26¼	26¼	26⅜	
" preferred .. 20½						
Camden & Amboy		129½	129½	129⅜	129½	129⅜
" " 6s,'67						
" " 6s,'70						
" " 6s,'75					89	
" " 6s,'83.. 90			90			
" " 6s,'89						
" mort. 6s,'89			94	94		
Ches. & Del. Canal 6s '56					100	
Del. Div. Canal	53½					53½
Elmira & W'msport	30					
" " pref.						
" " 7s					96	
Lehigh Navigation	55⅜	56		55⅛	56	
" " 6s, '84						88
Lehigh Valley R. R.	62½	62½				
" " 6s			92			92
Little Schuylkill R. R.				38½		
" " 7s						
Long Island						
" " 6s						
Minehill	56⅜					
Morris Canal	80				80	
" " pref.						
" " 6s '76						
North Pennsylvania			38½	38½		
" " 6s.. 90½			91		91	
" " 10s.						
Northern Central			43½		43⅛	43⅜
Pennsylvania R. R.	54⅞	55	55		55	54⅞
" 1st m..100	100⅛	101				
" 2d m.. 95		95				
Penn. State, 5s				90⅛	90⅛	
" " 5s, coupon			91⅛		91	
" " 6s. W. L. .102¼			102¼			
Philadelphia City, 6s	92	92			92½	
" " new.. 96½	96½	96	96		96½	
" " munc 96	95	96	96½		96⅛	96
Philad., Germ. & Nor.. 55	55½		55½			
Phila. & Reading 55	54⅝	54⅝	54⅝	54⅞	54	
" " 6s, '86						108
" " 6s, '70						93
Philadelphia & Erie 31⅜	32				31½	31⅜
" " " 6s. 90						91
Philad. & Sunbury, 7s						
Schuylkill Navigation						
" " pref. 33½		33½	33⅛	33⅜		
" " 6s '82			83			
" " 6s '76	72					
" 6s '72						
Susq. Canal 15⅜						
" " 6s '78					60	
Union Canal, pref.						
" " 6s '83						
West Br. Canal 6s '78						
Wyoming Valley Canal						
" " bonds						
Hestonville, (Horse) 19	18½	19		19½	19	
Chestnut & Wal. "				58		
Green & Coates, "						
2d and 3d streets, "						
Spruce & Pine, "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875		98	97⅛		98⅛	98
" " 1886						
" " 1870						
" " 1890		100	100			
Balt. and Ohio 108		108⅛	108⅛			
" " b'ds,'62						
" " " '67						
" " " '75						
" " " '80						
" " " '85.. 93			93½			94
Northern Central					45⅛	
" " b'ds,'85.. 84⅛				85		
" " " 85						
City Passenger R. R.						

Boston Stock Exchange.

Actual Sale Prices for the week ending June 13.

	Th. 7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Boston and Lowell			101			
Boston and Maine 124			126			123
Boston and Providence			140½			139
Boston and Worcest.		139½		140		
Cheshire, pref.						
Concord		62½	62½			61
Connecticut River						
Eastern, Mass. 105½		105½	105½	105½		
Eastern, N. H.						
Fitchburg						
Manchester & Lawr'ce				112		
Michigan Central 108					108	
Northern, N. H.					95	
Old Colony and Fall R. 107½	107½		107⅝	108	108	
Ph., Wil. & Baltimore 59½			59½	59½		
Portl'd, Saco & Ports.						98½
Vermont & Canada			96			
Vermont & Mass.			48	48	49	
Western 139¾			141			141½
Broadway (Horse)						
Cambridge " 91			92	91		93
Metropolitan " 51	51		50½	50½		50½
Middlesex "						
Central Mining Co.						
Copper Falls "		42½		43½	44	43
Franklin " 43		42½		42½	43	43
Huron " 43⅞	41	42	42	43		40
Isle Royale "						
National "						
Minnesota " 11½		10½				
Pewabic " 37½					37	37½
Pittsburg "						
Quincy "		48	48		47½	47½
Rockland 4⅞		4⅝				4⅝

London Stock Exchange.

The following were the closing prices for American Securities on the 1st of June.

United States 5-20 yrs., 1882, 6 per cent	66½@ 66⅝
Virginia State, 5 per cent	48 @ 52
Do., 6 per cent	42 @ 44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 68
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1890	43 @ 48
Erie shares, $100 (all paid), 8 p. c	44½@ 45½
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	77½@ 78½
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. $50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, June 16, 1866.

Stock Exchange and Money Market.

Without pretending to know more than our neighbors, we confess to being guided by a long and intimate observation of the course of public events; and we believe, judging from the past, one may speculate with considerable certainty as to the future. Thus we see that gold was settling down to its price before the late shipment, with a probability that it may fall still lower; for money, however dear abroad, is here still cheap and plentiful. It has been slightly resuscitated, and on Tuesday again declined.

It has been contended that we should not have allowed so much gold to leave us at the recurrence of the foreign panic; and that by selling it as low as we did, the Treasury lost several millions to the people. More than this, some very good thinkers contend that if the Treasury had not sold at all, the Bank of England itself would have suspended specie payments, and with it a universal bankruptcy would have taken place among the English merchants. They also say that both countries would then have been placed on the same footing as regards paper money; that there would have been an equal depreciation of the currency in both; and that no more shipments of specie would have been necessary!

But these persons forget that the consequences would have been much worse for us than any other country if we had allowed gold to go up to its old price. A large number of bankers would have gone by the board, our currency between 900 and 1,000 millions, would have been reduced in value at least one-half, and the prices of the necessaries of life would have been raised 200 or 300 per cent., and consumers would have to pay for what they wanted, more than they have even done for the last four years.

The Government, in the meantime, by holding on to its gold, making it scarcer—forestalling it, in fact—would have added to the general disturbance and gained nothing.

Now the news from the other side, as far as heard, is to the effect that the supply of specie sent from this country saved the foreign merchants, replenished the contracting vaults of the bank, and stopped at the threshold the universal bankruptcy which was dreaded. Instead of the bonds coming back here by many millions, it appears but a proportionally few came. Within one short month 35 millions have been sent out from this country, and have been spared without our feeling it, without creating a sensation in the street, so to speak, without any failures here, and without any injury to the Treasury, since it has still left about fifty millions for future use, with a certainty that it will increase largely every week during the present year. In a single month, was not only all this effected, but the public debt was reduced nearly twenty millions besides. The effect of all this on the European mind must have been, and continue to be, of the most salutary description. It was found by the foreign holders of our bonds, who took them as they would any other of our products, that this country was rich, prosperous and prompt. They might lose hundreds of millions by the fall in cotton from 19d. to 11d. stg. per pound, which on the stock held in Liverpool alone, 400,000 bales, would be millions of dollars, and it effected us not. We could not only take all the returned bonds, but pay in specie, and send them as much as they wanted in their distress. The foreign houses doing business with the United States found out that this country, of all others, is the best to trade with, and in dark hours, the most reliable of all with which they can have financial connections. So on the continent. The latest Frankfort papers state that while all other stocks are dull, American bonds are still *well supported*, and that *the public continue to invest in them*. The United States Consul there, Mr. Murphy, has published a note of very late date, affirming that but about 10 millions, instead of 70 millions, had been counted and sealed in his office for transmission to New York—a much less amount than has been reported—and that the speculation to return such bonds, even if gold keeps at 140, will be a poor one. Now as gold has been again falling since the last sales, the chances of its advance are growing small by degrees and beautifully less, and the cry about the returning avalanche of our securities from Europe is proved to be a senseless and unfounded one.

We are of the opinion, then, if there were no other reason, that the "logic of events" will sustain the action of the Treasury. All we hope is,

that its patronage will hereafter be given to its real friends if they are in the field. The gift of the Government brokerage is one of the most valuable it has to bestow, and it should not be thrown away. No one expects this.

The 5-20s under the effect of the receipt of the large sums of specie from this country, had at the last dates risen to 66¼@66¾, and cotton had gone up 1d. a pound, and sales had been made at the advance. The imports of this article at this port are on the increase. About 14,000 bales came in from the South the past week; and at the same time, and for the same period, about 14,000 emigrants, all in good health, landed at this port and joined the "innumerable throng" of laborers and consumers, as well as bringing with them all they could carry of what they had saved abroad.

The report of the associated banks of this city for the week ending June 9th, shows the following result: The loans had decreased, $1,120,003; specie, $6,036,480; and circulation, $276,272. While on the other hand, the deposits increased, $4,376,660; and the legal tenders, $5,449,662. From this statement it is evident they have considerably improved their general condition. They now hold $16,821,663 of specie for their circulation of $25,967,258; but have $74,628,674 of legal tenders on hand, besides their specie; and of course will be able, at the earliest redemption to meet all demands for coin on them with readiness.

It is proposed in Congress to reduce the circulation of the National Banks a very considerable sum; probably it is intended to apportion it more equally than it was convenient to do at first.

It is also understood that the funding bill advocated by Mr. Sherman will be defeated finally, as it contains a large operation of 2 per cent. profit on the agency alone! at all events, this objection is made to it. On the other hand, the simple proposition of the Secretary of the Treasury, which is free from this objection, has another, that 5 per cent. will not be interest enough to induce the present holders of gold 6's and of currency 7-30s to make the required conversion. We think there is some doubt of the immediate success of the measure.

The crisis in Europe will no doubt tell favorably on our financial situation. The Old World may fall into trouble, just at the time when the New is becoming more tranquil. The effect of this must be that capital and labor will seek a new home as fast as possible. We are inclined to think that a War in Europe will greatly help our agriculturists, manufacturers and shippers; and that we shall witness a prosperity such as we have never before seen taking place so rapidly. It must not be forgotten that the Pacific Railroad is now being rapidly constructed. It is already pushed 105 miles West of Omaha, has now easy grades and light work to encounter, and is being laid at the rate of a mile a day. The Western end is also being rapidly constructed; and an application before Congress is favorably received, that the Eastern and Western divisions may now go on until they meet each other. It is impossible to describe in sufficiently glowing terms the effect of an early completion of the Union Pacific Railroad. We may look with perfect indifference, if not contempt, on all European complications, when we once obtain steam communication overland between the Atlantic and Pacific Oceans. We shall have trade enough, oceans enough, commerce enough, and gold enough taken out of our soil, to answer all demands, meet all exchanges, and make all contented if they will be. The artificial and unjust systems of the old world will be out of place here, and it is to be hoped will never find advocates in the new world.

The money market has been very easy all the week. There was an attempt made on Tuesday to get up the price of gold, and the rate of interest; but the effort—the attempt of a clique of operators—was a failure, and prices went down after a few hours. We see no reason to change the opinions which we have expressed for the last few weeks. We believe that the foreign advices, as they come to us for some time hence, will have a favorable effect on all our National interests.

We notice the following results which we think it well enough to record, viz: From the 1st of July, 1865, to the 2d of June, inclusive, the total receipts of gold at this port from California were $28,230,736 against $15,874,298, received during the same period last year. The customs' receipts since July 1, 1865, to June 9, inst., inclusive, have been $126,385,900; while the amount of gold interest paid during the same period was $45,673,696. So that it is evident we are getting more than twice the amount of gold that we have use for.

We notice an act of magnanimity in the Senate, which should not pass without fitting comment. We allude to the manly defence of the Secretary by Mr. Fessenden. We shall have hopes of the future, if a sense of justice and fairness will induce even party men to pause in the work of misrepresentation. The finance question is every where the pivotal question of nations. Let money be easy, taxation light, and the public debt small, and the great objects of government are already attained. The minister who is able to produce a satisfactory budget has got to the end of things, and is the finisher of diplomacy, war and legislation.

We observe that considerable specie will go out this week; and it is well enough to note that, after all, much of this is going out on pure speculation. We have already sent much more than was expected, although by the published correspondence in the London *Times*, it appears that the foreign correspondents in this city declared we could spare 50 millions as well as 35 millions, and that it was of no use here.

Bills against this very gold have been drawn by the shippers, in the hope of a small profit on the transaction. We may therefore safely say that the large shipments really mean nothing more than that parties in want of assistance, and other parties trying to turn the opportunity to account, have been one of the causes of the movement itself. It really means nothing of a very important character. The reaction of this shipment was not only felt here in keeping down the prices of all other articles, but its effect on the cotton trade was very largely beneficial to this country. We are glad to see that some of the ablest men in the United States Senate fully comprehended the subject.

There has been a better feeling growing up in railways, and a considerable steadiness in Governments. The progress of the market will be traced in our usual quotations.

The New York exports, exclusive of specie, for the week ending June 12, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$1,25[illegible]702	$1,943,944
Prev. reported	71,100,381	98,154,413
Since January 1	$72,351,083	$100,097,907

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$415,247	$611,374
Gen. merchandise	3,175,292	2,119,385
Total for the week	$3,590,539	$2,730,759
Prev. reported	61,146,299	143,907,962
Since January 1	$64,736,838	$146,638,721

The balance in the Sub-Treasury on Wednesday was $90,310,357 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Canal bonds, 1870, 100; Georgia 6s, 105; N. Y. 7s, Bounty Loan, 102⅛; do., 6s, 1873, 96½; Indiana War Loan, 96; Jersey City Water Loan, 92; Brooklyn 6s, Water Loan, 94; New Jersey Central, 117; Long Island R. R., 60; Stonington, 110; Cattawissa, 77½; New York and New Haven R. R., 109½; Milwaukee and St. Paul, 58; do., pref., 72½; Ohio and Miss. 1st mort., 90; Peninsula R. R. 1st mort., 77; Goshen Branch bonds, 97; Spruce Hill Coal, 4¼; Wilkesbarre Coal, 55; Boston Water Power, 50; Cary Imp. Co., 15; Brunswick Land, 8; Mariposa pref., 24; Western Union Tel., 56¾; do., Russian Extension, 106; Am. Ex. Bank, 113; Continental Bank, 100; 4th National Bank, 103¾; Bank of Commonwealth, 102; Merchants' Bank, 110; Bank of Commerce, 102; St. Nicholas Bank, 105; Park Bank, 150; Central Bank, 106⅞; Bank State of New York, 109; Nassau Bank, 108; Mechanics Banking Ass., 106; Ocean Bank, 100; Park Bank, 150.

Philadelphia.—Allegheny County coupon 5s, 74; Pittsburg 5s, 70; do., 4s, 55; Allegheny City 6s, 1880, 90¾; Warren and Franklin 7s, 87½; Connecting R. R. 6s, 90; Morris Canal Boat Loan, 90; Schuylkill Navigation 7s, Boat Loan, 85; 13th and 15th streets R. R., 22; Girard College R. R., 27; Ridge Avenue R. R., 13½; 10th and 11th streets, 60; New Creek Coal, ⅝; N. Y. and Middle Coal Fields, 57⅞; St. Nicholas Coal, 2⅝; Hazleton Coal, 58; Fulton Coal, 6¼; Big Mt., 4⅞; Keystone Zinc, ¾; Western Bank, 80; Farmers' and Mechanics' Bank, 123¾; Mechanics' Bank, 31; Commercial Bank, 53; Bank of North America, 221; Consolidation Bank, 41; Curtin Oil, ¾; Dalzell, ⅞; Ocean, 6½; McClintock, ⅝; Tarr Home, 1; West, 3½. The latest quotations are: City 6s, 93@93½; do., new, 96½@96½; State 5s, 90@91; do., coupon, 91 @92; do., 6s, W. L., 102¾@104; Phila., Wil. and Balt., 59¼; Reading, 54⅞@55; do., 6s, 1870, 93@94; do., bonds, 90@93; do., con., 109@ 110; Camden and Amboy, 129½@129⅝; Penn R. R., 54⅞@55; do., 1st mort., 100¾@101¼; do., 2d mort., 94¼@95; Little Schuylkill R. R., 38@39; Morris Canal, 80@80; do., pref., 120@121; do., bonds, 90@92½; Wyoming Valley Canal, 69@71; do., 6s, 80@86; Susquehanna Canal, 15@15½; do., 6s, 60@61; Sch. Nav., 26@27; do., pref., 33⅞@34; do., 6s, 1882, 81@83; Union Canal bonds, 23@25; Dela-

ware Div. Canal, 53¼@53¾; do., bonds, 80@90; Elmira and Williamsport, 30@32; do., pref., 43@48; do., 7s, 1873, 96@66; Lehigh Coal and Navigation, 56@58; do., bonds, 1884, 87¾@88; North Pennsylvania, 38¾@93¼; do., 6s, 90@91; Philadelphia and Erie, 30¾@30⅞; do., 6s, 90@91; Minehill, 56½@56¾; Catawissa, 31@35; do., pref., 26@26⅜; Lehigh Valley, 62@62½; do., bonds, 91¼@91½; Fifth and Sixth streets, (horse,) 56½@60; Second and Third, 85@86; West Philadelphia, 70@72½; Spruce and Pine, 38@40; Green and Coates, 30@35; Chestnut and Walnut, 58@61; Thirteenth and Fifteenth, 21⅞@22⅝; Girard College, 27@28; Tenth and Eleventh, 59¾@60; Norristown, 55@55¼; Union, 39@40½; Hestonville, 18⅝@18¾.

Boston.—Ogdensburg and Lake Champlain, 42¼; do., 2d mort., 40½; Rutland and Burlington 2d mort., 40; Boston, Hartford and Erie 7s, 40; Vermont Central, 1st mort., 100¾; do., 2d mort., 36¼; Vermont and Massachusetts 6s, 93; Vermont Central and Vermont and Canada 8s, 1876, 100⅛; Boston and Lowell 6s, 99⅜; Conn. and Pas. Riv. R. R. 6s, 1878, 91½; Eastern R. R. 6s, 1874, 95; Cape Cod R. R., 65¼; Sandusky, Dayton and Cin., old, 6¼; Massachusetts 5s, 1883@1894, 96; Maine 6s, 1878, 96; Chicago 7s, 1886, 94⅞; do., 1881, Municipal, 96¼; do., 6s, 1875, 88; Bath 6s, 1891, 92¾; Hartford 6s, 1890, 96; Cincinnati 6s, 1894, 90; Albany 6s, 1891@1896, 96; St. Louis 6s, 1881, 87; Springfield 8s, 1886, 95½; Boston 5s, 1878@1883, gold, 96¼; do., 6s, 1876, 100¾; Cambridge 5s, 1893, 94¼; do., 6s, 1883, 98¼; Boston Water Power Co., 50¼; East Boston Co., 14; Cary Imp., 15¼; Essex Co., 92; Boston and Reese River Silver, 3½; Smith and Parmalee Gold, 8¾; Quartz Hill Gold, 4; Consolidated Gregory Gold, 12½; Franklin Coal, 8¼; Bear Valley, etc., coal, 14; Cape Breton Coal, 6½; Short Mt. Coal, 26; Mt. Pleasant Coal, 30; Mammoth Vein Coal, 11½; Boston and Lackawanna Coal, 6; Bond Vein Coal, 9; Kinzua Coal, 9½; Chelsea Gas, 91¼; Boston Gas, 747½; Union Bank, 116; North Bank, 108; Tremont Bank, 116½; Atlas Bank, 115½; City Bank, 108½; Atlantic Bank, 114¼: Everett Bank, 98; 3d National Bank, 104½; Traders' Bank, 98; Blackstone Bank, 122½; Merchants' Bank, 116½; State Bank, 107¼; Washington Bank, 118; Arnold Mining Co., 1; Bay State, 13¾; Boston, 1½; Canada, 1; Calumet, 8½; Concord, 3¾; Dana, 2½; Eagle River, 2⅛; French Creek, 75c.; Great Western, 1; Hancock, 19¾; Hanover, 2¼; Humboldt, 5¼; Hungarian, 1⅜; Madison, 2; Native, 1⅜; North Cliff, 1½; Phœnix, 11½; Petherick, 6¼; Star, 2; St. Clair, 4; St. Mary's, 1; Superior, 3½; Toltec, 2; Winthrop, 2; Washington, 1.

Baltimore.—Marietta and Cincinnati bonds, 78¼; N. W. Va. 1st mort., 96¾; Western Maryland 1st mort., 74¼; Bare Hill Mining Co., 0.75; Burning Spring, 8; Santa Clara, 10; Atlantic Coal, 0.85; Balt. and Cuba S. and M. Co., 80; Canton Co., 58. Union Bank, 67½; 3d National Bank, 100. The latest quotations are: Balt. and Ohio, 108⅛@108½; do., 6s, 1867, 98@98; do., 1875, 93@94⅛; do., 1880, 94⅜@94½; do., 1885, 94⅛@94½; Northern Central, 43@43½; do., bonds, 1885, 84½@85¾; N. W. Va. 1st mort., 1873, 96¾@97; do., 2d mort., 90@92; do., 3d mort., 87@87; Marietta and Cincinnati 7s, 1891, 78@78½; Central Ohio, 21@25; do., 1st mort., 79@79¼; Western Md. bonds, 75@80; do., guar., 96@97; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 100@101⅜; Baltimore 6s, 1870, 95@97; do., 1873, 95@98; do., 1875, 98@98¼; do., 1886, 98@99½; do., 1890, 98½@100¼; do., coupon, 100@100; do., Park, 98@99; do., 1892, 92@95; do., 5s, 1838–'70, 82½@83; City Passenger R. R., 18@19; Canton Co., 58½@59½; Gardner, 0.30@0.35; Am. Gas Coal, 0.25@0.40; Maryland, 0.15@0.20; North State, 0.10@0.15; Springfield, 0.10@0.25; George's Creek, 100@112; Santa Clara, 9¼@11; Balt. Chrome, 0.40@0.50; Bare Hill, 0.75@0.80; Atlantic Coal, 0.80@0.85; Mineral Hill, 0.75@0.80; Baltimore Coal, 140@200.

North Carolina Bonds.

Hon. Kemp P. Battle, Public Treasurer of North Carolina, gives notice that he is prepared, in accordance with the provisions of the act of March 10th, 1866, known as the "Funding Act," to deliver bonds of the State of the denomination of $1,000 in exchange for past due bonds and coupons of bonds of the State issued under acts passed prior to May 20, 1861.

The $500 and $100 bonds are promised by the engraver in a short time.

The new bonds are six per cent. untaxables, dated January 1st, 1866, running thirty-four years, with semi-annual coupons payable, as is also the principal when due, at the National Bank of the Republic in New York.

Applicants must pay in the proper securities or in currency the value of the bonds to date of payment, including interest from July 1st, 1866, the law requiring they should be sold at par.

Coupons or past due bonds may be forwarded to the Treasurer, at Raleigh, and bonds will be returned in exchange, provided some party is authorized to receipt for the same.

Where coupons are payable in New York, the bonds from which they are cut need not be forwarded, but only the coupons.

The same rule applies to coupons payable at Raleigh during the war, of the Western Railroad and the Western North Carolina Railroad, as they can be identified without the bonds.

Coupons of bonds issued to the Wilmington, Charlotte and Rutherford Railroad Company, July 1st, 1862, must be forwarded *with the bonds* for identification.

Past due coupons, including those of date of April, 1866, will be funded now, the July and October 1866 coupons when due.

Bonds past due bear interest from maturity, which interest is fundable. Bonds of Cape Fear and Deep River Navigation Company endorsed by the State stand on the same footing as State bonds.

Holders of registered bonds must forward a receipt for the interest due to last regular day of payment.

The minor details of the exchange will be arranged by correspondence.

☞ The new railroad which has been commenced from Vera Cruz to the capital has been temporarily suspended, and many of the laborers discharged, owing to the temporary cessation of funds, an immense iron bridge, nine hundred feet long, is on its way from Liverpool, and is designed to span a large gap in the road above Orizaba.

Union Railroad.

The General Assembly of Maryland, at its late session, passed an act incorporating the Union Railroad Company, with authority to construct and maintain a railroad from the point known as the Relay House, on the Northern Central Railway, by way of the Stoney Run route, to the tide water at Canton, together with any lateral road to the city of Baltimore connected therewith.

The commissioners named in the act are: John W. Randolph, Chauncey Brooks, Horace Abbott, Wm. A. Fisher, Alfred Mace, Jesse Tyson, Sam'l M. Shoemaker, Dr. G. H. Tyler, Thos. Booz, F. Littig Shaeffer, S. J. Carroll, Charles J. Baker, and Evan T. Ellicott, under whose direction books of subscription have been opened in Baltimore, to remain open until the 23d inst., or until 1,500 shares shall have been subscribed.

The capital stock is fixed at $600,000 in shares of $100 each. Whenever 1,500 shares are subscribed, and $1 paid thereon, the subscribers to the stock may organize the company by the election of one Director for each five hundred shares subscribed. These, with one Director to be appointed by the city of Baltimore, or any other corporation which may subscribe for five hundred shares or more, are authorized to appoint a President, and the President and Directors shall be invested with all the rights and power necessary to construct and maintain the road.

Russian American Telegraph.

Major E. L. Pope, Assistant Engineer of the Russian American Telegraph, has reported to Colonel Bulkley, Engineer in Chief, that he has surveyed the country from Lake Tatla to the headwaters of the Sleeping river, in British Columbia, a distance of three hundred miles, and found an excellent route for building the telegraph the entire distance.

The country north of Sleeping river is believed to be of a similar character. After travelling five hundred miles on snow shoes Major Pope reached the ocean, seven hundred miles north of Victoria The native Indians were disposed to extend every assistance.

Manassas Gap Railroad.

The Alexandria *Journal* says that "efforts are being made in some quarters, looking to the early reconstruction of the damaged portions of the Manassas Gap Railroad, and its extension to the point of original design. A comparatively small amount only is said to be required, to establish its original proportions, and we hope soon to be able to chronicle the important fact that its trains are in motion."

The Hoosic Tunnel.

The Adams *Transcript* says: "The rock on the west end of the tunnel, which inspired so much confidence in its friends, lasted only sixty feet, and the same quicksands are now encountered as before." The "demoralized rock," it seems, is still as troublesome as ever. The same paper says: "The State is making a splendid brick yard near the west end of the tunnel. A large number of men and teams have been employed for some weeks." This will make a big hole in the $900,000 appropriation.

☞ At a meeting of the directors of the Concord Railroad last week, Josiah Stickney, Esq., o Boston, was unanimously elected President, and Samuel D. Bell, Esq., of Manchester, Clerk.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad for the week ending June 7, 1866 ..... $23,687 55
Corresponding week previous year..... 18,009 18

Increase..... $5,628 37

Receipts from Jan. 1, to June 7:
1866 ..... $274,291 09
1865 ..... 229,202 20

Increase $45,088 89

The traffic of the Great Western Railway of Canada, for the week ending June 6th, 1866, were $59,165 91
Corresponding week of 1865 ..... 55,924 21

Increase..... $3,241 70

The earnings of the Marietta and Cincinnati Railroad the 4th week in May, 1866... $34,382 00
Corresponding week previous year..... 23,815 06

Increase..... $10,566 94

Commencing 1st Jan. 1866..... $435,685 00
Commencing 1st Jan. 1865..... 434,270 65

Increase..... $1,414 35

The earnings of the Grand Trunk Railway of Canada for the week ending June 2d, 1866, were $116,691 00
Corresponding week of previous year.. 114,926 00

Increase..... $1,765 00

The earnings of the Chicago and Northwestern Railway for the first week in June, 1866 were $218,651 21
Corresponding week of previous year,. 176,766 85

Increase..... $41,874 36

The earnings of the Chicago and Rock Island Railroad for the 1st week in June, 1866, were $80,084 00
Corresponding week of previous year.. 86,629 00

Decrease $6,545 00

The earnings of the Michigan Central Railroad for the 1st week in June, 1866, were... $72,804 03
Corresponding week of previous year.. 76,309 00

Decrease $3,504 97

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in June, 1866, were $81,518 00
Corresponding week of 1865 ..... 83,021 00

Decrease $1,503 00

The earnings of the Detroit and Milwaukee Railroad for the first week in June, 1866, were $30,270 00
Corresponding week of 1865..... 30,791 00

Decrease $521 00

☞ The "Pinnacle Ledge," at Stoughton, on the line of the Dighton and Somerset railroad, which has been a grand obstacle in the progress of this road, has been removed. The Ledge was originally some seventeen hundred feet long, and from eight to twenty-five feet in depth, composed of an exceedingly hard variety of blue-stone, and all its seams were so filled with water that a "seam blast" was almost an impossibility. It is now expected that the road will be in running order before the last of July.

☞ The bill to loan the credit of the State of Massachusetts, to the amount of one million dollars, in favor of the European and North American Railway, has been rejected by the lower branch of the legislature of that State.

Illinois Central Railroad.

The statement of this Company for the month ending May 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,298.06 for	$16,848 50
Acres Int. Fund Lands sold	40.00 for	459 80
Acres Free Lands sold	601.62 for	7,077 51
Total sales during month of May, 1866	4,939.68 for	$54,385 81
To which add Town Lot Sales		2,650 00
Total of all		$57,035 81
Cash collected in May		$122,327 99

TRAFFIC DEPARTMENT.

Receipts from Passengers		$152,938 53
do. Freight		314,533 00
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		30,000 00
Total Receipts in month of May, 1866.		$507,829 86
Total Receipts in month of May, 1865.		$454,745 77

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of May, 1866, were:

Erie Railway	$1,008,816 77	
Buffalo Division	92,851 65	$1,101,668 42
May, 1865—		
Erie Railway	$1,333,460 62	
Buffalo Division	91,659 77	1,425,120 39
Decrease on Erie Railway and Buffalo Division		$323,451 97

The earnings of the Erie Railway (including the Buffalo Division) for the first five months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1366.	
January	$1,070,890	$1,187,188	Inc. $116,298
February	1,011,735	983,855	Dec. 27,880
March	1,331,124	1,170,434	Dec. 260,690
April	1,538,313	1,153,295	Dec. 385,018
May	1,425,120	1,101,668	Dec. 323,452

Total decrease $880,741

Tests of Rails.

The following tests of the strength of different kinds of rail to resist the blow of a hammer were made at the machine shops of the Boston and Providence Railway Company, under the supervision of the Master Mechanic, Geo. S. Griggs, Esq. The rails were placed under the steam hammer separately, resting on blocks of iron placed fourteen inches apart. Each piece of rail was about three feet long, and each received the same drop of hammer, the hammer weighing 700 lbs.:

	Lbs. to the yd.	No blows rec'd of steam ham.	Bent.	Dented.
Cast steel rail	60	85	3-4 in.	1-16 in.
Steel-headed rail	63	42	3-4 in.	1-8 in.
Eng. rail, 2 samples	56 ea.	24 ea.	3-4 in.	1-8 in.
English rail	56	13	broke.	.....
Our common rail	56	13	3-4 in.	3-16 in.

There was no fracture in any of the above rails except in the English rail marked "broke."—*Railway Times.*

☞ The Battle Creek, (Michigan,) *Journal* of May 31st says: "The work on the Peninsular Railway, leading from Battle Creek to Lansing, has commenced in sober earnest. The engineers are far on their way toward Lansing, at which city they are expected to arrive during the forepart of the coming week."

The Tax on Steel.

The Government heavily taxes the steel manufacturers, as will be seen by the following table, which is intended to show the revenue of Government upon each ton of rolled or hammered cast steel made in the United States under the law as it now stands, viz:

The excise per ton on rolled or hammered steel is	$15 00
The excise per ton of blooms used in making steel is	3 60
The excise per ton on bar iron	3 60
The excise cost of crucibles consumed	60
The excise on cast iron molds, castings for repairs, firebrick, oil, etc., used in making one ton of steel is	60
The cost of stamps on letters, notes, checks, bills, lading, etc	60
The indirect tax on labor, on same basis as that estimated by D. J. Morrill, at the Cambria Iron Works on the average value of cast steel, six per cent., exclusive of income tax	23 00
Total tax on one ton of steel of 2,000 lbs.	$50 00

From which it appears that the direct and indirect tax paid by the American manufacturer upon every pound of cast steel produced by him amounts to two and a half cents.—*Railway Times.*

Finances of Ohio.

The following is the official statement showing the condition of the Ohio State Treasury on the 1st day of June, 1866:

Balance general revenue fund	$206,351 57
Balance canal fund	44,640 72
Balance sinking fund	258,736 07
Balance common school fund	109,270 08
Balance allotment fund	8,602 78
Balance military fund	325,803 81
Balance volunteer relief fund	196,997 29
Balance national road fund	3,033 79
Balance bank redemption fund	3,453 93
Balance district library fund	83 15
Balance soldiers' claims fund	19,067 70
Total	$1,171,040 44

CREDIT.

Currency	$692,569 44
Silver	2,117 60
Exchange	389,046 56
New York bank account	85,966 97
Seneca County bank notes redeemed	1,279 50
National road bonds	60 37
Total	$1,171,040 44

Finances of Philadelphia.

The condition of the City Treasury on the 1st of June, 1866, was as follows:

Cash set apart for the payment of interest on city loans due the 1st of July, 1866	$1,115,285 48
Cash set apart for the payment of maturing city loans falling due on the 1st of July, 1866	186,118 78
Cash on hand for the payment of warrants	206,058 49
Cash in drawer	3,976 65
Cash balance in City Treasury 1st of June, 1866	$1,511,439 40

The warrants paid since 1st of June for police, salaries of heads of departments, clerks and laborers, amounts to upwards of $100,000.

The interest due on the 1st of July will be paid without the necessity, as heretofore, of creating a temporary loan of $500,000 for its payment.

☞ A petition is to be presented to the New Hampshire Legislature for a railroad along the New Hampshire side of the Connecticut river, between Walpole or Westmoreland on the Cheshire road and Hinsdale on the Ashuelot road.

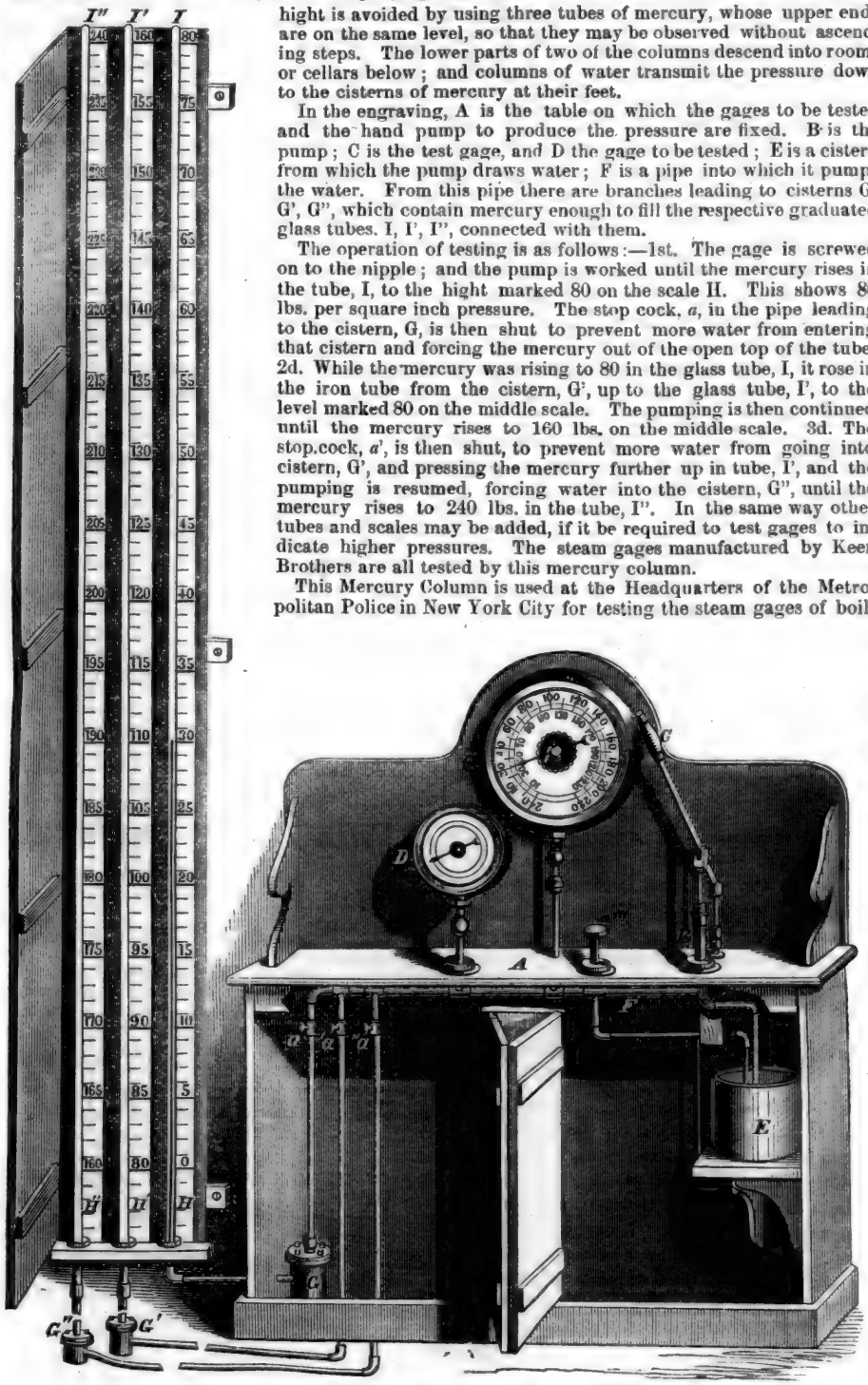
Improved Steam Gage.

The most accurate and convincing means of testing gages is a column of mercury; but to test a gage up 240 lbs. requires a column about 50 feet high, which is inconvenient to the observer. In the arrangement illustrated by the accompanying engraving the inconvenience of a glass tube of great hight is avoided by using three tubes of mercury, whose upper ends are on the same level, so that they may be observed without ascending steps. The lower parts of two of the columns descend into rooms or cellars below; and columns of water transmit the pressure down to the cisterns of mercury at their feet.

In the engraving, A is the table on which the gages to be tested and the hand pump to produce the pressure are fixed. B is the pump; C is the test gage, and D the gage to be tested; E is a cistern from which the pump draws water; F is a pipe into which it pumps the water. From this pipe there are branches leading to cisterns G, G', G", which contain mercury enough to fill the respective graduated glass tubes. I, I', I", connected with them.

The operation of testing is as follows:—1st. The gage is screwed on to the nipple; and the pump is worked until the mercury rises in the tube, I, to the hight marked 80 on the scale H. This shows 80 lbs. per square inch pressure. The stop cock, *a*, in the pipe leading to the cistern, G, is then shut to prevent more water from entering that cistern and forcing the mercury out of the open top of the tube. 2d. While the mercury was rising to 80 in the glass tube, I, it rose in the iron tube from the cistern, G', up to the glass tube, I', to the level marked 80 on the middle scale. The pumping is then continued until the mercury rises to 160 lbs. on the middle scale. 3d. The stop.cock, *a'*, is then shut, to prevent more water from going into cistern, G', and pressing the mercury further up in tube, I', and the pumping is resumed, forcing water into the cistern, G", until the mercury rises to 240 lbs. in the tube, I". In the same way other tubes and scales may be added, if it be required to test gages to indicate higher pressures. The steam gages manufactured by Keen Brothers are all tested by this mercury column.

This Mercury Column is used at the Headquarters of the Metropolitan Police in New York City for testing the steam gages of boil-



KEEN BROTHERS' STANDARD STEAM GAGE.

ers officially inspected by the engineers acting under the Police Commissioners; by Messrs. Hopper & Douglas the U. S. Local Inspectors of Steamboats (office 23 Pine St.) who have three of their gages for testing the boilers and gages of all steamboats owned in this district, to whom they refer or to any of the following parties:

N. Y. Steam Engine Works, 23d St., E. R., Washington Iron Works, Newburg, N. Y., Danforth Locomotive Works, Paterson, N. J., and Todd & Rafferty, 4 Dey St., N. Y. City. For further information or circulars address

KEEN BROTHERS, 218 Fulton St., N. Y. City.

Canton Company.

The annual meeting of the stockholders of this company was held in Baltimore on the 7th inst. The annual report of the directors, giving the details of the affairs of the company for the year ending May 31, 1866, was presented, and was considered in every way satisfactory. A resolution was passed to subscribe $50,000 of their funds to the Union Railroad Company, who are to make their terminus at Canton, and which it is considered will materially increase the value of property at Canton. The New York Directors have withdrawn, with the exception of Mr. A. B. Bayliss. Mr. Joseph Reynolds and Mr. B. F. Gardner, of Baltimore, have also resigned. The Directors for the ensuing year are as follows: Messrs. A. B. Bayliss, Wm. Fisher, Charles J. Barker, J. W. Randolph, George S. Brown and Charles E. Waters.

The new board will meet on the 20th inst., to appoint a president and other officers for the year.

Minnesota Railroads.

The Minnesota Central Railroad is to be completed to Owatonna by the first of September, where it will connect with the Winona and St. Paul Railroad, which is to be completed to the same point, by the first of August.

The Minnesota Valley, connecting with the Central at Mendota, will also be completed by the first of September, to St. Paul, thus making a continuous line of railroad from St. Paul to Winona.

The St. Paul and Pacific Railroad Branch line is to be completed to St. Cloud, by the first of September, and Mr. E. B. Litchfield writes from Germany that he has purchased the iron for twenty miles of the main line west of Minneapolis, but whether it is to be laid this year is not known.

The Winona Branch of the St. Paul and Pacific Railroad has suspended operations for the present. Mr. Edmund Rice has sailed for Europe on business connected with it.—*Chicago Mercantile Journal.*

Union Pacific Railroad, Eastern Division.

Commissioner Edmunds, of the Land Office, has received advices that the eastern division of the Union Pacific Railroad has been completed from Kansas City, up the valley of the Kansas river to the vicinity of Manhattan, for a distance of 100 miles on the main line whilst the track from Manhattan to Fort Reilly, a distance of 40 miles, has been nearly finished, with an adequate supply of rolling stock. Besides these advances in the work, a branch from Leavenworth to Lawrence, in a southwesterly direction, has been completed for a distance of 40 miles.

☞ The Philadelphia *Ledger* is assured, on competent authority, that the Warren and Franklin Railroad bonds are not guaranteed by the Pennsylvania and Northern Central Railroad Companies. The latter have only agreed to accept them and the unpaid coupons in payment of twenty per cent. of the charges for freight passed over their roads by the Warren and Franklin. This is a very different thing from a guarantee, but the bonds are guaranteed by the Philadelphia and Erie Company.

☞ A new first class locomotive has been added to the rolling stock of the Albany and Susquehanna road. It is called the Peter Cagger, and was built by Danforth Cook & Co., Paterson, N. J. The Susquehanna road is rapidly adding to its facilities.

Finances of New Hampshire.

From the Message of the Governor recently delivered to the Legislature of the State, we learn that the receipts into the treasury for the year ending June 1,1866,were $4,116,078 54. The principal items of income were—from State tax, $748,-436 12; railroad tax, $184,967 92; savings bank tax $56,077 17; United States war claims, $91,-352 98; State bonds $610,228 24; State notes, $2,397,675 74. The disbursements of the year amounted to $3,958,199 69. The principal payments were, to towns for State aid, $509,204 92; bounty to volunteers, $50,200; notes paid $2,831,-149 57; interest, $286,411 55. The State now owes $4,160,698 89, of which $1,922,546 74 is in notes, and $2,238,152 15 in funded debts and trust funds. The transactions of the treasury the past year greatly exceed in amount those of any previous year. It has been the paying year of the war, and the governor says it is a matter of congratulation that the State has been able to pass through it not only unscathed in credit, but has strengthened the confidence of its creditors in its ability and determination to meet and discharge its obligations promptly at maturity. In no instance has more than the market rate of interest been paid. The auditor estimates the revenue of the present year at $856,800, and the expenses at $91,025, leaving $252,275 to be applied to the reduction of the State debt. The governor recommends the most rigid economy and rigorous retrenchment of expenses, and a careful scrutiny of all claims upon the treasury. No legislation in regard to the finances is asked at the present session, except authority to provide means to meet maturing obligations, amounting to about $1,800,-000. The governor states the present condition of the claims of the State against the United States, and says he shall not relax his efforts for their settlement.

Interest and Dividends.

The Chesapeake and Delaware Canal Company will pay on demand a dividend of 3 per cent., or $6 per share.

The Portland, Saco and Portsmouth Railroad Company has declared a dividend of 3 per cent., payable June 11.

The Cape Cod Railroad Company have declared a dividend of $2 per share, (par $60) payable July 2.

The interest on the public debt of the State of Illinois, maturing on the first Monday in July, 1866, will be paid at the Ocean National Bank of the City of New York, on the second to the sixteenth day, inclusive, of July, 1866.

☞ The scheme of a railroad west from St. Joseph is growing up into one of grand proportions. It now has $500,000 from St. Joseph to work on. Nemaha county, Kansas, has given $125,000 and Marshall county has voted to issue $100,000. The name of the road is "The Northern Kansas Railroad."

☞ The New London Northern Railroad Company are extending their road from Amherst to Grouts Corner, Mass., and in July it is expected to run trains from New London, Conn., to Brattleboro', Vermont. The capital stock of the New London Northern is $669,805, and its indebtedness about $140,000. Total dividends in 1865, eight per cent. Its stock has recently been quoted at 85 offered.

☞ The Lafayette, (Ind.,) *Journal* says the combination of the Jeffersonville and Indianapolis and Peru Railroads, is for the purpose of making a through line to Chicago, by way of Kokomo, over the Chicago and Great Eastern road, and thinks it may divert a portion of the Chicago business which now goes through their city. The reported purchase of the old La Crosse road by the Louisville, New Albany and Chicago road, if carried out, will in a great measure counteract the influence of the Jeffersonville and Peru combination.

☞ At the biddings for the State interest in railroad stock, in Columbus, two bids only were offered for the State stock in the Sandusky, Mansfield and Newark Railroad, that of J. O. Moss for four cents, and that of George B. Wright, of Columbus, for five cents on the dollar, the stock was awarded to the latter. For Sandusky, Dayton and Cincinnati Railroad, about $400,000, six bids were presented, and the award made to Rush R. Sloane, of Sandusky, at 8.55 cents for regular and 49 cents for preferred stock, that being the highest amount offered.

☞ The Brunswick and Florida Railroad is reported to be on the eve of active operation. Mr. H. S. Wells, the agent of the company, has obtained from the War Department the necessary authority to repossess the rails (some 36 miles in length) which were removed by the Confederates during the war. The engineer of the road, Colonel Slaughter, has proceeded to Georgia with the intention to lay down the road immediately and put it in running order. The original grades are reported in perfect order. Thirty saw mills are already erected in the city limits of Brunswick.

☞ A railroad is projected in Piscataquis County, Maine, to connect with the Maine Central at Newport and to extend through the towns of Corinna, Dexter, Garland and Dover, with a probable extension to Brownville. Great interest in the enterprise is manifested in Piscataquis County, and subscriptions for stock are liberally offered. It is understood that if the road is built it will be leased by the Maine Central, and that the latter corporation is disposed to render all feasible aid in its construction.

☞ The lessees of the Alexandria canal have obtained full permission from the Secretary of War to immediately resume the work of repair on the Georgetown aqueduct, preparatory to its final relinquishment to them by the government as soon as the Long Bridge is made available for travel. They have also been authorized to repair the Long Bridge, as soon as the appropriation of $10,000 for that purpose, which has passed the House of Representatives, shall have passed the Senate. In the year 1795 this bridge was declared a post route—the great thoroughfare between the North and South.

☞ The amount received for duties on imports at Boston during the first five months of the years 1865 and 1866, has been as follows:

	1865.	1866.
January	$714,922 35	$1,009,348 53
February	525,104 35	1,552,910 93
March	705,561 75	1,329,836 01
April	811,116 29	1,472,091 39
May	1,002,300 24	1,683,988 84
	$3,795,004 98	$7,048,175 70

☞ At a meeting of the stockholders of the La Crosse, Trempeleau and Prescott Railroad Company, held in Milwaukee, on the 29th ult., the following persons were elected directors: Angus Smith, Alexander Mitchell, D. N. Barney, Jesse Hoyt, Russell Sage, A. H. Barney, S. S. Merrill, John W. Cary and James S. Peck.

☞ At a meeting of the friends of the Valley (Va.) Railroad at Lexington on the 1st inst., the sum of $35,000 was subscribed to the capital stock, and committees appointed to solicit further subscriptions. The Lexington *Gazette* believes the sum will be increased to $200,000 in the whole county.

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Consulting Engineer,

57 Broadway, New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 23, 1866.

Personal Liability of Directors of Corporations.

By a statute of this State, (Revised Statutes 602 §3) it is provided that the debts of corporations (except library, religious and certain moneyed corporations) shall not at any time exceed three times the amount of the capital stock paid in; and in case of any excess, the directors, except those not present and those dissenting, are jointly and severally liable without limitation.

It may be considered well settled law that no director can be held personally liable by reason of any contract made, or any act done, on behalf of the company, within the scope of the authority conferred by the statutes of the legislature and the company, or as it is expressed "by reason of any lawful act done by them." The difficult question in all cases involving the personal liability of directors, is whether the act complained of was done under lawful right and authority. The statute of this state which we have cited above specifies one act which is not lawful, namely—the contraction of debts three times the amount of paid up capital stock. The courts have been called upon to interpret the statute, and their decisions are uniform in doctrine. And it is held that the statute remedy is not exclusive, but the creditors of the corporation are creditors of the directors, and may pursue them or their property by the general methods of the law, as by attachment (20 Wend., 614). But when directors have become liable to the corporation creditors, they are entitled to a deduction for advances made by them to the company, as well against demands of creditors after dissolution, as they would against the demand of the corporation before dissolution. (Tallmadge *vs.* Fiskill Iron Co., 4 Barb., 382.)

But the directors of a corporation may become personally liable for other acts than the contraction of debts, as for instance, *an abuse of trust*. The directors of a joint stock corporation who wilfully abuse their trust or misapply the funds of the corporation, by which a loss is sustained are personally liable, as trustees, to make good the loss. (Robinson *vs.* Smith 3 Paige 222; Cunningham *vs.* Pell, 5 Id., 607.) And they are equally liable if they suffer the corporate funds or property to be lost or wasted by gross negligence and inattention to the duties of their trust. (3 Paige, 222.) But the directors are not sureties to the corporators for the fidelity of an officer whom they appoint, unless they had knowledge of his bad character. Thus in the case of Scott *vs.* Depeyster, (1 Edw. ch. 513) the secretary of an insurance company, by means of forgery, for two or three years, defrauded the corporation of about one hundred thousand dollars, it appearing that all the checks and precautions in ordinary use by such companies had been used by the directors, and that the loss in no respect was attributable to a want of ordinary care. Held that the directors were not responsible for the loss. In the case of Seizer *vs.* Mali, decided by the Supreme Court of this State in 1860 it was held that the directors of a company who issue *unauthorized certificates of stock*, are not liable directly to ultimate purchasers of the stock, who made no contract with them, and did not act on their representations. Their remedy must be against those from whom they directly purchased.

An officer of a corporation who wilfully publishes false statements about its condition relying on which a person is induced to buy its stock, is liable to him for the damages sustained thereby (31 Barb., 121; 19 How. Pr. 275; see 3 Bosw., 346.) Especially is this so where the officer was privy to the sale, and interested in effecting it. And it is not necessary that the statements were made to the buyer of the stock. Statements made in a report to the corporation which was required by law to be made and published, render the person making them liable to any one so misled. (19 How. Pr. 275).

For damages sustained by a stockholder from illegal and fraudulent acts of directors and officers of a company, an action may be sustained by the stockholder against the officers and directors. (Crook *vs.* Jewett 12 How. Pr. 19.) It should be borne in mind however that in a case where a minority of the directors who by their charter are incompetent to transact business, a joint action cannot be maintained against them for acts done as directors. Being a minority they are incapable of doing any corporate act, and could not jointly as directors. If they have wasted and lost the funds of the corporation the action must be against them severally as individuals.

American Central Railroad.

If any one will look at a map of the Northern States he will notice that the 41st degree of latitude is the shortest and most palpable line between the most populous and commercial parts of Ohio, Indiana and Illinois, and the Missouri River at the point whence the great Union Pacific Railroad leads off westwardly to the Pacific. The straight line route which shall bring this new traffic by rails into the heart of the Atlantic States must have advantages over all other existing and irregular lines; must, in fact, do the principal business of the Union Pacific Railroad, and become the main eastern channel of this new commerce. This event has already been foreseen; and the company which now owns the charters and property of the American Central Railroad has secured, free from all question, the immense advantages of this project. We take pleasure in communicating the following facts in relation to its present condition and prospects:

HISTORY.

From the report originally made by the Chief Engineer as long ago as 1853, we perceive that

the project was well understood from the beginning, being a design to establish an easy and direct route from Salem, Ohio, as far as the Missouri River. Charters had been obtained from the States of Indiana, Illinois and Iowa, estimates and surveys duly made of the work in three divisions—Eastern, Western and Middle—legal steps taken to change the names given to a part of the links of the route, a complete organization was effected, and in fact all the necessary steps were taken to carry on the work. Since that period, it has been found most advantageous to extend the action of the company. The rights and property have been consolidated and placed by legal steps in the present hands; and the new company, composed of a few capitalists, are now prepared to proceed without further delay.

DESCRIPTION.

The length of the line is now 585 miles, with a narrow gauge. It has an easy and natural grade, and can be constructed at a moderate cost. On the different divisions, about $1,200,000 have been expended in grading. The whole line has in fact been surveyed, and 70 miles of the Illinois portion are ready for the iron.

The piers of the bridge over the Iowa River are ready for the superstructure, and a large amount of work has been done.

It is expected that fifty miles, from Galva to the Mississippi River, will be the first portion completed. This will become immediately useful and profitable for many obvious reasons. It is ascertained that the above fifty miles of the road westward of the Chicago, Burlington and Quincy line can be completed easily in six months' time.

PROSPECTS.

The growing wealth and population of the States through which this line passes, ensure a large traffic of freight and passengers. But it must be remembered that the route from the river to New York will be at least 75 miles shorter than any other, as can be verified by the examination of the map alone.

The number of counties through which the road is laid out in the States of Iowa, Indiana and Illinois, is 26, with a population of nearly a million, and a value of real and personal property amounting, as long ago as 1860, to $178,964,497; while the rate of increase of taxable property is going on at the rate of hundreds per cent in many of these Western counties. Twenty other fertile and populous counties by their proximity to the line in Illinois, Indiana and Iowa alone, will furnish their business to the road.

These facts are stated in confirmation of the well established value of local traffic, which on many roads has been found greater and more profitable than the through traffic itself.

But this is not all. The American Central being the grand trunk road will receive the business of a large number of other lines which cannot be avoided. If they were rivers they would be affluents and confluents.

Beginning at Fort Wayne, after having reached there from Salem coming west, we leave behind us these feeders: the Atlantic and Great Western, the Cleveland, Columbus and Cincinnati, the Sandusky, Mansfield and Newark, the Sandusky, Dayton and Cincinnati, the Fremont and Indiana and the Dayton and Michigan, all of which are in fact contributors to the traffic of the Central line. We then, coming upon it, meet and cross the Pittsburg, Fort Wayne and Chicago, and the Toledo, Wabash and Western; 30 miles further, the Cincinnati and Grand Haven; 15 miles further, the Indianapolis and Peru; 20 miles further, the Chicago and Great Eastern; 10 miles further, the Louisville, New Albany and Chicago; 12 miles further, the Chicago and Lafayette; 35 miles further, the Chicago branch of the Illinois Central; 31 miles further, the Chicago, Alton and St. Louis; 29 miles further, the main trunk of the Illinois Central; 21 miles further, the Bureau Valley; 31 miles further, the Jacksonville and Savannah; 5 miles further, the Chicago, Burlington and Quincy; and 50 miles further, we reach New Boston on the Mississippi River, opposite the mouth of the Iowa river. From thence to Council Bluffs on the Missouri, opposite Omaha city, where it will connect with the Union Pacific road, several lines in operation and projected will be crossed. Thus we have the benefit of the connection and business of all these great, and most of them prosperous lines, and having a good credit in the market. We are not aware of any other line existing or projected in this country which has as many tributaries and auxiliaries, or which can gain as much from any such sources.

THE DISTANCES.

From Fort Wayne to the Illinois State line is 126 miles. From the Indiana State line to New Boston on the Mississippi River is 186 miles. From the Mississippi to the Missouri River, 273 miles. It will thus be perceived at a glance that we have a straight trunk line, that a large part of it is ready for the rails, and that it secures the aid and business of over 20 lines that cross and run into it. We also find from the Engineer's early report that the grades are easy, the line straight, and the ground most favorable.

We do not know of any impediment in the way of its immediate completion. It is in the hands of honorable and energetic men who are able to push the project through at once, and we do not know that they require a word of commendation at our hands.

It has been known for years that we have been warm supporters of the Union Pacific Railroad; we have gone so far as to recommend the employment of a large body of the army upon the work as soon as the war was over, and have on all occasions urged the liberal support of the Government to this work whenever needed.

And yet without the addition of the trunk line and straight outlet of the American Central, the Union Pacific would be scarcely worthy of the public favor.

It is of little consequence how much of the trade and commerce of the Pacific and the plains might be gained, if they were to stop and terminate on the Missouri. They must be prolonged to the Atlantic States, and be extended to the Atlantic Ocean. All the other existing links have a local character and belong to localities. This while it draws largely on local interests is continental in character and indispensable to the general policy and system.

It would be easy to demonstrate from the earnings per mile of the principal roads in its neighborhood, that those of the American Central at the average of these would, after paying all expenses, net a large annual dividend, certainly not less than 20 per cent.; while if the business of the Union Pacific proves anything like the estimates, we may safely double this amount and expect a dividend of 40 per cent.

We know of no project with so large a result open to the public, nor will there ever be again. The line occupies the only route which nature has permitted and science detected, by which the great national work may be made of immediate and incalculable benefit to the Atlantic States. The more we reflect on this project, the more and more we are of the opinion that it will meet with the support of capitalists not only, but the whole people of the north.

It is the greatest route of the day, of the times, and of the commerce of the country, an indispensable link in the great chain of our internal improvements, and commends itself to every thinking person, and every one capable of looking at the future of the republic. *

Boston, Concord and Montreal Railroad.

The receipts and expenditures of this road for the years ending March 31, 1865 and 1866, have been as follows:

Receipts:	1865.	1866.
From passengers	$147,850 41	$169,715 14
" freight	245,751 14	245,793 87
" mails	10,188 02	2,542 13
" express	3,500 00	3,750 00
" miscellaneous	1,098 79	1,027 53
Total receipts	$408,388 36	$422,828 67
Expenditures, viz:		
Maintenance of way	$102,693 36	$111,570 55
" motive power	50,765 42	51,552 79
Cost of working road	75,980 42	81,723 97
" management	7,790 93	9,223 31
Miscellaneous	29,751 31	33,887 25
Total expenditures	$266,981 44	$287,957 87
Net balance	$741,406 92	$134,870 80
Balance from last report	48,630 25	90,001 01
Interest received	3,008 00	6,704 53
Materials less than last year	.....	1,730 84
In hands of Superintendent less than last year	.....	17,434 61
Total income	$193,040 17	$250,741 79
Appropriated as follows:		
Paid coupons	$61,003 96	$80,377 61
Trustees of sinking fund	12,500 00	12,500 00
Patent rights, etc.	2,325 00	.....
Sundries	.....	3,055 92
Pemigewasset House	6,000 00	.....
Materials more than last year	5,996 10	.....
In hands of Superintendent more than last year	15,214 10	.....
Cash on hand	90,001 01	154,808 26
	$193,040 17	$250,741 79

The receipts of 1865, exceed those of 1864, by $94,964 47; the expenses, $78,967 72, and the net receipts, $5,996 75.

Compared with 1865, the receipts of 1866 show an increase of $14,440 31; with an increase in expenses of $20,976 43—making a decrease in net receipts of $6,536 12. The report says:

The above balance of $134,870 80, with the amount due from the United States Government for carrying the mails, will make the net earnings over $143,000. The receipts from freight are about the same as last year, and from passengers, nearly $22,000 more; but the expenses have been large, as there has been but a small, if any, reduction in the cost of working the road.

We have made more extensive repairs this year than last, and they are as follows:

We have purchased and re-rolled 271 tons of iron more than last year		$11,789 89
We have laid 12,714 sleepers more than last year		3,204 89
Expenses on freight and passenger cars more than last year		6,000 00
Extraordinary expenses in filling up wash-outs, etc		5,000 00
We have paid State and town taxes this year	$16,658 36	
United States taxes this year	10,343 65	
	$27,002 01	
Paid State and town taxes last year	$10,258 86	
U. S. taxes	8,716 95	
	18,975 81	
Increase in taxes over last year		8,026 20
		$34,020 98

The passenger and freight cars and motive power are all in as good if not better condition than last year.

The roadway and superstructure are in better condition.

Our business connections with the lower roads are in the same unsettled state that they were at the time of our last report.

The extended mortgage bonds ($500 000,) became due the 15th of August last; and, as most of these bonds were held by parties who had no other interest in the road, and the high rate of interest paid by the General and State Governments made it difficult to exchange with them for six per cent. sinking fund bonds, we therefore had to make other arrangements for a large proportion of them. We have cancelled $136,000, and issued sinking fund bonds for the same.

The Directors do not deem it proper or prudent to make dividends until these bonds are more permanently arranged; and if they could manage to have $250,000 in sinking fund bonds taken, the balance could be held until the amount is wanted by the Trustees of the sinking fund, which now amounts to over $158,000, and which, with the annual payment of $12,500 to the fund, and its accumulations, will very quickly absorb the bonds.

It is for the interest of the preferred stockholders to come forward and take this amount; for, as soon as this is done, we can commence paying regular dividends, and continue to do so.

There can be no question as to the security of these bonds; as, taking the sinking fund as the property of the road, the amount of cash and bonds on hand will reduce the bonded debt to less than $800,000.

The demand for these bonds for the sinking fund will soon be $25,000 per year, and this amount will probably take all that will be offered for sale in the course of the year, and will keep the price at par, if not at a premium.

The number of passengers carried in 1865, was 121,239. Total number of tons of freight carried 50,406.

The following statement will show the financial condition of the company on the 31st of March, 1865 and 1866:

	1865.	1866.
Construction	$2,850,000 00	$2,850,000 00
Wood & oil on hand.	5,695 91	8,713 80
Stock, etc., on hand.	26,948 95	22.200 22
Bonds on hand	800 00	100,800 00
Trustees of sinking fund	101,500 00	114,000 00
Pemigewasset House.	16,000 00	16,000 00
Superintendent	30,145 70	12,711 09
1865 bonds on hand.	20,000 00	.....
Cash on hand for coupons unpaid	9,997 00	1,462 00
Cash	80,004 01	73,166 26
	$1,141,091 57	$3,199,233 37
Stock—old, div., etc.	$459,600 00	$459,600 00
" preferred	800,000 00	800,000 00
" new	540,400 00	540,400 00
Bonds due in 1865	500,000 00	364,000 00
" 1870	350,000 00	350,000 00
" 1889	200,000 00	336,000 00
Coupons due and unpaid	9,997 00	1,642 00
Dividends due and unpaid	1,448 89	1,448 89
Do., not yet payable	28,125 00	28,125 00
Profit and loss	251,520 68	318,017 48
	$3,141,091 57	$3,199,233 37

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, Joseph P. Pitman, John L. Rix, John A. Parks and Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

Virginia Valley Railroad.

We learn from the Rockingham County *Register* of 14th inst., that a corps of civil engineers from the Baltimore and Ohio Railroad Company, under Richard Randolph, Esq., had arrived in that county, and established their headquarters in the vicinity of Mount Crawford. The party consisted of ten, including the chief, and immediately commenced the examination of the country for the purpose of selecting the most eligible route for the proposed railroad from Harrisburg, in Rockingham Co., to Salem, in Roanoke Co. Mr. Randolph's instructions are to reconnoitre *thoroughly*, not being confined to any particular number of experimental lines. That route will be taken which presents the greatest natural advantages—such as uniformity of surface, facilities for bridging streams, productiveness, &c. Of course no correct idea can be formed of the route that will be adopted.

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund we learn that the total funded debt of the State Nov. 15, 1865, was $12,912,014 45

Since that date there has been redeemed of the foreign loan of 1860	$25,470 31	
Of the foreign loan of 1865	374,847 13	
Of the Union loan of 1866	500 00	
		400,817 44
Outstanding May 15, 1866		$12,511,197 01

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT, PAYABLE IN NEW YORK.

Loan of 1860, 6 per cent. interest	$536,798 25
" 1865, 5 " "	634,652 87
" 1868, 6 " "	379,866 00
" 1870, 6 " "	2,183,531 93
" 1875, 6 " "	1,600,000 00
" 1881, 6 " "	4,095,309 47
" 1886, 6 " "	2,400,000 00
Total foreign debt	$11,830,158 52

DOMESTIC DEBT, PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds, not bearing interest.	60 36	
Union Loan of 1868, 6 per cent. interest.	279,213 13	
Union Loan of 1871, 6 per cent. interest	400,000 00	
		681,038 49
Total funded debt, May 15, 1866		$12,511,197 01

The receipts into the Sinking Fund, and the disbursements therefrom, during the past six months were as follows:

RECEIPTS.

Balance in the Treasury Nov. 15, 1865	$328,611 11
From taxes—sinking fund	548.854 55
From taxes—war loan fund	60,967 41
From school lands, etc.	39,907 80
From soldiers' relief fund, transferred under act of March 9, 1866	461,344 00
From surplus revenue	7,966 05
From sale of stocks, dividends, etc.	34,440 70
Total receipts	$1,482,091 62

DISBURSEMENTS.

For interest	$588,850 68	
For redempt'n of foreign debt	627,990 31	
For redemption of Union loan	500 00	
Sundry expenses	3,901 07	
		1,221,242 06
Balance in Treasury May 15, 1866.		$260,849 56
" New York "		259,672 46
Total am't of sinking fund on hand.		$520,522 02

The balance in New York is funds transmitted and deposited there for the payment of the principal and interest of the 5 per cent. loan of 1865, the holders thereof having been notified that the funds were ready for them, and that if not previously redeemed the interest would cease on the 1st day of July next.

Railroad in Colorado.

There is a lively excitement in Denver in relation to securing the route of the Union Pacific in that direction. We have been informed that engineers and surveyors are now on the way surveying the two routes—one *via* Denver, through the Bethoud Pass, over the range, into the middle Park—the other by the way of Cassel la Poudre Pass, some seventy miles north of that city. In the event of the route being finally located at the latter point, a branch road must be built from Denver, in order to bring the large amount of freight and passengers which is constantly driving there, and to the rich mines of Gilpin County. Trains are now constantly arriving from the States, freighted with all kinds of commodities. Emigration is pouring in, and soon, with this influx of emmigration, the large domain now lying waste, will be occupied, and teeming with the products of the husbandman.

☞ A despatch from St. Louis states that the deed of sale of the Southwest Pacific Railroad, has been signed by the State authorities and the property turned over to the purchaser, General Fremont. The purchase was made by him several weeks ago, since which time strong efforts have been employed to prevent the State from carrying out the terms of the sale, but the difficulty now appears to have been finally overcome.

☞ The new iron bridge over the Connecticut River at Windsor Locks, Conn., erected by the Hartford and New Haven Railroad Company, is among the great enterprises of the day. The iron work was brought from England, where it was manufactured by Fairbairn & Co., of Manchester. The work of erecting the bridge was begun the last week in June, 1865, and progressed without interruption until the whole iron work was finished on Feb. 1, 1866. Its total weight is about 624 tons, and its entire cost, when completed, was $264,784.

St. Louis, Alton and Terre Haute Railroad.

The earnings of this road for the years ending December 31, 1864 and 1865 have been as follows:

	1864.	1865.
From passengers....	$655,446 85	$853,960 82
" freight.....	1,324,396 12	1,251,161 04
" mails.....	21,398 00	28,137 50
" express.....	38,442 08	44,768 58
" miscellaneous.	44,391 27	62,715 69
	$2,084,074 32	$2,240,743 63
Repairs of roadway....	$405.794 37	
" bridges.....	20,098 28	
" buildings....	26,928 95	
" locomotives..	75,545 03	
" cars	70,837 86	
" tools, etc.....	12,917 82	
Fuel and preparing....	188,719 29	
Supply agent	240,987 39	
Car service	33,221 96	
General superintendence	22,958 08	
Agents and clerks	54,170 43	
Taxes and rents.....	86,760 46	
Damages & overcharges	28,959 05	
Stock killed, etc.....	26,676 36	
Office & station expenses	13,744 01	
Stationmen	40,648 36	
Porters, watchmen and switchmen.....	22,768 42	
Conduct's,enginem'n,etc.	149,898 22	
Miscellaneous.....	69,551 77	
		1,591,270 11
		$649,473 52
Right of way and depot grounds.....	$2,440 00	
Fences.	18,312 92	
Locomotives	110,785 06	
Cars	29,377 16	
		160,915 14
		$488,558 38

In addition to the amount ($160,915 14) stated above, there was expended and included in the operating expenses the sum of $175,894 76; of which $58,350 was for new cars built in the company's shops, $32,839 22 for masonry in bridges, culverts, etc., $53,823 25 for increased amount of wood on hand, and the remainder for other permanent improvements. Deducting this sum from the amount given above, as ordinary expenses, will leave $1,315,375 35 as the operating expenses for the year, leaving a balance of earnings of $925,368 28, an excess as compared with the preceding year, after making similar deductions, of $131,203 30. The report says:

The construction account of this road was closed some years since, and it is difficult to say with precision what the ordinary operating expenses have been. The extraordinary expenditures during the year, embraced in the above amount, are about $283,000, exclusive of extra fuel, and inclusive of four new engines and seventy-six cars, added to the rolling stock, leaving the ordinary expenses, so called, to average between 65 and 70 per cent. of the gross earnings.

It was hoped the wages of labor could be reduced after the close of the war and the return of discharged soldiers to the pursuits of civil life, but our expectations have not been realized up to the present time. An inflated currency stimulating every species of enterprise, and speculation offering the most flattering inducements, has diverted so large a proportion of the labor of the country from the ordinary and legitimate pursuits of life, that there has been no reduction of prices, and it is not probable there will be any until the public mind is turned from speculation to solid production.

Whilst there has been no reduction in the price of labor, and but little in the cost of material used in the maintenance of railroads, our United States taxes on earnings alone have been materially increased. They were last year $37,719 62, and this year they have been $57,441 38.

There has been much complaint in portions of the West of the tariff of charges, particularly on ordinary freight, but there should be no reduction in these charges until the cost of maintaining and operating railroads can be reduced. For many years, fifty per cent. of the gross earnings was a fair allowance for operating expenses, but these expenses have now risen to fully seventy per cent. on an average, making an advance of fully forty per cent., whilst the charges for freight and passengers have not been increased in any such proportion. The result is, that the net earnings, at this time, bear a less proportion to the gross receipts and the actual work performed in the movement of persons and property, than, perhaps, at any previous period. Under this state of facts, there can be no reduction in the tariff of charges without doing great injustice to the owners of railroad property.

Whilst the gross receipts have exceeded our estimates, the net income has fallen below, and we find ourselves without the means to make improvements, imperatively demanded at many points on the road. At East St. Louis we have purchased about fifty-three acres of ground for depot purposes, at a cost, in addition to the relinquishment of the ground previously contracted for, of seventy-five thousand dollars, on which fifteen thousand dollars have been paid, leaving a balance of sixty thousand dollars to be met in monthly instalments. These grounds are eligibly situated, and their possession was indispensable to the economical transaction of our business at this point. The cost of filling in with earth to a level above high water mark will be about $105,000. The freight depot required at this place was estimated, last January, to cost $137,800, but building materials have advanced in price materially since that time. We also require a passenger house, that may, perhaps, be built a cost of $20,000; so that the necessary expenditure at this point will not probably fall much short of $350,000.

It is contemplated to commence these improvements in the spring, and prosecute them as fast as practicable, having due regard to economy and the means at our disposal. The whole may perhaps be accomplished in four years. Again this winter we have experienced the difficulties and damages to our business, at East St. Louis, incident to the closing of the river by ice, and the want of suitable depot accommodation. * * *

It is true these interruptions and serious damages to our business would not be wholly remedied by the construction of ample depots, but the suspensions and risks would be greatly lessened thereby. The only complete prevention of these troubles is the construction of a substantial bridge over the Mississippi River, and it is believed the demand for such an improvement is yearly becoming so great that its construction cannot be much longer delayed. The enormous tax upon the citizens of St. Louis, in the enhanced price of coal and upon the large proportion of their general supplies which come from the east side of the river, must stimulate them to enter into some arrangement for the consummation of this most important improvement.

It will be seen by the report of the General Superintendent that the expenditures, the past year, on account of permanent improvements, including additions to rolling stock from our own shops, and fuel, have been $336,809 90. We contracted the latter part of the year for 350 tons of new rails. During the same time there have been 1,549 tons re-rolled and paid for, but still one of our greatest needs at this time is new iron. For want of a sufficient surplus of new iron, we have not been able to get our worn rails to the rolling mills, at times when we could have got our work done promptly, and we have therefore, not succeeded in getting our track in as good condition as it should be. The condition of the rails in many places was such as to excite apprehension of damages to trains during the severe weather of the winter, but by great care, and perhaps good fortune, we have thus far escaped any serious accidents; and in this connection it may be remarked that an examination of the report of casualties during the year will show satisfactory results.

It was intended during the past year to have commenced the work of extending the Wabash River bridge, but labor has been scarce and our means so limited, that nothing has yet been done at this point. It is our intention to do what may be practicable the ensuing season, having reference to economy and our available resources. This work will cost about $50,000. The necessity of incurring this large expenditure was fully stated in last year's report, to which I beg leave to refer.

It will be seen from the operations of the road during the year 1865, and the heavy outlays made and to be made on the line of road of a necessary and permanent character, that no dividend can be paid on the preferred stock in May, 1866. This dividend is required to be paid out of the net earnings of the road for the year, and if not paid, is, by an express provision in the second mortgage deed of trust, made cumulative, and is to be paid thereafter, when the earnings of the road will permit, and before any dividend can be made on the common stock. The same deed of trust exercises a prudent care for the safety and judicious development of the property and its equipment by the authority conferred in the application of its earnings, contained in the following provision:

"The words 'net earnings,' as herein used, are hereby declared and agreed to mean such surplus of the earnings of the said railroad as shall remain, after paying all expenses of operating the said railroad and carrying on its business, including all taxes and assessments, and payments on encumbrances, prior in lien to these presents, upon specific portions of the property hereby conveyed, of completing, repairing or replacing the said railroad, its appurtenaces and equipments, so that the same shall be in high condition, and of providing such additional equipment as the said company shall deem necessary for the business of said railroad."

The company have no means to improve the condition of the road or add to its rolling stock or equipment, except from its earnings. The managers have adhered rigidly to the rule of incurring no floating debt, and of paying promptly for all work, labor and materials required on the road. This policy they will continue to adhere to. The necessities of the road have required, and will continue to require, the application of considerable sums of money for permanent improvements, and to supply the needful power and facilities to conduct its increasing business. While the earnings of the road will be ample to pay the interest as it accrues on the bonded debt of the company, there will be a considerable surplus each year over and above the ordinary operating expenses, which, if judiciously applied, will be sufficient to meet these expenditures for permanent improvements and additions to equipment, after which it will again be applied to the payment of the dividends. The duty of the managers in this matter is so obvious that no argument is needed to sustain it. They are persuaded that all parties in interest will come to the same conclusion on a careful examination of the facts.

In view of the actual condition of the road, and the proposition seriously entertained to construct a new line, and a shorter one, between Terre Haute and St. Louis, the managers feel that it is a matter of vital necessity, in order to protect the interests of bondholders and stockholders in the property, that the road be put and kept in high condition. To this end considerable outlays are required for new iron, chairs and ties, depot accommodations and facilities at East St. Louis, the extension of the Wabash River bridge, suitable station houses on the line of road, water stations, fencing, ballasting, bridges, stone culverts, in place of wooden structures, and solid embankment in place of trestle work.

Last spring a company was organized under a liberal charter from the State of Illinois, with power to construct a railroad "from Pana, in

Christian County, through Taylorville and Springfield, to some suitable point to be selected by the company on the Illinois River." In September last the work embraced in the division extending from Pana to Springfield, the capital of the State, was let, and the work of grading has been progressing during the fall and winter.

The distance from Pana (where the Illinois Central road crosses the St. Louis, Alton and Terre Haute road) to Springfield, is forty-one miles, through the richest portion of the State of Illinois, in a fair state of cultivation. It is expected by the parties having this work in charge that the road will be completed to Springfield by the 1st of January, 1867: it is probable there will be no difficulty in its accomplishment, should they succeed in procuring the iron in due time.

When this branch is completed, it is expected that some satisfactory arrangement may be made between the two companies to operate it.

In view of the connection with the capital of the State of Illinois, and the fertility of the country through which this road will pass, it is believed that we shall derive material advantage from the business of freight and passengers brought to our road from that quarter, all of which, destined eastward, must pass over ninety-four miles of our road. There is much intercourse between the people of Central and Southern Indiana and Ohio, and also Kentucky and those of the Northwest, and passing westward from Indianapolis, this travel would follow the Central line to Pana, in Illinois, and then strike across to Springfield over this branch road.

There have been several legislative grants obtained from the Assembly of the State of Illinois for the purpose of securing railroad communication between St. Louis and Cairo, at the mouth of the Ohio River. One of these charters, incorporating the Belleville and Southern Illinois Railroad Company, authorizes the construction of a road from Belleville to Duquoin, a point on the Illinois Central Railroad, 56½ miles from Belleville and 74 miles from Cairo. This road would connect with our branch at Belleville, making the whole distance from East St. Louis to Cairo 144½ miles.

Authority was next given to our company "to extend its railroad from its present terminus in the city of Belleville, in the County of St. Clair, in a southeasterly direction, to the Illinois Central Railroad, and to unite and form a connection with the same." Under this grant it is probable Duquoin would be selected as the point of intersection on the Illinois Central road, making all the distances the same as stated above.

Last winter a charter was granted to a company, authorizing the construction of a railroad from East St. Louis, or Illinoistown, to Cairo, on the most direct and eligible route. During the past year surveys were made on this route, and I understand the whole length of road would be about 142½ miles, or 2 miles shorter than the other lines connecting with the Illinois Central at Duquoin. In the absence of accurate data, I can only express the general opinion, from reliable information, that the route in extension of our Belleville branch to Duquoin is greatly to be preferred in every respect. It passes over a coal field all the way to Duquoin, a rich productive farming country, in a high state of cultivation, and the cost of grading and bridging on this route would be much less than upon any other proposed. The difference in distance of 2 miles would be more than balanced by straight lines and easy grades.

The company organized under the first named charter have recently decided to enter upon the construction of their road without delay, and it is understood with encouragement from the Illinois Central Railroad Company.

If this company shall waive the right to construct the road under its charter, it will be because the object will be attained, and the benefits to this company fully secured, by its construction under the charter of the Belleville and Southern Illinois Railroad Company, this company consenting and co-operating with that, and rendering all needful aid in the accomplishment of the work.

Whilst our powers, under deeds of trust are limited, and forbid the application of our resources to collateral objects, we still may do much in directing and fostering such improvements, by timely advice and the offer of such facilities for the operating of the road as our means will afford, without detriment to our regular business. We cannot, with safety to our interests, remain indifferent to enterprises undertaken and contemplated all around. The railroad interest is essentially aggressive; and if we do not sympathize with this progress, and place ourselves in a position to receive our share of the benefits, other connections and combinations will surely be made, resulting, it may be, to our damage.

The local passenger and freight business of the road is steadily increasing, as the returns show; while the extension and completion of important lines of western railroads terminating at St. Louis, will concentrate there an amount of business, both of freight and passengers, probably surpassed by no other point in the great West, and taxing all eastern railroad facilities from that point to their utmost capacity.

The company had on the road at the close of the year 46 locomotives, 16 of which were coal burners. Of these 10 were in running order; 29 in good order; and 3 in shops for repairs.

The rolling stock consists of 25 1st class passenger, 5 2d class passenger, 4 baggage and express, 5 baggage and mail, 21 caboose, 242 box, 93 compromise, 17 blue line, 12 lime, 92 stock, 188 platform and 328 coal cars, making a total of 1,032 cars, of which 973 are in good order, 47 in running order, and 12 in shop for repairs.

INCOME ACCOUNT.

Balance, December 31, 1864		$201,449 42
Earnings during the year		2,240,743 63
		$2,442,193 05
Transportation expenses as above	$1,591,270 11	
Permanent improvements	160,915 14	
Coupons on bonds, dividends on preferred stock, due May, 1865, including amount of coupons and dividends unpaid on the 1st Jan., 1866, and sinking fund	690,500 00	
Balance December 31, 1865	89,507 80	
		$2,442,193 05

The total cost of road and equipment has been $10,700,000, represented by: Common stock, $2,300,000; preferred stock, $1,700,000; bonds, $6,700,000. For a description of the bonds, showing the several series, and the time of payment of coupons, See AMERICAN RAILROAD JOURNAL Bond List, page 596 of this week's issue.

BALANCE SHEET, JAN. 1, 1866.

Earnings from all sources, July 1, 1862, to January 1, 1863		$632,712 20
Earnings from all sources, Jan. 1, 1863, to Jan. 1, 1864		1,554,913 14
Earnings from all sources, Jan. 1, 1864, to Jan. 1, 1865		2,084,074 32
Earnings from all sources, Jan. 1, 1865, to Jan. 1, 1866		2,240,743 63
Due on accounts audited	$75,388 98	
Terre Haute & Richmond Co. charges freight	50,195 06	
Agents of company	3 55	
Other roads, ticket and freight account	67,475 84	
Income tax, U. S. Gov't.	6,912 32	
Individuals	137 37	
		200,113 12
From sale of real estate	$43,080 25	
Receiver of T., H. A. & St. L. R. R. Co	37,682 78	
		80,763 03
		$6,793,319 44
Accounts audited, July 1, 1862, to Jan 1, 1863		$354,281 38
Accounts audited, Jan. 1, 1863, to Jan. 1, 1864		1,131,333 86
Accounts audited, Jan. 1, 1864, to Jan. 1, 1865		1,583,307 58
Accounts audited, Jan. 1, 1865, to Jan. 1, 1866		1,752,185 25
Paid on charter liabilities, Jan. 1, '63		13,495 02
Profit and loss		1,998 91
Bank of North America	$118,535 70	
In hands of Treasurer	76,475 60	
Paymaster	11,903 24	
Due from agents	113,871 14	
Madison Coal Co.	420 00	
U. S. Government	7,406 35	
Western Union Telegr'ph Co	224 54	
Other roads, freight and ticket account	18,280 54	
Suspense account	35,861 76	
Individuals	6,950 00	
		389,928 87
First mortgage coupons	$448,709 75	
Preferred second coup.	517,325 91	
Income "	328,941 91	
Preferred stock	234,311 00	
Sinking fund	37,500 00	
		1,566,788 57
		$6,793,319 44

President.—CHARLES BUTLER.

Directors.—Charles Butler, Robert Bayard, Samuel J. Tilden, Jno. G. Richardson, Russell Sage, Wm. H. Underwood, Levi Davis, Jno. S. Hayward, Henry W. Phelps, Anthony Thornton, E. B. Gage, Hiram Sanford and Carlos S. Greely.

Sec. & Auditor.—JAMES B. RALSTON.

General Sup't.—HENRY C. MOORE.

Ass't Superintendent.—J. L. HINCKLEY.

Chief Engineer.—WILLIAM I. BALL.

The Delaware Railroad Extension.

We understand that the work on the Eastern Shore Railroad, the extension of the Delaware road, is being rapidly pushed forward under the chief engineership of E. Q. Sewell, Esq. The $16,000 asked for by the company has been favorably acted upon by the Board of Trade, Philadelphia. The route is graded nearly the entire length, and about five miles of the track laid beyond Princess Anne, leaving only fifteen miles of track to be put down to reach Somer's Cove. It is designed to have the road completed by the first or middle of July, and to have the trains running by the first of August. The wharves are being built at the Cove, and will be in readiness by the time the trains are put on. The steamers to connect the line with Norfolk are in readiness.

By this new route from Norfolk to New York the distance is shortened nearly ten hours. It is said to be nearly an air line from Charleston.

This will make the Delaware Railroad the great thoroughfare for Southern travel, and give it an importance second to but few in the United States. In addition to this, it is the grand trunk for all the railroads on the Peninsula, to which all other railroads must unite. It has stimulated enterprises on the Eastern Shore to an extent hardly thought of, and is attracting an attention and importance to the Peninsula that is fast working out its salvation. It is introducing it to the outside world, and causing it to loom up as a garden spot in the land.—*Smyrna Times.*

☞ In accordance with the provisions of the act of Assembly of the State of Virginia of March 2, 1866, entitled "An act to provide for funding the interest on the public debt," the Commonwealth of Virginia is now prepared to fund the interest due January 1, 1866, upon her coupon and registered debt. Persons to whom interest is due must make application to the clerk in the Second Auditor's office, in the basement of the capitol, at Richmond.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	----
Albany and Boston "	50	25½	20,000	----
Algomah ..... "	25	3	20,000	----
Allouez ..... "	25	1⅞	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	----
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	----
Black River ..... "	25	2½	20,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	1
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	----
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	3½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	42½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	1½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	----
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	42½
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	----
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	24
Hanover ..... "	25	1½	20,000	2
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	5
Hungarian ..... "	25	1	20,000	1½
Huron ..... "	25	19	20,000	41
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	25	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	----
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California .. Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	----
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	----
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	----
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	----
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	----
Native ..... "	25	2	20,000	----
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passalc .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	5
Pewabic ..... "	25	3½	20,000	36
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	10½
Pittsburg & Boston "	25	5½	20,000	----
Pontiac ..... "	25	10½	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	48½
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	----	200,000	----
Rockland ..... "	25	12	20,000	5
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	3½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	----
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	7	20,000	----
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	½	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	2½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	½
Tremont ..... "	25	1½	20,000	1½
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	----
Waterloo ..... Ca.	5	4	100,000	----
Wankesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	8	20,000	----
Winthrop ..... "	25	4½	20,000	----
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	----
Harewood	5	5	20,000	----
Lake Superior .... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y.	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	----
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point .... N. Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80,000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125,000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	----
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	60
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	----
Atlantic & G. C .. Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	3
Big Mountain ..... Pa.	----	----	----	----
Boston & Pictou .. N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ..... "	10	10	30,000	----
British American .. N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	5½
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	----
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	45½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	8½
Fulton ..... "	5	5	60,000	6½
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International .... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahonoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	10
Maryland Anth ... Md.	20	20	25,000	----
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	28
Narragansett .... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	5
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	----
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain .... "	50	50	16,000	----
Shamokin ..... "	----	----	----	----
Somerset I. & C .... "	----	----	----	----
Spring Mountain .. "	50	----	----	35
Spruce Hill ..... "	10	----	100,000	4½
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	55
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore .... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag .... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter .... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	----
Consol Gregory .... Col.	100	----	50,000	14½
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	----
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	80,976	----
Do. preferred .. "	100	100	57,744	----
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	800,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	3½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	9½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	10	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	80,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	50½
Santa Clara ..... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt .... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equal'd to single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	——	——	——	—	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	....	27
30 Nov. '64	4.52	——	179	28	--	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27.43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	92½
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	——	41,000	——	——	——	——	——	——	——
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metro poli'n)		6	....	46
30 Nov. '64	2.80	——	26	6	--	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	....	——
30 Nov. '64	11.75	——	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	50
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	....	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11.000	——	(Middl esex)	——	——	50	25
30 Nov. '64	31.85	——	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	....	50½
30 Nov. '64	6.84	——	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	——	3	....	50
30 Nov. '64	5.69	——	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	——	....	——
30 Nov. '64	6.75	——	66	15	—	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	....	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middl esex)	——	5	....	25
30 Nov. '64	2.50	——	10	2	—	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	....	——
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middl esex)	——	——	....	——
30 Nov. '64	6.00	——	70	——	--	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	——	....	——
30 Nov. '64	——	——	411	63	--	Union (Transportation)	241,441	160,000	29,000	144,316	278,428	——	——	....	100
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	(Lea sed)		6	....	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	....	——
30 Nov. '64	11.60	——	59	8	--	Worcester	86,657	75,800	——	53,668	25,453	——	——	....	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	——	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '64	10.76	——	...	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	——	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	——	100	69
30 Sep. '64	7.00	2.80	--	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	——	——	55
30 Sep. '64	24.00	——	...	48	22	Brooklyn Central & Jamaica	897,646	492,150	400 000	55,291	173,847	3,666	9	100	130
30 Sep. '64	56.18	1.90	...	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	——
30 Sep. '64	11.75	4.00	...	28	—	Brooklyn City and Newtown	581,784	366,000	200,000	19,144	82,049	4,162	——	....	——
30 Sep. '64	0.09	9.41	——	——	——	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	....	——
30 Sep. '64	——	18.00	——	——	——	Brooklyn City & Rockaway	— —	12,000	——	700	——	——	——	....	——
30 Sep. '64	——	25.00	——	——	——	Brooklyn, E. N. Y. & R'kw'y	60,000	50,000	25,000	15,000	——	——	——	....	——
30 Sep. '64	——	——	——	——	——	Buffalo Street	——	——	——	——	——	——	——	....	——
30 Sep. '64	——	23.00	——	——	——	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	——	——	——	——	....	——
30 Sep. '64	——	——	——	——	——	Central City (Syracuse)	——	——	——	——	——	——	——	....	——
30 Sep. '64	19.00	3.00	——	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	——	327,713	30,493	——	100	——
30 Sep. '64	17.25	——	...	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	——	100,438	9,148	——	——	——
30 Sep. '64	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	12	100	——
Sep. '64	18.50	1.00	...	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	48,000	5,000	452,701	4,208	12	....	——
30 Sep. '64	12.00	1.00	...	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	——	....	——
30 Sep. '64	——	——	——	——	——	Fourteenth Street (N. Y.)	——	——	——	——	——	——	8	....	——
30 Sep. '64	4.52	——	——	——	——	Grand St. & Newtown (W'g	——	——	——	——	——	——	——	....	——
30 Sep. '64	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	——	34,660	897	——	....	——
30 Sep. '64	——	——	——	——	——	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	....	——
30 Sep. '64	——	——	——	——	——	Niagara Street (Buffalo)	——	——	——	——	——	——	——	....	——
30 Sep. '64	11.00	7.00	——	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	——	90,108	loss.	——	100	——
30 Sep. '64	——	——	——	——	——	N. Riv. & Wall st. Ferry (N.Y.)	——	——	——	——	——	——	——	....	——
30 Sep. '64	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	....	——
30 Sep. '64	7.50	3.40	——	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	——	——	....	——
30 Sep. '64	16.00	——	...	...	--	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	——	100	65
30 Sep. '64	8.37	——	...	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,306	14,753	5	100	136
30 Sep. '64	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	....	——
30 Sep. '64	17.50	——	...	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	——	——	——	——	Troy and Cohoes	50,000	——	——	——	leased.	——	——	....	——
30 Sep. '64	6.50	9.00	——	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	....	——
30 Sep. '64	1.50	——	——	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	....	——
30 Sep. '64	——	12.00	——	——	——	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	....	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	...	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	....	——
31 Dec. '62	5.05	2.50	——	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	....	——
31 Dec. '62	10.47	——	...	...	--	Jersey City & Bergen Point	——	——	——	——	——	——	——	....	——
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	——
31 Dec. '62	5.80	——	...	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	....	——
						PENNSYLVANIA									
31 Oct. '65	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	——	——	40	10	58
31 Oct. '65	5.50	——	122	21	3	Citizens' (Pittsburg)	188,021	100,000	56,300	10,318	114,721	34,877	10	50	——
31 Oct. '65	12.33	——	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	——	286,861	91,545	——	50	....
31 Oct. '65	6.09	——	86	14	2	Fairm't P'k & Del. Riv. (Ph.)	——	——	——	——	62,732	8,227	——	....	——
31 Oct. '65	4.50	——	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	——	158,803	39,721	2	50	29½
30 Nov. '65	19.00	——	250	44	0	Germantown	385,169	112,245	250,000	——	197,195	49,561	——	....	55
31 Oct. '65	5.04	——	120	25	0	Girard College (Phila.)	114,611	160,000	——	——	122,866	36,832	4	50	27
31 Oct. '65	2.00	——	25	4	1	Harrisburg City	49,504	30,118	——	9,000	6,726	3,562	——	25	——
31 Oct. '65	19.00	——	328	56	0	Hestonv., Mantua & Fairm'nt	——	——	183,600	75,131	153,813	39,179	——	50	19
31 Oct. '65	4.50	....	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	——	25	11
31 Oct. '65	——	——	——	——	——	Oakland (Pitts'urg & E. L.)	——	——	——	——	——	——	——	....	——
31 Oct. '65	3.75	——	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	——
31 Oct. '65	2.06	——	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	——	67,040	14,278	14	50	——
31 Oct. '65	3.80	——	165	27	0	Philadelphia City	240,264	100,000	135,000	——	149,978	59,722	7½	50	——
31 Oct. '65	5.00	——	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	——	38,781	6,494	5	20	——
31 Oct. '65	4.50	——	51	10	0	Ridge Avenue & Manyunk	179,935	120,000	63,300	——	41,737	6,903	——	50	14
31 Oct. '65	18.09	——	451	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	——	437,562	158,830	10	50	86
31 Oct. '65	5.62	——	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	——	——	51,683	9,187	——	50	13
31 Oct. '65	7.00	——	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38½
31 Oct. '65	7.00	——	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	——	——	210.143	87,810	9½	50	60
31 Oct. '65	6.25	——	143	23	0	13th & 15th st. (Phila.)	——	——	——	——	143,038	38,435	5	50	22½
31 Oct. '65	23.05	——	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,900	——	50	37
31 Oct. '65	6.00	——	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	31,335	10	50	71
31 Oct. '65	1.00	——	9	4	0	Williamsport	——	15,150	——	522	3,637	1,851	——	25	——
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	....	18½
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	——
31Dec. '62	3.63	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	——	——	....
Dorchester:					
Real Estate Mortgage	5,000	6	——	——	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	——	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	——	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71–72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	——	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	11,000	6	——	——	....
Middlesex:					
1st Mortgage	31,000	--	——	——	--
Malden & Melrose bonds	51,762	--	——	——	....
Real Estate	4,000	--	——	——	....
Ninth Avenue:					
1st Mortgage	67,000	7	——	——	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	——	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	——	——	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	66,500	7	——	——	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	129
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	126
" " " coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	---	" "	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	101
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	99
" " " coupon		5	" "	1871	104½
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	---
" " " " " coupon		6	July.	1881	---
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	106½
" " " coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 registered	264,314,500	6	" "	1881	106½
" " " " coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	103
" " " (5-20s) coupon		6	" "	1882	103½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	---
" " " (5-20s) coupon		6	" "	1884	102½
Loan of March 3, 1865 (5-20s) registered	80,734,500	6	May & Nov.	1885	---
" " " (5-20s) coupon		6	" "	1885	102⅝
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	96½
" " " " coupon		5	" "	1904	96⅝
Pacific R R. Bonds of (currency) registered	5,402,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	---	Due.	---
" June 20, '64 & Mar. 3, '65 1st series	812,221,600	7.3	Feb. & Aug.	1867	102½
" March 3, 1865 2d series		7.3	June & Dec.	1868	102⅝
" " 1865 3d series		7.3	Jan. & July.	1868	102⅝
Debt Certificates	43,025,000	6	At maturity.	1 year	100½
Gold Certificates of Deposit	22,568,320	---	---	---	---
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	---
Temporary Loans at 4, 5 and 6 per cent	124,561,486	---	" "	10 d'y	---
United States Notes (greenbacks)	402,128,318	---	---	---	---
Fractional currency	27,334,965	---	---	---	---
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	---
" —Sterling " "	648,000	5	Jan. & July.	1876	---
" " " " "	688,000	6	" "	1876	---
" —Funded Interest Bonds	---	---	---	---	---
Arkansas—State Bonds (issued to banks)	1,509,000	6	(In default.)	1868	---
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	113
" —War bonds "		7	" "	1872	---
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July	'72-'90	97
" " " (free) "		6	" "	1892	---
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1860	---
" " " " "	2,271,750	6	" "	'68-'86	105
" " " " "	434,000	7	" "	'72-'86	---
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	100
" " " coupon	1,758,400	6	" "	1870	---
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	---
" " " 1862-'79 "	436,000	6	" "	'62-'79	---
" " " 1865-'79 "	229,372	6	" "	'65-'79	---
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	---
" " " " "	1,778,677	6	" "	1877	---
" " " " "	241,000	6	" "	1879	---
" " War Loan "	1,157,700	6	" "	1879	---
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	86
" " " "	2,058,173	2½	" "	1886	---
" " " War Loan coupon	1,225,000	6	May & Nov.	1886	95
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	---
" —War Loan Bonds coupon	300,000	7	" "	1877	---
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	---
Kentucky—State bonds coupon	447,000	5	" "	'66-'73	---
" " " "	3,204,000	6	" "	'68-'72	94½
Louisiana—State Bonds coupon	9,856,000	6	various.	'87-'90	93
" —Funded Coupons "	---	6	---	---	---
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds coupon	4,000,000	6	Jan. & July.	1883	96½
Maryland—State Bonds coupon	2,171,901	5	quarterly.	var.	101
" " " "	1,727,000	6	"	1870	---
" " " " coupon	3,192,763	6	"	1890	---
" " " " inscribed		6	"	1890	---
" " " (sterling) coupon	6,401,000	5	"	var.	---
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	---
" " " "	244,000	5	Jan. & July.	'70-'74	97½
" " " "	375,000	5	April & Oct.	'72-'74	97
" " " "	220,000	5	May & Nov.	1880	---
" " War Loan	6,429,000	5	" "	1894	97
" " Scrip	297,000	6	June & Dec.	'68-'77	107⅝
" " " "	150,000	6	April & Oct.	1868	---
" " " "	1,024,000	6	Jan. & July.	'71-'75	109½
" " " "	2,030,000	6	" "	'76-'78	---
" " War Loan	1,088,000	6	" "	1883	---
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	---
" " " " "	1,750,000	6	" "	'73-'83	---
" —Canal Loan "	100,000	6	" "	1873	---
" —Renewal Loan "	216,000	6	" "	1878	---
" —War Loan Bonds "	1,122,000	7	" "	1886	---
" —Bounty Bonds "	700,000	7	May & Nov.	1890	---
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	---
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	90
" " " (H & St R R) "	3,000,000	6	" "	'72-'85	80½
" " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	79
" —New Sinking Fund Bonds	---	7	" "	1896	---
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98½
" —War Fund Bonds coupon	1,650,000	6	" "	'83-'85	95
" " " Notes	2,306,000	8	var.	var.	---
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	---
" —War Loan coupon	731,000	6	" "	'71-'72	96
New York—State Bonds general fund	700,000	7	quarterly.	1870	---
" " " " bounty fund	25,566,000	7	Jan. & July.	1877	102½
" " " " general fund	1,189,780	6	quarterly.	pleas.	---
" " " " canal fund	702,000	6	"	1866	---
" " " " general fund	800,000	6	"	1868	---
" " " " canal fund	3,050,000	6	"	1871	---
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	95½
" " " " "	2,250,000	6	"	1874	98
" " " " "	500,000	6	"	1875	---
" " " " "	900,000	6	"	1877	---
" " " " general fund	800,000	6	"	1878	---
" " " " "	909,807	5	"	pleas.	---
" " " " canal fund	192,585	5	"	1860	---
" " " " "	1,163,000	5	"	1868	---
" " " " general fund	442,960	5	"	1868	---
" " " " canal fund	167,000	5	"	1871	---
" " " " "	4,500,000	5	"	1874	90½
" " " " general fund	900,000	5	"	1875	---
" " " " "	800,000	5	"	1878	---
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	84
" " " (new) "	3,500,000	6	Jan. & July.	1900	---
Ohio—State Bonds coupon	1,009,500	5	Jan. & July.	1865	---
" " " " "	562,268	6	" "	1860	---
" " " " "	379,866	6	" "	1868	---
" " " " "	2,183,532	6	" "	1870	---
" " " " "	1,600,000	6	" "	1875	---
" " " " "	4,095,307	6	" "	1881	---
" " " " "	2,400,000	9	" "	1886	---
" —Domestic Bonds	679,213	6	May & Nov.	'68-'71	---
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	90½
" " " coupon	6,168,000	5	"	'77-'82	90⅝
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	96½
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	---
" " " inscribed	1,708,000	6	" "	'68-'90	---
" " " coupon	1,499,000	6	" "	'77-'90	---
" " " (new)	---	6	" "	---	---
Tennessee—State Bonds coupon	1,091,180	5	April & Oct.	'76-'90	75
" " " "	239,167	5½	" "	'72-'79	---
" " " "	1,706,000	6	" "	'82-'89	97½
" —Railroad Loans "	14,046,000	6	" "	long.	---
" —Funded Interest "	---	6	" "	1892	---
Vermont—State Bonds	175,000	6	Various.	'67-'83	---
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	41
" " coupon	11,108,000	6	" "	'86-'95	67
" " (sterling) "	1,865,000	5	" "	1872	---
" —Funded Interest registered	---	6	" "	'76-'96	---
" " coupon	---	6	" "	'76-'96	---
West Virginia—State Bond coupon	---	6	---	---	---
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	---
" " (war) "	641,800	6	Jan. & July.	'77-'88	---
" " (") certificates	700,000	6	April & Oct.	'82-'98	---
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds		5	quarterly.	1870	---
" " "		6	"	1870	---
" " "	19,024,523	6	Jan. & July.	1873	97½
" " "		6	May & Nov.	1875	98
" " "		6	Jan. & July.	1886	98
" " "		6	quarterly.	1890	100
" " " coupon		6	"	1890	---
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	---
" " "		5	Various.	'66-'70	110½
" " "		5	"	'71-'75	---
" " "	7,846,026	5	"	'76-'80	97
" " "		5	"	'81-'86	143½
" " "		6	"	'67-'76	100½
" —Water Loan	668,000	5	May & Nov.	'79-'71	---
" " " (sterling)	305,000	5	Jan. & July.	'77-'78	---
" " "	1,949,711	4½	" "	'72-'73	---
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	---
" —Improvement Loans "		6	" "	'66-'95	---
" —Water Loans coupon	5,500,000	6	" "	'81-'97	94
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	---
" " (new)	956,000	6	Jan. & July.	1876	---
" —Water Loan coupon	1,464,000	6	" "	1888	---
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	95½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	---
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	---
" " " "	4,714,000	6	" " "	'76-'78	---
" " " "	1,800,000	6	" " "	1883	---
" " " "	5,149,271	6	" " "	1887	---
" " " "	275,000	6	" " "	1898	---
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	---
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	---
" " " "	3,125,200	5	" " "	1870	---
" " " "	319,000	5	" " "	1873	---
" " " "	1,000,000	5	" " "	1874	---
" " " "	334,700	5	" " "	1875	---
" " " "	2,016,000	5	" " "	1876	---
" " " "	2,375,000	5	" " "	79-'80	---
" " " "	900,000	5	" " "	1890	---
" " " "	674,300	5	" " "	1898	---
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	---
" " (new)	739,222	5	" "	'67-'82	---
" " (old)	2,232,800	6	" "	'66-'93	93½
" " (new)	7,898,717	6	" "	'66-'99	97
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	95½
" —Railroad Bonds "	1,800,000	6	" "	1913	---
Portland—Municipal Bonds coupon	985,326	6	Various.	'66-'83	---
" —Railroad Bonds coupon	1,500,000	6	April & Oct.	'68-'71	---
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	---
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	85
" —Water Loan "	484,000	6	" "	'71-'83	68½
" —Sewerage Loan "	425,000	6	" "	'79-'88	---
" —Railroad Loans "	1,161,000	6	" "	'71-'77	---
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	---
" —City and County Bds "	329,000	6	Jan. & July.	1875	---
" " " " "	1,133,500	6	" "	1888	---
" " " " "	2,200,000	6	" "	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	
1865	289,400	327,269	399,870	343,408	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	
1866	504,991	408,864	388,480	394,533									
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,689	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,413	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,091
1866	210,171	207,913	304,885	270,889	333,432								
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,793	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605								
Chicago and Northwestern:													
1863						366,100	281.334	296,169	473,186	$51,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,365	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	921,886	749,191	546,609	7,968,930
1866	523,566	405,634	523,744	518,736	735,082								
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51.485	61,787	51,386	60.895	528,364
1864	47,393	56 565	67,822	61,812	59,182	58,178	53,518	88.458	87.037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	108,973								
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,181
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,163,295	1,001,668								
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189.280	268,983	289,862	284,030	243.249	224,401	2.899.612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	681,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	518,608	460,573	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,308
1866	582,828	512,028	516,822	406,773	507,830								
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29.384	37.271	56,687	46,452	81,329	55,257	48,544	512.213
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664								
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,607
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488								
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,883
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,166	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,591	358,862	402,219	407,107	448,924	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493								
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149.550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,787	365,196								
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,091
1866	131,707	122,621	124,175	121,904	245,511								
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,693,244
1863	920.272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450.076	1,227,113	1,187.505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434				
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,709	350,448	572,618	412,563	284,349	3,793,006
1866	267,541	246,109	326,236	277,424	283,130								
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448,994	468,873	466,557	454,826	4,068,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	528,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955		
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,995	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,905	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628								
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,745	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	223,736	207,301	162,094	2,240,744
1866	178,119	155,893	192,138	167,300									
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132.111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,330	1,439,790
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	266,154	2,050,322
1865	144,084	130.171	155.758	144.001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433								
Western Union:													
865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,362	75,677	92,715	61,770	37,330	689,333
1866	45,102	36,005	39,301	43,332	86,913								

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	500,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Extens'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	95
" " " 1850.	676,000	6	Jan. & July.	"	1880	93
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834.	960,084	6	Ja. Ap. Ju.Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	9[illegible]
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	80
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	99½
"	200,000	6			1879	83¼
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	86
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	95
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	79
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	80
River-Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	93
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1873	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Exton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	160,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	80½
Land Security	3,344,60	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,602,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,300	6	" "	New York.	1875	104
Redemption bonds	2,565,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
*Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	78
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1868	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N Y & Boston	1869	106
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,255,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		59
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65.	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton.:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Debts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged Stocks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	90
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,810,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	950,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	
2d Mortgage (now stock)						45½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	79
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,214,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	108½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	3 2.000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	85
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	681,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,365	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	104
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	85
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'78	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	98
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	448,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109 500	21,682	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	28	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307.060	95,000	731	.....	23.8	53,325	89.470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927.000	97.022	4,654,333	75.2	45,268	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.000	29,149	.....	62.0	145,65?	360.167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.5	9.3	—	3	2	—	New Haven and Northampton	2,326,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5.000 000	2,000 000	140.785	8,081,181	117.4	652,755	1,982,213	549,834	9	110
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,465,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.970	41.466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,386	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,348	232.0	.....	1,159,188	528,043	6	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,808	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396.500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	230.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,840.092	1,833,517	8½	98
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,618,232	1,306,347	8,376,510	5,924,96?	525,259	16,464.265	400 0	1,965,105	5,728,410	2,762,273	20	117½
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	—	2 356,660	26,155,641	12,020,483	825,398	39,680.4	2,930.0	6,820.750	1,802,272	—	30
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	—	2,265,632	6.500.000	1,448.000	—	10,315,784	228 4	1,234,851	3,154.236	1.442,781	10	95½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,848,561	2,350,000	—	4,211,542	180.0	.....	742.097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23.374,406	13.231.500	—	40,668 060	708.3	3,807.466	7,181,208	2,174,924	10	120
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	32
								INDIANA.													
.. .. ..	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4.562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,000	1,254,500	15.900	2,102,761	109.0	.....	442.993	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,285	140.689	3,458,108	110 0	.....	448.858	230.834	9	50
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,?22	1,872,000	997,000	105,879	2,975,878	84.0	384.589	771.763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	—	2,175.223	108.0	312,859	527.863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640.000	—	1,538,763	132 0	.....	315.172	117.941	6	100
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40	—	36½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218.000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	.....	*Burlington and Missouri River*	2,603,589	173.787	152,406	1.497,947	1,343,870	87.964	2,929.782	75.5	112,434	431.606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	65.961	—	3,849,396	960.000	27,364	4,891,849	100 0	200.815	412.156	162.268	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426.408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188.463	63,774	7	....
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,169,594	276,000	—	1,713,324	65.1		419.548	139,817	6	80
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314.540	2,172,515	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505.260	—	3,242,318	566,000	339.297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	556 484	—	....
31 Aug '60	62.7	—	....	135.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,016	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340.898	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491.386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	109
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,18 l,615	4,686,445	1,936,788	6	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456.949	275,060	1,974,444	59.7	.....	176.462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579.324	1,047,567	420,026	—	32
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	....
21 Dec. '62	152 0	—	3.6	....	....	....	....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '65	288.0	—	14.4	—	43	28	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649 212	12,580,308	283.0	598.415	1,097,793	211,310	—	....
28 eb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,888,402	114.0	100.592	197,744	1,895	—	....
28 Sep. '64	88.5	8.6	2 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2.2	3,501,000	40 558	6,352,109	90.1	239,189	899,291	129	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
	MAINE.																				
30 Nov. '62	Androscoggin	55.0	—	.....	—	6	4	74	1,050,000	*	—	151,833	444,638	205,554	757,381	36.5	76,344	79,761	43,461	—	----
30 Jun. '62	Atlantic and St. Lawrence	149.0	—	25.0	—	41	17	349	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	..... by	Gd. Tk.	.....	—	45
30 Sep. '61	Kennebec and Portland	63.0	9.5	8.0	—	12	11	120	2,871,264	*	—	1,287,779	—	271,145	2,990,998	109.5	139,953	172,113	91,487	—	----
31 May, '65		99.7	9.5	.....	—	13	15	233	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	----
31 May, '65	Portland, Saco and Portsmouth	51.3	—	.....	—	12	4	119	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,422	236,767	6	98½
May, '50	Somerset and Kennebec	37.0	—	.....	—	...	...	...	783,763	*	—	169,200	566,600	.....	.....	37.0	.....	55,408	28,404	—	----
	MARYLAND.																				
30 Sep. '63	Baltimore and Ohio	279.6	7.2	.....	—	225	100	3,000	21,323,338	3,021,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	109
30 Sep. '63	Washington Branch	30.0	—	.....	—	7	33	167	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	Northern Central	138.0	4.0	25.0	—	60	55	3,498	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	43
	MASSACHUSETTS.																				
30 Nov. '64		—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65		26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	473,218	752,605	172,232	6	101
30 Nov. '64		74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	124½
30 Nov. '65		47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,600	—	4,218,927	61.8	450,096	1,221,104	366,333	10	141
30 Nov. '65		44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	139½
30 Nov. '64		46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	65½
30 Nov. '65		50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	106
30 Nov. '65		44.1	30.5	27.5	—	32	60	544	Eastern	4,452,949	362,965	782,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,274,075	490,768	6	105
30 Nov. '65		51.0	42.5	75.8	—	27	28	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	111½
30 Nov. '64		13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,860	397	.....	18.9	37,947	61,665	21,297	6	----
30 Nov. '64		12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	----
30 Nov. '65		14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	514,991	71.0	185,647	300,994	51,227	8	124½
30 Nov. '64		20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64		33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	----
30 Nov. '64		98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,080	469,932	8	108
30 Nov. '64		18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65		43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,612	545,996	140,129	8	124
30 Nov. '64		16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,643	—	243,305	226,900	727	470,931	(Op	er by B.	& L.Co.)	17,500	1½	110½
30 Nov. '64		6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '65		69.3	8.0	5.5	—	21	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	48½
30 Nov. '65		156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,289,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	141½
30 Nov. '65		45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,809	1,141,000	35,500	62,759	1,388,706	45.7	194,712	481,606	183,750	7½	107½
	NEW HAMPSHIRE.																				
31 Mar. '66		93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64		53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	----
31 Mar. '64		34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	64
31 Mar. '64		29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	80,699	7	112
31 Mar. '64		29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	----
31 Mar. '66		69.2	18.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.0	387,789	615,728	215,973	9	95
30 Apr. '64		24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	—	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
	NEW JERSEY.																				
31 Dec. '64		64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,900	252,554	3,442,697	75 2	.....	501,886	146,101	—	----
31 Dec. '64		63.9	32.5	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	129½
31 Dec. '64		60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,444	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	281,466	71,106	—	----
31 Dec. '65		74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	858,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	117
31 Dec. '64		53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	98
31 Dec. '65		33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000,000	806,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '64		21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	----
31 Dec '64		.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64		18 2	—	.....	—	.....	.....	.....	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64		38.5	—	.....	43.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	----
	NEW YORK.																				
30 Sep. '65		82.0	—	4.5	68.0	9	12	153	Albany & Susquehanna	3,183,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	----
30 Sep. '64		142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	*	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,030,232	loss	—	108½
30 Sep. '64		88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '65		460.0	97.0	382.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,705,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	58½
30 Sep. '64		144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,642	7,737,850	1,167	14,669,847	150.0	1,396,293	4,132,660	1,587,293	8	112
30 Sep. '64		94.0	9.5	08.3	—	15	32	110	Long Island	2,587,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	60
30 Sep. '65		297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	99
30 Sep. '64		130.7	2.1	45.0	—	35	67	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	----
30 Sep. '64		118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	----
30 Sep. '64		35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	----
30 Sep. '64		25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,303	8	----
30 Sep. '64		189.6	48.5	18.2	—	26	34	398	Rome, Watert'n & Ogdensb'g	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,503	238.1	432,370	827,615	360,754	10	----
30 Sep. '64		40.9	0.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360.000	—	930,324	51.3	114,725	257.035	91,060	—	----
30 Sep. '64		13.0	—	0.3	—	2	6	6	Staten Island	282,917	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	163,860	85,553	—	----
30 Sep. '64		81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,852	2,932,806	81.0	207,280	411,378	240,450	—	----
30 Sep. '64		34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	----
	NORTH CAROLINA.																				
31 May, '60		94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
-- --	'58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	----
-- --	'59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	125,200	—	.....	97.0	.....	206.917	108,541	—	----
30 Sep. '60		161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59		161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,564	235,201	8	----
15 Mar. '60		81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
	OHIO.																				
31 Dec. '64		118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63		137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65		60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	188,147	3,000,000	1,629,000	—	5 601,796	202.0	.....	1,241,857	603,228	19	90
31 Dec. '64		131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	----
31 Dec. '64		135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,348	2 499,348	1,235,162	16	117
31 Dec. '62		67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,051	—	45
31 Oct '65		95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	25	----
30 Nov. '65		101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	85
31 May	'65	109.2	79.4	.....	—	37	37	668	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,256	834,780	10	107½
31 Dec. '58		61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	----
31 Dec. '58		72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.6	144,000	84,000	17,760	—	99
30 Nov. '64		64.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	----
31 Mar. '65		142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	—	2,366,705	3,782,430	—	6,214,825	142.0	.....	1,069,187	431,980	—	----
30 Nov. '64		93.5	—	39.6	—	29	27	422	Little Miami	3,589,044	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64		173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,406	—	----
30 Apr. '62		192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	----
3 Aug. '58		117.0	3.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '6'		158.9	62.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595.400	251,867	3,343,966	1,841,093	14,202	5,172,138	205.9	356,409	719,924	145,900	—	15½
Dec. '64		116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	32 0 7	189,488	—	----
Dec 64		2124	—	.....	—	48	15	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,248,015	250.0	1,244,558	2,000,322	945,492	3½	85

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	——	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	——	----
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	——	1,454,305	13,441,150	30,000,000	1,736,588	48,060,780	4 0.0	2,647,709	5,811,222	2,125,200	——	----
31 Oct. '65	65.0	2.5	4.0	——	21	9	413	Catawissa	3,634,000	*	——	——	3,350,000	279,000	——	3,629,000	69.5	240,418	370,223	149,387	——	38½
30 Sep. '65	74.0	——	5.4	——	13	12	106	Cumberland Valley	1,582,937	*	——	519,459	1,316,900	470,500	51,467	2,102,346	74.0	180,698	461,711	149,779	8	85½
31 Oct. '65	113.0	4.0	59.0	——	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	——	——	10,247,050	3,491,500	742,585	14,481,135	204.5	1,457,553	1,733,320	38,671	15	147
31 Oct. '65	36.0	1.7	7.7	——	9	6	88	East Pennsylvania	1,273,765	161,589	——	——	604,100	598,400	44,888	1,247,488	37.7	161,484	369,743	201,072	——	----
31 Dec '65	78.0	——	10.0	——	18	——	——	Elmira and Williamsport	2,620,000	*	——	——	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	——	8.0	——	——	——	——	Erie and Northeast	700,000	*	——	——	600,000	400,000	——	1,000,000	18.5	149,558	454,480	138,683	10	----
31 Oct. '65	81.0	2.0	4.3	——	13	11	349	Erie and Pittsburg	1,696,921	477,016	——	——	664,300	1,250,000	300,000	2,214,300	83.0	176,052	490,220	199,200	——	----
31 Oct. '65	36 0	15.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	——	1,182,500	700,000	——	1,882,500	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '65	32.0	——	1.3	44.0	4	2	14	Hempfield	1,616,459	41,541	——	——	1,809,565	500,000	100,000	2,409,565	32.0	30,875	58,629	1,195	——	----
31 Oct. '65	44.0	14.5	11.7	6 0	16	2	133	Huntingdon and Broad Top	2,089,328	*	——	——	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	——	16
31 Oct. '65	80.0	2 0	34.5	——	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	——	——	1,335,000	2,278,725	121,409	3,733,134	82.0	173,037	633,015	60,201	——	----
31 Oct. '65	70.0	17.5	64.0	——	62	12	2,573	Lehigh Valley	7,804,068	2,037,526	——	——	6 6 2,250	1,477,000	——	8,109,250	87.5	647,080	3,049,890	1,831,630	10	62½
31 Oct. '65	28.3	5.0	8.0	——	——	——	——	Little Schuylkill	1,406,283	*	——	——	2,646,100	995,000	73,555	3,624,655	(oper. by Reading		R.R.)		3	58½
31 Oct. '65	130.5	——	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,708,200	*	——	——	3,708,200	——	——	3,708,200	(	"	"	"	8	56½
31 Oct. '65	55.6	14.2	13.9	——	23	22	686	North Pennsylvania	5,671,164	665,004	196,031	——	3,150,150	3,105,785	218,286	6,528,196	69.8	318,861	875,064	412,3 8	——	39
31 Dec. '65	354.8	33.2	450.5	——	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	——	20,000,000	16 750 124	3,651,447	45,850,786	821.0	5,846,778	17 499 109	4 189.111	10	55
31 Oct. '65	17.0	3.0	22.0	——	15	42	119	Phila. and Germant'n & Norrist'n	1,139,079	268,439	——	——	1,476,500	1 8,000	——	1,658,500	24.0	341 91	686,750	386,376	8	55
31 Oct. '65	287.0	——	55.0	——	——	——	——	Phila. and (Sunbury) Erie	17,632,766	——	——	——	5,0 9 450	13,000,000	2 000	18,071,450	(oper	r. by Penn.	R R.	Co.)	——	51
30 Nov '65	93 0	59.5	233.3	——	254	63	7,082	Philadelphia and Reading	22,200 948	3,765,774	4,07,353	20 240,675	6,900,000	——	——	30,608 075	471	3 5,5 5,309	11,142,619	4,812,271	10	54½
31 Oct. '65	26.5	——	26.5	——	——	——	——	Philadelphia and Trenton	1,336,588	——	245,495	999,200	200,000	——	——	1,199,200	28.2	177,433	1,040,438	345,891	10	125
31 Oct. '65	96.0	——	83.6	——	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,685	8,9 3,300	516,000	452,886	10,869,42	19 7.0	981,486	3,384,669	1,046 804	10	59½
31 Oct. '65	59.5	——	11 4	89.5	12	11	84	Pittsburg and Connellsville	3,361 64	198,820	——	——	1 774,773	1,500,000	64.298	3,764,101	72.0	272,688	894,568	130 361	——	9
31 Dec. '65	468.3	15.0	128 0	——	189	119	2,237	Pitteb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	——	9,312,44	12 573 000	1,597,620	26 545 068	483.0	4,62 ,078	8,489 092	3 2-3 547	10	98½
31 Dec. '65	28.0	——	6.2	——	8	——	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	——	500,000	791 597	Lease'd to	Northn	Cen	141,066	316,498	116,006	4	40
31 Oct '65	26.4	——	3.3	——	8	15	31	Westchester & Philadelphia	1,331,640	143,557	——	——	684,036	902,300	130,840	1,777,176	26.4	138,578	347,240	200,598	——	----
31 Oct. '65	30.6	——	4.4	——	7	3	228	Tioga	821,200	212,788	——	——	437,800	326 000	26,292	790,092	30.6	112,409	393,223	128,826	4	45
								RHODE ISLAND.														
31 Aug. '64	50.0	——	2.0	——	16	16	103	N. Y., Providence and Boston	2,158,000	*	——	——	1,508,000	250,000	——	——	62.0	321,000	557,557	254,508	12	111
								SOUTH CAROLINA.														
31 Dec. '58	54.9	——	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	——	706,365	195,266	197,905	1,099,536	51.9	----	----	----	——	----
31 Dec. '58	109.6	——	----	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	——	1,201,000	384,000	——	——	109.6	----	283,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	——	----	----	----	Greenville and Columbia	2,439,769	324,161	——	——	1,429,008	1,145,000	345,546	——	164.5	----	341,190	125,871	——	----
28 Feb. '59	102.0	——	----	——	----	----	----	North-Eastern	2,011,652	*	——	——	985,743	960,410	108.172	2,057,325	102.0	----	220,014	96,145	——	----
31 Dec. '65	136.0	106.0	----	- -	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	413,757	196,985	——	——	——
								TENNESSEE.														
30 Sep. '60	47.6	——	----	——	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	——	——	505,214	514.600	98,110	1,137,707	47.6	----	29,967	19,187	——	----
1859.	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	——	1,289,673	2,020,000	260,000	----	140.0	----	318,718	187,466	——	----
1859.	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	——	536,654	1,902,000	380,407	----	130.3	150,142	297,800	149,167	——	----
1860.	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,090	873,597	——	——	——
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	——	570,000	1,361,000	145,000	----	----	----	----	----	——	----
1859.	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	——	298,721	740,000	----	----	----	----	----	----	——	----
1859.	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	——	798,285	554,949	518,518	----	59.4	69,870	177,256	60,029	——	----
1859.	47.4	——	2.3	- -	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	——	317,447	632,500	22,369	----	47.4	54,175	88,129	44,666	——	----
1859.	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	——	142,394	406,000	5,000	----	34.2	30,065	23,808	13,892	——	----
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,832,882	*	——	——	2,056,544	1,731,000	----	----	159.0	----	754.118	337,384	6	----
1859.	----	——	----	——	——	——	——	Nashville and Northwestern	----	----	——	——	----	----	----	----	----	----	----	----	——	----
1860.	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	——	595,922	860,000	204.544	----	45.8	57,950	127,955	87,243	——	----
1859.	30.0	——	0.6	8.0	- -	- -	——	Winchester and Alabama	----	----	——	——	216,962	413,000	408,477	----	30.6	----	1,248	----	——	----
								TEXAS, (*all aided by State*).														
- - '58	32 0	——	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----	----	——	——	----	----	----	----	32.0	----	----	----	——	----
- - '58	56 0	——	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	——	——	----	----	----	----	56.0	----	----	----	——	----
- - '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	——	——	275 000	240,000	171,560	----	50.0	31,300	32.670	----	——	----
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	——	455,000	975,000	869,000	----	70.0	192,200	282,846	196,568	——	----
- - - '59	25.0	——	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	——	——	----	----	----	----	25.0	----	----	----	——	----
								VERMONT.														
31 May '65	110.3	——	6.6	——	9	8	280	Connect. & Passumpsic Rivers	2,880 277	*	——	——	1,679,600	658,500	----	3,033,466	105.0	164.794	428,180	184,470	——	----
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449.351	423.027	112,163	——	----
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	——	1,097,000	----	----	1,296,683	62.5	136,761	185,474	67,785	——	----
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	——	5,000,000	3,500,000	1,500,000	10 000,000	174.5	836,269	941 045	262,857	——	½
31 May, '63	43.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	——	1,687,500	----	----	1,687,500	oper	r. by Vt	Central	----	8	96
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	——	516.164	793.200	----	1,301,886	23.7	48,995	64.267	26,451	——	----
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	——	832.000	700,000	----	----	oper	r.b.Troy	& Bost.	53,852	——	----
								VIRGINIA.														
1 Aug. '59	41.3	——	----	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	——	1,403,018	36.188	88.131	1,634,194	----	----	----	----	——	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	——	2,969,861	775.500	118,789	----	113.7	703,034	136,302	45,062	——	----
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,008,873	122,156	——	——	1,500,124	590.610	155.161	9 months	79.2	47.702	54.121	16,332	——	----
30 Sep. '59	103.5	——	----	——	8	——	——	Northwestern Virginia	5,322,150	*	——	——	468,605	5,719,229	----	----	103.5	345.427	248,004	loss	——	----
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	----	----	——	——	2,063,655	2,517,500	590.056	----	167.7	270,846	450,427	222,214	——	----
30 Sep. '59	123.3	10.1	----	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	——	1,365.390	1,851,500	282,842	4,745,256	133.4	----	410.166	201,844	——	----
30 Sep. '59	59 2	21.3	----	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	——	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	——	7½
30 Sep. '65	140.5	2.7	12 0	——	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,00 000	1,65 ,500	775,142	8,771,091	191.7	----	----	188,136	81,892	——	----
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96.82	----	----	78.6	159,981	279,945	145,355	7	----
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	——	835,750	204.808	26,853	----	43.5	1,058,054	165,753	79,586	6	----
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	——	657.812	85,000	----	----	23.7	12,542	----	----	——	----
31 Jan. '60	80.0	——	----	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52.92	1,639,848	80.0	----	----	240,446	121,053	7	----
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,552	52,928	4,832,929	195.0	280 968	684,081	359,130	5	----
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,513	3,265,000	571,955	10,233,271	214.9	480,193	740,488	347,957	——	——	——
								WISCONSIN.														
31 Dec. '64	196.0	75.0	----	——	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	——	——	5,400,000	6,250 000	——	9,650,000	370.0	1,125,571	2,113,118	508 55	——	57½
31 Dec. '65	191.9	44.0	28.3	——	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,527	5,110,000	402.000	951,880	8,755,527	285.9	915,258	1,985,511	647,631	——	——	——
10 May, '64	108.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	——	2,705,720	1,417,000	1,085,328	5,692,471	142.5	466,043	490,597	138,210	——	——
								CANADA.														
31 Jan. '63	161.0	——	----	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	——	11,750,000	188,000	——	11,938,000	16.10	----	236,798	67,652	——	----
31 Dec. 62	49.0	——	----	——	16	17	214	Montreal and Champlain	2,48 ,559	*	15,311	1,631,130	911,029	22,984	2,663,876	49.0	----	----	242,798	117,842	——	16
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	1 ,10,345	*	——	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,656	——	----
31 July '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	----	26,084,180	357.0	----	3,011,860	1,649,510	14	——
31 Dec. '64	94.5	1.6	----	——	18	20	337	Northern (O. S. & H.)	5,456,615	----	——	----	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	——	——
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	——	4,658,706	——	——	4,658,706	108 0	160,421	107,640	20,005	——	——
1 July, '61	60.0	——	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	——	——	1,380,000	13,100	136,000	1,709,232	60 0	----	134 565	36,070	——	——
								NOVA SCOTIA.														
Dec. '62	61.6	30.6	----	——	20	18	160	Nova Scotia	4,273,401	*	——	——	4,273,281	——	——	4,273,281	92.0	158,416	139,107	37,181	——	——
								NEW GRANADA.														
Dec '62	c.	- -	—	——	11	22	120	Pan ma	9,900,000	*	668	1,000,000	75,000	——	10 763,756	48.7	----	----	27,498	1,228,924	——	60

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	49½
Chicago & Alton (preferred)	2,425,400	7	7	102
Chicago & Northwestern (pref.)	12,994,720	7	7	59
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	71½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	72
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42
" " (2d pref.)	3,819,772	7	3	19
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99
" " " (2d pref.)	1,014,000	7	7	55½
Milwaukee & St. Paul (preferred)	2,400,000	7	---	72
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	62
Toledo & Wabash (preferred)	984,700	7	7	63
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,409,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1365	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	98
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	92½
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	81
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	53½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	53½
Delaware and Hudson	100	10,000,000	10	155
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	----	---	----
Lehigh Navigation	50	6,091,700	10	57½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	99
" (preferred)	100	1,175,000	10	120½
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	26½
" " (preferred)	50	2,888,988	---	34½
Susquehanna and Tide Water	50	2,048,260	---	15½
Union	---	----	---	2½
Union (preferred)	50	2,787,000	---	5
West Branch and Susquehanna	100	1,100,000	6	29½
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	46 50 @	48 —
Pig, American, No. 1		46 — @	47 —
Bar, Refined, English		99 — @	105 —
Bar, Swedes, assorted sizes (in gold)		95 — @	105 —
		Store Prices.	
Bar, Swedes, assorted sizes		165 — @	— —
Bar, English & American, Refined		120 — @	— —
Bar, English & American, common		110 — @	— —
Scroll, English		150 — @	200 —
Ovals and Half round		145 — @	155 —
Band, English		— — @	150 —
Horse Shoe		145 — @	150 —
Rods, English		122 50 @	180 —
Hoop, English		155 — @	220 —
Nail Rod	per lb.	— 10 @	— 11
Sheet, Russia	per lb.	— 27 @	— 28
Sheet, English, Single, Double and Treble		6 @	8
Sheet, Am., Single Double and Treble		— — @	— —
Rails, English (gold)	per ton	55 — @	— —
Rails, American		80 — @	85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½ @	— 24
English Spring (1st & 2d qlty.)		— 11½ @	— 13
English Blister (1st & 2d qlty.)		— 12½ @	— 20
English Machinery		— 14 @	— 16
German		— 16½ @	— 17½
American, Blister		— 11½ @	— 13½
American, Cast, Hammered		— 18 @	— 22
American, Cast, Rolled		— 13 @	— 15
American Spring		— 11 @	— 12¼
American Machinery		— 14 @	— 15
Milan (in bond)		— — @	— —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— — @	— 45
Sheathing, Yellow		— — @	— 33
Pig, Chile		— — @	— —
Bolts		— — @	— 45
Braziers'		— — @	— 45
American Ingot (cash)		— 52 @	— 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	— —
Spanish		6 62½ @	6 80
German Refined		6 62½ @	6 80
English		6 75 @	7 —
Bar	per lb.	— — @	— 11
Pipe and Sheet		— — @	— 13

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— — @	— 20
Straits		— — @	— 19
English		— — @	— 19
Plates, Charcoal I. C	per box	14 25 @	14 50
Plates, I. C. Coke		10 75 @	12 75
Terne, Coke		— — @	10 75
Terne, Charcoal		13 50 @	13 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	6 75 @	7 —
Clinch (cash)		— — @	8 50
Copper		— — @	— 50
Ausable Horse, Norway Iron, Forged		— — @	— 35
Zinc Nails (6 mos.)		— — @	— 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 25½ @	— 26
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73 @	— —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— — @	— —
Naptha, Refined (60@63 gravity)		— 40 @	— 41

New York Stock Exchange.

Actual Sale Prices for the week ending June 20.

	Th 14	F 15	Sat. 16	M. 18.	Tu 19	W. 20
Atlantic M. S. S. Co.	130	130	----	127	127½	127½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	94½	----	----	----	95
California 7s	----	----	----	----	----	----
Canton Co.	----	58½	60½	60½	60½	59½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	96	----	97	96½	----
" " pref.	----	----	102	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	117½	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	29½	30½	30½	30	30½	30½
" " pref.	59½	59½	59	59	59	59½
" " 1st M.	86½	86	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	96½	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	91¾ x	94	94	94	93¾	95½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	117	117	----	----	----	----
Clev. and Pittsburg	82½	82	82¾	84½	86	86½
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	----	----	----	----
Clev. and Toledo	104½	104¾	105	105¾	106½	106½
" S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	45	----	----	44½	45	45½
Del. & Hudson Canal	154	154½	155	----	155	155
Del., Lack. & West	----	147½	----	----	----	147
" 1M. 8 p.c. '71-5	----	----	----	102	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	60½	61½	59¾	59¾	59	59½
" pref.	74½	----	74	74	72	72
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	96	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	91
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	32	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	110½	----	110½	111	111½	----
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	102½	----	103	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	97	----	----	----
Illinois Central	122	121½	122	124	----	121½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	39½	----	----	----	40
" " 2d "	----	----	----	----	----	19
" " 1st mort	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
Michigan Central	109	----	----	----	----	109
" S F. 8 p.c. '82	----	----	----	109	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	79½	79½	78½	78½	79½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F.	96	----	95½	----	----	----
" " 2 M.	90	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	82½
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	59	----	59	----	----	----
Missouri 6s	79½	79	79	80	----	----
" iss. to H. & St. J. R.	----	----	80½	----	----	----
" " Pacific	----	----	79	----	79	----
New York Central	98½	98¾	99½	99½	98½	98½
" Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	----	----	98	----
" 6s, S.F. '87	----	----	----	----	93	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	100	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	97	----	----
North Carolina 6s	----	84	85	85½	----	84
Ohio & Miss. cer.	28	28	----	27½	27½	27
" " pref.	85	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	210
Panama	----	----	260	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	109½	109¾	109½	109½	109	109
Pitts. Ft. W. & Chicago	97½ x	98	97½	97	97½	97½
" 1M.	----	----	----	----	102	----
" 2M.	96	----	----	----	96	----
" " 3M.	----	85½	----	----	87	----
Quicksilver Mining Co.	----	51	----	50	50½	50½
St. L., Alton & T. H.	----	----	----	----	30	32
" " pref.	----	----	62½	----	----	62
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	95	95½	95½	95½	----	----
Tol. Wab. & Western	----	35	----	----	----	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	90	----	----	----	----
" " 2M.	----	----	----	----	75	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	67

New York Stock Exchange.

Actual Sale Prices for the week ending June 20.

	Th 14	F.15	Sat.16	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	102	103	104¼	
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	101	----	----	----	----
U. S. 5s. 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup..	95⅞	96⅛	96	96¼	96⅞	96⅞
U. S 5s, 10-40s, reg.—	96¼	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	106½	106⅝	----
U. S. 6s, 1881, cou.	110⅛	110¼	----	110⅞	110⅝	110⅝
U. S. 6s, '81, O.W.L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	128	130	130	129	----	----
U. S. 6s, 1868, reg.	128	----	----	126	----	----
U. S. 6s, 1868, coup.	127½	----	130	----	----	----
U. S. 6s, 1 year certif.	----	----	100⅛	----	----	----
U. S. 6s, 5-20s, c. 1862.	102⅜ x	102⅜	102⅛	103⅜	104	103¼
U. S. 6s, 5-20s, c. 1864.	102¼	102⅜	102⅛	102⅞	103	102⅝
U. S. 6s, 5-20s, c 1865.	102⅜ x	102⅜	102⅜	102⅛	103	102⅝
U. S. 6s, " reg.	102⅛	102⅜	----	----	103⅛	103
7.30 Notes, 1st series.	102⅛	102⅜	102⅛	102⅛	102⅝	----
" " 2d series.	102⅛	102⅜	----	102⅛	102⅝	102⅝
" " 3d series.	102⅛	102⅜	----	102⅛	102⅝	102⅝
American Gold	145⅛	----	155⅛	154	150	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 19.

	W.18.	Th.14	F.15.	Sat.16.	M.18.	Tu.19
Cattawissa	----	----	----	----	----	----
" preferred	26	26	26	25½	25⅝	25¼
Camden & Amboy	----	129¾	----	----	129¾	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	93
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	96¼	98	----	----	----
Lehigh Navigation	----	----	----	----	57⅛	57¼
" " 6s,'84	88	88	----	88	----	----
Lehigh Valley R. R.	62¼	62⅛	63	62⅛	----	----
" " 6s	----	91⅛	----	----	----	----
Little Schuylkill R. R.	----	----	39	----	38⅛	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56¾	----	56⅝	----	----	----
Morris Canal	90	----	----	----	----	----
" " pref.	120½	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	39	----	----	----	----	----
" " 6s	----	----	----	90	----	----
" " 10s	----	----	----	----	----	----
Northern Central	43⅛	----	----	----	----	43
Pennsylvania R. R.	54⅞	55	54⅝	54⅞	54⅞	55
" 1st m.	----	----	----	----	----	----
" 2d m.	95	----	----	----	----	----
Penn. State, 5s	90⅛	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	93⅛	----	----	----	----
" " new	96⅛	96⅞	97	97	97⅛	97
" " inunc	----	96⅞	97	97	97	97
Philad., Germ. & Nor.	----	----	55	55	----	----
Phila. & Reading	55	54⅛	54	54⅛	54⅛	54⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s,"70	93	----	----	----	----	----
Philadelphia & Erie	31	----	31⅛	31⅛	31	31
" " 6s	90	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	26⅛	----	27	----	----	----
" " pref.	34	34	34⅛	----	34	34⅛
" " 6s '82	81	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	89	----
Susq. Canal	----	----	15	----	----	15½
" " 6s '78	----	60	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	85
Hestonville, (Horse)	18⅛	18¼	18⅜	18	----	19
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	86	----
Spruce & Pine, "	----	----	38½	----	38½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 19.

	W.13.	Th.14	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875.	98	----	----	98	----	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	----	----	----	----
Balt. and Ohio	108½	108½	108⅝	108⅞	----	109
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	96
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	95
Northern Central	43¼	----	----	----	----	----
" " b'ds,'85	85	----	----	----	----	86
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 20.

	Th. 14	F.15	Sat.16.	M.18.	Tu.19.	W.20
Boston and Lowell	----	----	----	----	123	124¼
Boston and Maine	----	----	124¾	----	123	124¼
Boston and Providence	140	----	140	----	141	----
Boston and Worcest.	----	----	140½	----	----	139⅛
Cheshire, pref.	----	49¾	49½	----	----	----
Concord	61	----	----	----	64	----
Connecticut River	----	----	106	----	----	----
Eastern, Mass.	106	106	105	----	104	105
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	95	94½	95	----	95	95
Old Colony and Fall R.	----	----	108	----	108	108
Ph., Wil. & Baltimore	59⅛	59⅛	59½	----	59⅛	----
Portl'd, Saco & Ports.	100	----	98½	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	----	47½	----	48	48½
Western	----	141¼	141¼	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	93½	92¼	----	----	----
Metropolitan "	----	51	----	50½	----	50½ 50¾
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	43	43¾	43	----	42⅞	42½
Franklin "	42	42	42	----	42⅞	42⅝
Huron "	41	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	36¾	----	36	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	47¼	----	47½	----	48½	----
Rockland	5	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of June.

United States 5-20 yrs., 1882, 6 per cent	65½@ 66
Virginia State, 5 per cent	48 @ 52
Do., 6 per cent	42 @ 44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 68
Do. Pennsylvania, 1st mort, 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1890	43 @ 48
Erie shares, $100 (all paid), 8 p. c	41 @ 42
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	75 @ 76
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do $50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, June 23, 1866.

Stock Exchange and Money Market.

As late as Monday afternoon last, gold had risen and fallen many per cent. from the quotations of the Saturday previous; and even then had again started above 150. It went up to 163; but on the arrival of the news from Europe, by the *China*, went down suddenly to 155. On Tuesday it fell to 149½. The street exhibited the wildest forms of speculation, and the air resounded with the shouts of anxious bidders. What are the facts, and has judgment fled to brutish beasts, and has man lost his reason? It would really seem so; and it is worth while, perhaps, to look into this matter a little.

Now the great fact is, that the condition of things in England, and the vast engagements made by foreign speculators, have rendered gold scarce abroad, and raised the price of interest far beyond what it has been for years. In addition to this, the folly, pride and ambition of a few royal families have plunged Europe into a war which will be both costly and bloody. In this trouble, *gold* is sought for as the only remedy for which men should strive, as the panacea for all other sufferings; and it must be had at whatever cost.

To the United States, just emerged into tranquility, with a low rate of interest, with a large revenue, with immense gold and silver bearing mines, and with a most desirable trade, it was necessary to look for relief. The foreign agents doing business here were violently appealed to for assistance. In this emergency, our Government—which was steadily reducing its debt, accumulating specie and receiving a large income—was able, in its power to enhance the value of its own paper money, to part with a large amount of its surplus reserves. By this operation it cleared about 30 per cent. on 35 or 40 millions, nearly or quite twelve millions of dollars, a clear profit, with which it gained just so much to pay on the 7-30's; it kept the value of the paper money where it was; prevented the rise of prices and the extortion of speculators; and, in fact, did everything it could to keep business steady. It was bound to do this, for it now controls the business of the Country. If it had allowed the price of gold to go up suddenly at the time, under the assurance that it would hold on to its resources regardless of consequences, we should have seen it mount to 200!! This would not have been desirable for many obvious reasons. Now what was the effect abroad? Letters from London as late as June 6th addressed to correspondents in this city, state that the supply which we permitted to go was "an immense thing for American credit." It is everywhere admitted, says the same letter, "to have saved general bankruptcy in England." The acceptances of New York drawers stand in the "highest credit on the London market." The news by the *China* to the 9th of June, state the reving of the 5-20s and their sale at 66; and well they might recover.

On the other hand a sudden demand for gold in this Country, and a rise to 200, or anything like it, would have created a universal panic here, led to the ruin of many people, and the breaking down of many institutions.

If any one wishes to know the effect of a panic in New York, he has only to refer to the files of our daily papers; he will then see what a panic was in 1836, and 1837, when bankers of the fairest names, merchants of the highest standing, banks in the best credit, fell at a touch; when in two months there were 280 failures in this city, 168 in Boston, and a large number in other principal towns; when, in six months, real estate depreciated 40 millions and local stocks declined 20 more; when merchandize fell 30 per cent., and 20,000 persons were discharged from their employments. All this we have escaped by letting our surplus gold go into the market of the world, and made 30 per cent. in doing it.

At the same time we contend that the demand for it was no disparagement to us; it was not the result of our own fault; for, much as we have overtraded the past year, there was no legitimate call on us for any balance actually due from us that was sent. It is stated, on good authority, that much of the gold that was shipped was the effect of urgent call, and even more in a spirit of speculation; much of the gold sent was paid for in bills of exchange, which bills were actually sold below the market price! The shippers took the risk under the emergency; their correspondents were paying 10 and 12 per cent. for money in London; they could afford to lose one or two

per cent. for this relief. *And they got it.* They must judge how solvent they are, and how much the accommodation was worth. Meanwhile we place on record the following figures taken from the *Journal of Commerce*, compiled from the returns of the British Board of trade, which put a very different aspect on our foreign commerce. We are not prepared to accept it without further examination, as it invalidates much of the reasoning which of late has been used in discussing our commercial relations. The following table shows the balance of British trade, so called, to be in our favor; at least from 1854 to 1864, inclusive; and leads to the doubt whether there was any real cause for the late shipments to the extent admitted.

The value of American products imported into England, was as follows:

1854	£29,795,302
1855	25,741,732
1856	36,047,743
1857	33,647,227
1858	34,257,515
1859	34,294,042
1860	44,727,202
1861	49,389,602
1862	27,715,157
1863	19,570,815
1864	17,923,678
	£353,110,045

The value of goods exported from Great Britain to the United States, was as follows:

1854	£22,333,403
1855	18,062,602
1856	22,616,877
1857	20,076,895
1858	15,793,701
1859	24,417,892
1860	22,907,681
1861	11,025,683
1862	19,173,907
1863	19,696,785
1864	20,171,820
	£216,277,247

If we deduct the balance, it will be seen that we exported £136,832,798 more than we received from England, (more than five hundred millions of dollars,) during this period. And we were not a debtor nation, and were not called upon as such to remit what we did. This is in accordance with what we have observed of late in the columns of financial papers at the seats of trade in that country, which have declared for some months back that the American trade was not in debt, that orders were accompanied by money, and that in fact we owed them nothing. This late flurry would therefore seem to be a spasmodic effort to relieve themselves. They could not have gotten 35 millions from France—there are no such relations of confidence or intimacy which would have enabled them to get half that sum from Paris, in any such emergency.

If this reasoning be correct, if the facts are what we believe they are, it seems unavoidable that a reaction is at hand which will be productive of great benefits to this country, "both here and elsewhere," greatly to its credit, its honor and its name. It will be impossible to keep gold up to the price it brought on Tuesday, except by the most extraordinary and persistent combinations which will finally ruin everybody engaged in the plot. If the extraordinary imports of British goods the last year have even occasioned a temporary balance against us, and the high prices of products have prevented their exports, the effect will be but temporary. The average of former years giving us a balance will be repeated; and the result continue favorable as before. We have a right to take this view of the subject, though we confess we do not like the character of this trade too much of which is mere trash, and too much of it luxury. The state of war in Europe may there keep up the price for a time, but not long; for all the nations engaged in it will resort to paper money on the first opportunity, and will supply themselves for their expenses in that way. They have no specie reserves that will last three months.

The report of the associated banks for the week ending the 6th of June, showed the following results: The loans had decreased $2,237,412; the specie, $4,664,358; the circulation, $79,377; the deposits, $88,278; and the legal tenders had increased $4,550,630—the total amount of these now on hand being $79,179,304. The specie is down to the low figure of $4,694,358, thus showing that the shipments did not all come from the Treasury sales.

Exchange has been difficult of sale, and as low as 2½ per cent. below par on Tuesday. If the balance of trade was against us very decidedly, as some stoutly contend, the price should rise and keep up. But as the reverse is the fact, we leave the explanation of the cause to those who contend we are largely in debt, and cannot readily pay it. The men who lose their wits in the street may, if they can, explain the difficulty.

The rate of interest is falling; only four per cent. was asked in many quarters the present week; though it must be admitted that some classes of borrowers were willing to pay one per cent. a month, as is allowed in some distant States, and on what is deemed good security. But such operations are always doubtful, and the security offered is always precarious. When we consider that much of the exchange in the street was borrowed, and used to speculate in gold when much of it was sold several per cent. below par; when we know that some of the operators for a rise have after all failed to make good their engagements, and drawers who have branches of their houses abroad do not like to draw at all, we may well doubt whether the balances of trade are piling up against us, improvident as we are, and whether our good fortune, or industry, or Providence does not carry us through all our mistakes. Our manifest destiny seems to be too much for all opposing difficulties; we seem bound to succeed and prosper, come what may.

The following is a statement of the reserves of the gold in the country as near as can be ascertained:

In the Treasury, June 1	$50,679,957
Received from customs since June 1	4,576,739
Received from California	1,286,685
Received from the territories	5,000,000
	$60,863,615
Deduct interest paid since June 1	421,300
Balance	$60,442,305
Specie in banks	11,217,305
Total	$71,659,610

The feeling in favor of railways is improving. The prices in some securities are well supported. In a few leading lines there is some anxiety for the future, more as to the management, however, than the real value. This last depends on the former so closely that without the one the other cannot be much depended on. The truth is, that our railway companies are too much managed for the street, and little for the business of the public. A radical change is necessary to place them on their true footing.

Governments are firm, and it is confidently expected they will be in greater demand than ever European letters advise us that they will be preferred abroad above all other kinds of security. Whatever surplus economists or capitalists may wish to preserve will hereafter, be safest in the United States.

The New York exports, exclusive of specie, for the week ending June 19, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,105,979	$2,397,972
Prev. reported	72,351,083	100,097,907
Since January 1	$74,457,062	$102,495,879

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,213,042	$2,009,003
Gen. merchandise	1,457,394	7,046,742
Total for the week	$2,670,436	$9,055,745
Prev. reported	64,736,838	146,638,721
Since January 1	$67,407,274	$155,694,466

The balance in the Sub-Treasury on Wednesday was $93,903,312 51.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Milwaukee and St. Paul, 57½; do., pref., 72; do., 1st mort., 90; Central R. R. of New Jersey 1st mort., 102; New York and New Haven R. R., 110; Cattawissa, 77; Stonington, 111; Brooklyn 6s, Water Loan, 94; Minnesota 8s, 1867, 100; N. Y. 6s, 1873, 95¾; Georgia 6s, 105; Tennessee 6s, 1868, 95; Boston Water Power, 40; Brunswick Land, 8; Spruce Hill Coal, 4⅛; Spring Mt. Coal, 36; American Coal, 60; Wilkesbarre Coal, 55; Wyoming Valley Coal, 40; Mariposa pref., 23¾; Manhattan Gas, 145; Western Union Tel., 55½; do., Russian Extension, 106¾; Bank of Commerce, 114; 4th National Bank, 104; Metropolitan Bank, 125; Bank of Commonwealth, 102; Central Bank, 105½; Merchants' Bank, 110; Continental Bank, 110; Manhattan Bank, 132; Ocean Bank, 100; Phœnix Bank, 140; Importers' and Traders' Bank, 113.

Philadelphia.—Belvidere Delaware bonds, 80; Warran and Franklin 7s, 88; Camden and Atlantic 2d mort., 61; Allegheny Co. 5 per cent. scrip, 72; Allegheny City 6s, 1880, 90¾; Pittsburg 5s, 70; 13th and 15th streets, 22½; Ridge Avenue, 14; 10th and 11th streets, 60; Morris Canal Boat Loan, 90; St. Nicholas Coal, 2¾; Locust Mt., 46¼; Coal Ridge, 9½; Black Heath, 4; Fulton Coal, 6¼; New Creek Coal, ⅜; N. Y. and Middle Coal Fields, 5; Mahanoy Coal, 2; Keystone Zinc, ¾; Mechanics' Bank, 30¾; Commonwealth Bank, 54; Corn Ex. Bank, 63; Farmers' and Mechanics' Bank, 124; Consolidation Bank, 41; Ocean Oil, 7⅜; Maple Shade, 2¾; Dalzell, ⅞; McElrath, ⅛. The latest quotations are: City 6s, 93@93⅛; do., new, 96½@96¾; State 5s, 91

@91; do., coupon, 91¾@92; do., 6s, W. L., 102¾@104; Phila., Wil. and Balt., 59½; Reading, 54⅜@54⅝; do., 6s, 1870, 93@95; do., bonds, 90@98; do., con., 109@110; Camden and Amboy, 129¾@129⅞; Penn R. R., 54⅞@55; do., 1st mort., 100@102; do., 2d mort., 93@95; Little Schuylkill R. R., 38½@39; Morris Canal, 82½@85; do., pref., 120@121; do., bonds, 87½@88; Wyoming Valley Canal, 67@69¾; do., 6s, 80@85¼; Susquehanna Canal, 14½@16; do., 6s, 60@69; Sch. Nav., 26½@27½; do., pref., 33⅞@34¼; do., 6s, 1882, 75@79; Union Canal bonds, 23@25; Delaware Div. Canal 54@56; do., bonds, 80@90; Elmira and Williamsport, 28@32; do., pref., 43@48; do., 7s, 1873, 96@98; Lehigh Coal and Navigation, 58¼@58½; do., bonds, 1884, 87¾@88; North Pennsylvania, 38@39; do., 6s, 90@90¼; Philadelphia and Erie, 30⅝@30⅞; do., 6s, 89@91; Minehill, 56½@57; Catawissa, 31@35; do., pref., 25⅝@25¾; Lehigh Valley, 62½@63; do., bonds, 91@92; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 86@88; West Philadelphia, 71@71½; Spruce and Pine, 38½@40; Green and Coates, 30@35; Chestnut and Walnut, 59@61; Thirteenth and Fifteenth, 22@22¾; Girard College, 27⅝@30; Tenth and Eleventh, 59¾@60; Norristown, 55@55½; Union, 39½@40½; Hestonville, 18⅞@19.

Boston.—Ogdensburg and Lake Champlain, 45; do., 2d mort., 43¾; Vermont Central, 1st mort., 104; do., 2d mort., 35; Rutland and Burlington 1st mort., 85; Boston and Lowell 6s, 1879, 98¾; Vermont Central and Vermont and Canada 8s, 1876, 100; Western R. R. 6s, 99; Conn. and Pas. Riv. pref., 75¼; Nashua and Lowell, 124½; Sandusky, Dayton and Cin., old stock, 7; Massachusetts 5s, 1894, gold, 97; Rhode Island 6s, 96¼; New Hampshire 6s, 1868, 98¼; do., 1884, 95; Albany 6s, 1892 94¾; Hartford 6s, 1890, W. L., 96; Springfield 8s, 1886, W. L., 95½; St. Louis 6s, 1883, 86½; do., 1881, 95; Cambridge 5s, 1893, gold, 95; Boston 5s, 1886, 97; Boston Water Power Co., 40; Cary Imp., 12½; Waverly Land, 4½; Essex Co., 93¾; Mammoth Vein Coal, 10¼; Cape Breton Coal, 5½; Mt. Pleasant Coal, 28; Belmont Coal, 3; Lackawanna Coal, 6¼; Penn. Cannel Coal, 39½; Franklin Coal, 8⅞; St. Clair Coal, 30; Quartz Hill Gold, 3.85; Consolidated Gregory Gold, 14¾; Smith and Parmalee Gold, 9.10; Boston Gas, 775; Land Warrants, 160 acres, $84; Am. Peat, 35¾; Adams Express, 122; Howard Bank 105; Traders' Bank, 100½; Hamilton Bank, 124½; 3d National Bank, 104½; Merchants' Bank, 119¾; Atlas Bank, 114½; Chelsea Bank, 100; Tremont Bank, 116; Bank of North America, 106; Blackstone Bank, 122¼; Revere Bank, 131½; Everett Bank, 100; Old Boston Bank, 66¼; Massachusetts Bank, 114½; Suffolk Bank, 113; Pepper Well Petroleum, 3; Beebe Farm, 5; Mass. and Oil Creek, 29c.; Tremont, 2½; New England, 8; Botolph, 75c.; Bennehoff Run, 11¼; Excelsior, 35c.; Central, 2½; Oil Creek, 40c.; Cherry Run, 25c.; United States, 6½; Buchanan Farm, 33c.; Canada Mining Co., 1; Calumet, 8½; Concord, 3½; Dana, 2⅛; Eagle River, 1¾; Hancock, 24; Hanover, 2; Humboldt, 5; Hungarian, 1¼; Petherick, 5; Phœnix, 16½; St. Clair, 3⅝; Superior, 3⅛; South Side, 2¼; Star, 1⅞; Tremont, 1¼; Toltec, 1⅞.

Baltimore.—Virginia 6s, registered, 41; Western Maryland 1st mort., guar., 97½; Marietta and Cincinnati bonds, 78; Bare Hill Mining Co., 0.80; Penna. Oil, 0.15; Mechanics Bank, 17; Franklin Bank, 12⅝; Howard Bank, 7½; Bank of Baltimore, 108; Union Bank, 67½; Bank of Commerce, 27¼. The latest quotations are: Balt. and Ohio, 108¾@109¼; do., 6s, 1867, 97@100; do., 1875, 95¼@97; do., 1880, 95¼@95½; do., 1885, 95@99¼; Northern Central, 43@43½; do., bonds, 1885, 84½@85; N. W. Va. 1st mort., 1873, 97@98; do., 2d mort., 90@92; do., 3d mort., 87@87; Marietta and Cincinnati 7s, 1891, 77@79; Central Ohio, 21@25; do., 1st mort., 79@79¼; Western Md. bonds, 75@80; do., guar., 97@97¼; Maryland 6s, coupon, 1870, 98@101; do., Ins., 101@101½; do., 1890, 98@101⅜; Baltimore 6s, 1870, 95@97; do., 1873, 94@98; do., 1875, 98@98½; do., 1886, 98@100; do., 1890, 99@100; do., coupon, 100@100; do., Park, 99@99; do., 1892, 92@95; do., 5s, 1838-'70, 82½@83; City Passenger R. R., 18@19; Canton Co., 59@61; Gardner, 0.30@0.35; Am. Gas Coal, 0.30@0.40; Maryland, 0.15@0.20; North State, 0.10@0.15; Springfield, 0.10@0.25; George's Creek, 100@110; Santa Clara, 9@11; Balt. Chrome, 0.40@0.50; Bare Hill, 0.75@0.85; Atlantic Coal, 0.80@0.85; Mineral Hill, 0.45@0.70; Baltimore Coal, 140@200.

Tennessee State Bonds.

The July, 1866, coupon on the bonds of the State of Tennessee will be paid on and after July 1, at the National Bank of the Republic in this city. The 30 per cent. arrearages of interest since 1861, up to and including January, 1866, coupon, are fundable into new bonds of the same tenor as the original issues, upon which a July, 1866, coupon falls due and will be paid on presentation as above. This funded 30 per cent. increases the mortgage lien of the State upon the railways, to the construction of which the bonds were originally applied, from $10,000 to $13,000 per mile. In addition to the interest on this $13,000 lien, the railway companies are now required to contribute four per cent. a year by way of sinking fund for the redemption of the principal.

Albany and Susquehanna Railroad.

The Schoharie (N. Y.) *Republican* says: "Owing to the veto of the Governor, the Susquehanna Railroad will not be extended beyond Nineveh this fall. Nineveh is twenty miles beyond Unadilla. At Nineveh the Susquehanna road intersects a road which crosses the Erie Railroad, and terminates at the coal mines belonging to the Delaware and Hudson Canal Company.

Southern Pacific Railroad.

We learn from Louisiana papers that very considerable progress has been made in laying the rails of the southern route to the Pacific. One hundred and fifty tons of railroad iron were carried up the river by the steamer Alabama in one week, and it is thought that the road will be in running order to Marshal by the 1st of August.

Union Pacific Railroad.

A dispatch dated Omaha, June 14th says, that 112 miles of the Union Pacific Railroad have been completed, and was examined by the Government Commissioner o-day. The track is now being laid at the rate of a mile and a half per day. The road will be finished to Fort Kearney, 200 miles by October.

Iron Bridges for Tennessee.

The Baltimore *Sun* mentions the fact that a large amount of Bridge materials are now awaiting shipment at that port, by the steamship Liberty on her next voyage to New Orleans. Their ultimate destination is Memphis, being designed for the Memphis and Charleston railroad. Brown's Wharf, Fell's Point, it says, is now literally covered with these materials, amounting to upwards of 500 tons. Everything pertaining to a first-class iron railroad bridge is embraced in the shipment, even the screws and bolts. All the parts are painted, so as to be impervious to the weather, and each piece so numbered that they can be put up with the least possible delay. These bridges have been constructed at the extensive works of Messrs. Wendell Bollman and A. & W. Denmead & Son. The iron used in their construction was furnished from the rolling mill of Messrs. Trego & Thompson, and was entirely of Maryland ores. This iron has stood the test of 63,000 to 71,000 pounds per inch, which, according to those versed in such matters, has never been exceeded. The building of the bridges is supposed to have been the most rapid work of the kind ever performed in this country, they having been finished in six weeks from the time the order was received. They consist of six spans of 160 feet each. The same gentlemen have just contracted for the building of fifteen more spans for the same company, which they expect to have ready for shipment by the steamship Liberty, on her July voyage to New Orleans. Freight has also been secured on the Liberty for a first-class steam fire-engine, built with all the latest improvements by Messrs. Poole & Hunt of Baltimore, for the city authorities of New Orleans, into which city these wonderful machines are now about being introduced for the first time. These are but the beginnings of a trade which promises to be one of vast importance to the industrial interests of Baltimore. The agents of the Baltimore and New Orleans line of steamers are indefatigable in their exertions to open up new avenues of trade for the city, and so far they have been eminently successful. Mr. Bollman, it is understood, has gone to Charleston, where he expects to make further contracts for the building of iron railroad bridges.

Shipping Directory.

United States Express Guide and Shipping Directory. C. H. Bass, General Agent for the Publisher, Geo. W. Hawes of Baltimore, Md., is in the city securing information and orders for the above work; a book which, when completed, will contain all the Express Stations and Offices in the U. S. Also giving full Shipping directions to all important and unimportant places situated on railroads, stage routes and steamboat lines. A work of this kind ought to meet with good success.

☞ We would call the attention of our readers to the advertisement of Messrs. MAYNARD & TIEMANN in another column. Mr. Tiemann has just returned from the mining regions of California and Nevada, where he has been for the last eight months, and purposes for the present remaining in this city, supervising personally the Labratory and Assay office. Mr. Maynard is at present in Colorado, but we understand it is his intention to return in the fall on account of his health.

Railroad Earnings.--Weekly.

The earnings of the Western Union Railroad for the week ending June 14, 1866 ....$23,455 68
Corresponding week previous year.... 16,225 70

Increase. $7,229 98

Receipts from Jan. 1, to June 14:
1866 ....$297,746 77
1865 ....245,427 90

Increase $52,318 87

The traffic of the Great Western Railway of Canada, for the week ending June 15th, 1866, were $57,766 64
Corresponding week of 1865 .... 57,201 65

Increase. $564 99

The earnings of the Marietta and Cincinnati Railroad the 1st week in June, 1866...$24,226 00
Corresponding week previous year.... 17,794 00

Increase. $6,432 00

Commencing 1st Jan. 1866.. ....$459,911 00
Commencing 1st Jan. 1865.... .... .. 452,064 65

Increase. $7,846 35

The earnings of the Grand Trunk Railway of Canada for the week ending June 9th, 1866, were $108,807 00
Corresponding week of previous year.. 129,295 00

Decrease $20,488 00

The earnings of the Chicago and Northwestern Railway for the second week in June, 1866 were.... ....$191,808 59
Corresponding week of previous year,. 175,301 03

Increase. $16,507 56

The earnings of the Chicago and Great Eastern Railway for 2d week in June were....$29,809 02
Same period last year.... .... 22,408 97

Increase in 1866 ....$7,400 05

For the first two weeks in June, 1866, the earnings were $57,859 80; against $41,646 59 in 1865—an increase of 16,213 30.

The earnings of the Chicago and Rock Island Railroad for the 2d week in June, 1866, were $67,556 00
Corresponding week of previous year.. 70,908 00

Decrease $3,352 00

The earnings of the Michigan Central Railroad for the 2d week in June, 1866, were...$72,576 40
Corresponding week of previous year.. 78,198 14

Decrease $5,621 74

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in June, 1866, were.... .... $89,920 00
Corresponding week of 1865 .... 87,939 00

Increase. $1,981 00

The earnings of the Detroit and Milwaukee Railroad for the second week in June, 1866, were $32,739 00
Corresponding week of 1865.... .... .. 42,673 00

Decrease $9,934 00

☞ The Hagerstown *Herald* learns that "the engineers of the Western Maryland railroad have located it from Hagerstown to Smithsburg, and that portion is now ready to be put under contract. Parties have been there examining the work, and it will be awarded after the 20th instant. The terminus in Hagerstown has not yet been decided on."

Railroad Earnings--Monthly.

The earnings of the Housatonic Railroad for the month of May, 1866, were.... ....$40,364 92
Same time in 1865 ....38,044 50

Increase $2,320 42

The earnings of the Ohio and Mississippi Railroad line, from Cincinnati to St. Louis, for May, were:

	1866.	1865.
Eastern Division.....	$166,480 64	$171,058 87
Western Division	116,649 71	119,857 57
Total.....	$283,130 35	$290,916 44
Decrease		$7,786 09

Comparative earnings from January 1, to May 31, inclusive:

	1866.	1865.
Eastern Division.....	$823,459 36	$808,335 34
Western Division	576,981 79	566,384 76
Total	$1,400,441 15	$1,374,720 10
Increase		$25,721 05

The earnings of the Cleveland and Pittsburg Railroad for the month of May, 1866, were:

From freight $132,474 61
" passengers 60,999 49
" miscellaneous 4,500 00
" military 108 54

$198,082 64

May, 1865:
Freight, passengers, etc.. $212.187 49
Military 3,596 81
215,784 30

Decrease $17,701 66
Decrease in regular traffic 14,213 39

The receipts of the European and North American Railway, for the month of April, 1866, were $12,751 19, and for the corresponding period the previous year $11,413 58, being an increase of $1,337 61.

Railroad Legislation for the State of N. Y.

Continued from page 437.

840. To facilitate the construction of the Buffalo and Washington Railway.

845. Incorporating the New York Northern Railroad Company.

849. To authorize the city of Buffalo to borrow money, and to subscribe to the stock of the Buffalo and Washington Railway.

851. Allowing the New York Central and Erie railroads to extend their tracks, and run their cars through certain streets in the city of Buffalo.

846. To amend an act entitled "An act to incorporate the Village of Chittenango," passed March 15, 1842.

847. To amend an act entitled "An act revising and amending an act entitled "An act to incorporate the Village of Ulster," passed April 10, 1855.

848. To revise the several acts relating to the Village of Nunda in Livingston county.

866. To authorize the construction and use of a single railroad track in Essex and certain other streets of the city of New York, and to require the removal and abandonment of use of a single track in Clinton and certain other streets of said city in lieu thereof.

868. To authorize the Dry Dock, East Broadway and Battery Railroad Company to extend their railroad tracks, and to authorize the Ninth Avenue Company to use a portion thereof.

869. To increase the capital stock of the Pacific Mail Steamship Company.

☞ The painting of Admiral Farragut is now on exhibition at the Somerville Art Gallery, Broadway. The proceeds from this exhibition are for the benefit of the Mercantile Library Association.

Finances of New York County.

At a meeting of the Board of Supervisors on the 14th inst., the report of Comptroller BRENNAN for the year 1865, of the condition of the County Finances was received. From this document it appears that the receipts were as follows:

On County Account:
Taxes—Amount $7,370,815 73
General Fund—Amount.... .... 89,087 24

Total $7,459,902 97

Loans:
New York County Court-house st'k $350,000 00
Riot damages indemnity bonds, No. 2, of 1882.... .... 92,900 00
Revenue bonds of 1865 .... 3,534,900 00
Soldiers' bounty fund bonds, No. 2. 645,400 00
Soldiers' bounty fund bonds, No. 3. 1,411,300 00
Soldiers' bounty fund redemption bounds, No. 2.... .... 376,600 00

Total $6,411,100 00

Special Accounts:
Excise license fees.... .... $9,690 00
New County Court-house—Amount received for premiums of issue of stock 3,425 00
State soldiers' bounty fund..... 1,450,435 14
Soldiers' bounty fund, No. 2—Amount returned by a deserter. 66 00
Soldiers' bounty fund, No. 3—Amount restored to the County by "Cicero," stating it was taken by fraud.... .... 400 00

Total $1,464,016 14

Grand total $15,335,019 11

The disbursements during the year, for all purposes, were as follows:

On County Account:
For the support of the County Government, the payment of interest on the county debt, and the quota of the State taxes for the State fiscal year, commencing Oct. 1, 1864, as provided for by appropriations made by the Board of Supervisors $6,964,420 91

Loans:
County revenue bonds of 1865.... $2,610,200 00
Soldiers' bounty fund bonds, No. 2. 1,641,500 00
Soldiers' bounty fund bonds, No. 3. 648,100 00

Total $4,899,800 00

Special Accounts:
Excise license fees.... .... $9,690 00
New County Court-house 349,734 07
Riot damages indemnity fund 159,731 38
Soldiers' bounty fund, No. 2..... 1,284,660 17
Soldiers' bounty fund, No. 3.... .... 1,437,127 58
State soldiers' bounty fund..... 131,600 00

$3,372,543 20

Grand total payments $15,236,764 11

The following table exhibits the yearly expenditures since 1862:

	1862.	1863.
For the support of the County Governm't, including the erection of public buildings and structures	$937,905 81	$973,332 37
For interest on the County debt.....	103,769 09	127,752 74
For the support of the metropolitan police	1,683,650 00	1,743,920 00
For the quota of State taxes....	2,212,930 34	2,540,557 15
Totals	$4,938,255 24	$5,385,562 26

	1864.	1865.
For the support of the County Governm't, including the erection of public buildings and structures.	$1,026,936 66	$1,570,010 02
For interest on the County debt	457,694 88	821,957 51
For the support of the metropolitan police	2,062,720 67	2,211,556 56
For the quota of State taxes	2,737,080 15	2,360,896 82
Totals	$6,284,432 36	$6,994,420 91

REVENUES.

The balance remaining to the credit of the general fund, Dec. 31, 1864, was.		$51,670 16
The receipts in 1865 were as follows:		
From interest on taxes	$19,146 80	
From fees of public officers	43,959 17	
From fines and penalties	16,100 77	
From forfeited recognizan's	9,150 00	
		88,356 74
Unclaimed warrants of years 1859, 1860, 1861, 1862		71 00
Amount of premiums on county bonds		559 50
Amount received from Police Commissmissioners, being rent paid them by Fire Marshal for use of office in their building during 1864		100 00
Total		$140,657 40
Amount supplied from this fund for the payment of appropriations		100,000 00
Balance to the credit of this fund, Dec. 31, 1865		$40,657 40

In relation to the revenues of the general fund, the following explanatory statements are submitted:

The collections made by the Receiver of taxes, for interest, as per his annual report was	$42,811 51
For corporation's proportion of this sum, transferred to the city treasury, was	23,664 71
Amount belonging to the county	$19,146 80

The receipts from this source since 1860 have been as follows:

Year.	Total amount coll'd by the rec'r of taxes.	Proportion belonging to the corporation.	Amount belonging to the county.
1860	$40,711 65	$27,236 67	$13,474 98
1861	37,317 98	23,121 34	14,196 64
1862	60,080 52	38,160 57	21,919 95
1863	43,857 05	22,946 52	20,910 53
1864	80,022 77	42,553 19	37,469 58
1865	40,811 51	23,664 71	19,146 80

The income in 1865, from fees of public officers was as follows:

From the County Clerk	$10,622 87
From the Surrogate	18,841 06
From the Clerk Court Common Pleas	3,622 97
From the Clerk of the Superior Court.	2,289 77
From the Clerk of the Marine Court	3,134 50
From the Clerks of the Supreme, Superior, and Common Pleas Court, for stenographers' fees	5,448 00
Total	$43,959 17

The following statement shows the aggregate yearly receipts from the aforesaid officers since 1860:

1860	$45,375 74
1861	41,818 86
1862	36,143 39
1863	35,711 68
1864	37,544 39
1865	43,959 17

The income from fines and penalties during 1865, was as follow:

From the Clerk of the Court of General Sessions	$1,706 60
From the Clerk of the Court of Special Sessions	8,602 00
From the Commissioners of Jurors	5,792 18
Total	$16,100 77

The yearly receipts from the above officers, since 1860, have been as follows:

1860	$11,524 20
1861	9,584 22
1862	7,948 52
1863	7,075 75
1864	6,854 66
1865	16,100 77

The following statement shows the amount received from the District Attorney, since 1862, on account of forfeited recognizances:

1862	$3,150 00
1863	2,000 00
1864	14,618 37
1865	9,150 00

The following statement exhibits the amount of the yearly taxes levied in this County for the years stated:

	For State purposes.	For County purposes.*
1860	$1,332,258 69	$2,340,800 57
1861	2,108,635 32	2,675,057 00
1862	2,212,930 34	2,582,284 68
1863	2,540,557 15	3,210,145 03
1864	2,737,080 15	3,401,563 75
1865	3,024,000 85	4,956,778 03

	For City purposes.†	Aggregate.
1860	$6,085,448 60	$9,758,507 86
1861	6,713,293 40	11,627,632 28
1862	5,111,056 08	9,906,271 10
1863	6,341,202 96	12,091,905 14
1864	7,566,648 96	13,705,092 86
1865	10,221,173 98	18,203,952 86

* Including amounts for Board of Police, Commissioners of Records, Commissioners of Harlem Bridge (1865,) interest on County war debt.

† Including amounts for Board of Education, Board of Commissioners of the Central Park, Commissioners of Metropolitan Fire Department, Commissioners of Public Charities and Correction, interest on redemption of City war Debt.

THE COUNTY DEBT.

The debt of the county, Dec. 31, 1865, was as follows:

Funded Debt:	
Court-house stock	$1,750,000
Soldiers' bounty fund bonds	4,000,000
Volunteer soldiers' bounty redemption bonds	2,000,000
Soldiers' substitute and relief redemption bonds	946,700
Soldiers' bounty fund redemption bonds, No. 2.	376,600
Soldiers' bounty fund redemption bonds, No. 3	673,200
Riot damages redemption bonds	1,000,000
Riot damages indemnity bonds	535,000
Harlem free bridge bonds	20,000
Total	$11,391,500
Temporary Debt:	
Revenue bonds of 1865, payable in 1866	924,700
Grand total debt of county Dec. 31, 1865	$12,316,200

☞ A meeting of the bondholders of the Grand Trunk Railroad was held at Portland on the 15th inst., but adjourned without definite action. The bonds amount to nearly $1,000,000, and have been overdue since April 1. The bondholders insist upon the Government 7 3-10 rate of interest as their terms of settlement.

Interest and Dividends.

The Eastern Railroad Company and the Eastern (New Hampshire) Railroad Company, have declared a dividend of 4 per cent., payable July 2.

The Philadelphia, Wilmington and Baltimore Railroad Company has declared a dividend of 5 per cent. on the capital stock clear of Government tax, payable on and after 2d July next.

The Boston Water Power Company have declared a dividend of $5 per share, payable July 2.

The Wyoming Valley Canal Company has declared a dividend of four per cent., payable on the 25th inst., free of tax.

The Philadelphia and Reading Railroad Company have declared a dividend of five per cent., payable July 10.

The Norwich and Worcester Railroad Company have declared a dividend of five per cent., payable July 13.

The Michigan Central Railroad Company have declared a dividend of $5 per share, payable, free of tax, July 3d, at the usual places in New York, Boston and Detroit.

The Boston and Worcester Railroad Company have declared a dividend of 5 per cent.

The Boston and Lowell Railroad Company have declared a dividend of four per cent.

The Western Railroad Corporation have declared a dividend of five dollars per share, payable, free of U. S. tax, on the 2d of July.

The Chicago, Iowa and Nebraska Railroad Company have declared a dividend of $5 per share payable, free of tax, on the 2d of July, to Eastern stockholders at the office of the Treasurer, Salem, Mass. All other stockholders at the Company's office, Clinton, Iowa.

The Rome, Watertown and Ogdensburg Railroad Company has declared a semi-annual dividend of 5 per cent., payable July 16th.

Atlantic Cable.

On the 22d of May about 900 miles of the new cable had been stowed away in the tanks on board the Great Eastern, and about 60 miles of the cable are stowed away every twenty-four hours. Notwithstanding the vast stowage capibilities of the Great Eastern, it is found that she will not be able to receive the enormous bulk required, and the Atlantic Telegraph Construction and Maintenance have chartered the Medway, a screw steamer, to take a portion on board, and arrangements are made for reshipping about 500 miles of the old cable from the main tank of the former ship to a tank prepared for its reception on board the latter. Another screw steamer, the Albany, has also been engaged to assist in the enterprise, and Government have again granted the services of the ship Terrible to attend on the expedition. According to present arrangements, advantage will be taken of the spring tide on the 28th June to get the Great Eastern out of the harbor. In a day or two afterwards she will start for Beerhaven, and remain there for about a fortnight, when she will start to lay the cable.

☞ The Pottsville *Miners' Journal* learns from a reliable source, that the stock of the Manufacturers and Consumers' Railroad, leading from Philadelphia through Schuylkill County to Sunbury, has been taken by heavy capitalists, and arrangements are now making to place corps of engineers on the route to locate the road.

Commerce of New York.

The foreign imports at New York for the month of April are officially stated as follows:

	1865.	1866.
Entered for consumption	$5,528,575	$13,366,448
Do. for warehousing	7,448,371	10,159,657
Free goods	961,026	1,152,683
Specie and bullion	236,492	161,817
Total entered at port	$14,174,464	$24,840,605
Withdrawn fr. warehouse.	7,880,008	8,640,260

The foreign exports for the same period compare thus:

	1865.	1866.
Domestic produce	$7,220,709	$22,526,822
Foreign free goods	57,544	130,254
Foreign dutiable	433,395	654,109
Specie and bullion	871,249	588,875
Total exports	$8,582,897	$23,899,970
Total exclusive of specie	7,711,648	23,311,095

The imports for the first four months of the current year compare as follows:

	1865.	1866.
Entered for consumption	$22,990,970	$64,513,488
Entered for warehousing	25,399,278	41,567,010
Free goods	3,251,668	5,074,870
Specie and bullion	638,706	692,564
Total entered at port	$52,280,622	$111,847,932
Withdrawn fr. wareh'se.	25,002,666	31,575,837

The exports for the same period compare as follows:

	1865.	1866.
Domestic produce	$52,185,400	$82,371,424
Foreign mdze. (free)	544,979	252,327
Foreign mdze. (dutiable)	1,691,387	1,659,875
Specie and bullion	5,461,216	6,147,280
Total exports	$59,882,982	$90,430,906
Total exclusive of specie	54,421,766	84,283,626

Imports at New York for ten months ending April 30.

	1865.	1866.
Six months	$79,767,221	$142,780,367
In January	10,620,117	30,109,830
In February	11,473,668	30,692,557
In March	16,012,373	26,204,940
In April	14,174,464	24,840,605
Total ten months	$132,047,843	$254,578,299
Deposits specie	1,477,314	2,157,095
Total mdse	$130,570,529	$252,421,204

Exports (exclusive of specie) from New York to foreign ports for the ten months of the fiscal year.

Six months ending	1865.	1866.
January 1	$131,946,100	$107,699,914
In January	16,561,598	20,108,207
February	15,750,807	17,195,507
March	14,397,713	23,668,817
April	7,711,648	23,311,095
Prod. & mdse. 10 mos.	$186,367,866	$191,984,540
Exports of specie	27,134,716	18,235,204
Total exp. for 10 mos	$213,502,582	$210,218,744

Receipts for customs at the port of New York.

Six months ending	1865.	1866.
January 1	$24,473,902 73	$65,077,328 87
In January	4,231,737 47	12,437,474 16
In February	4,791,247 10	12,008,273 74
In March	5,392,099 26	11,173,154 62
In April	6,309,994 34	10,950,896 78
Total 10 mos.	$45,198,980 90	$111,647,128 17

☞ The Georgia Central railroad, destroyed by Gen. Sherman's army, has now been reconstructed, and trains from Macon to Savannah and Augusta went through on the 12th inst.

Hudson River Railroad.

At the annual meeting of the stockholders of this company held in this city on 11th inst., the following named gentlemen were elected directors for the ensuing year; Cornelius Vanderbilt, Wm. H. Vanderbilt, Horace F. Clark, Augustus Schell, John M. Tobin, D. Thos. Vail, J. H. Banker, Oliver Charlick, Smith Barker, jr., Wm. A. Kissam, Joseph Harker, M. H. Sanford, John Steward. Subsequently, Cornelius Vanderbilt was re-elected President and Wm. H. Vanderbilt, Vice-President.

Chicago and Milwaukee Railroad.

At the annual meeting of the stockholders of this company held in Chicago on the 13th inst., the following Board of Directors was elected for the ensuing year: H. W. Blodgett, Waukegan; W. B. Ogden, E. H. Sheldon, James R. Young, George L. Dunlap, Perry H. Smith, George L. Scott, of Chicago; Stillman Witt, Cleveland; Alexander Mitchell, Milwaukee. At a subsequent meeting of the directors, H. W. Blodget was elected President, E. H. Sheldon, Vice-President, and A. S. Downs, Secretary and Treasurer.

New Jersey R. R. and Transportation Co.

At the recent meeting of the stockholders of this company the following gentlemen were elected directors: D. S. Gregory, of Jersey City; H. R. Remsen, New York; Hamilton Fish, New York; A. L. Dennis, Newark; George R. Chetwood, Elizabeth; M. A. Howell, New Brunswick; Ferdinand Suydam, New York; Nehemiah Perry, Newark; Isaac W. Scudder, Jersey City. At a subsequent meeting of the Board, A. L. Dennis was re-elected President; H. J. Southmayd, Treasurer; F. W. Rankin, Secretary, and F. Wolcott Jackson, General Superintendent.

Cleveland and Toledo.

At the annual meeting of this company, held in Cleveland on the 20th inst., the following named gentlemen were elected directors for the ensuing year: A. H. Barney, D. N. Barney and Henry Keep, of New York; John Newell, James Mason and T. P. Handy, of Cleveland; John Gardiner, of Norwalk, Ohio; S. M. Young and T. H. Hoag, of Toledo Ohio. The officers elected were John Newell, President, L. D. Rucker, Superintendent, and William F. Stanton, Secretary and Treasurer.

☞ The Central Railroad Company of New Jersey have completed the first of a series of wharves for shipping coal at Bergen Point. It is calculated to accommodate six large shippers receiving coal from the Lehigh Valley road, a capacity for double the amount heretofore received from that road, in addition to the shipments that will continue at Elizabethport, until more wharves are built.

☞ The New Haven, Hartford and Springfield Railroad Company recently made an experimental trip from Hartford to Springfield, using for fuel peat of their own manufacture, from beds recently purchased on the line of the road. The whole distance to Springfield and return consumed but about twelve hundred weight of peat. The facility with which steam is generated, and the absence of smoke or cinders, are among the reasons given for pronouncing peat a perfect success.

☞ The resolution appropriating $10,000 to repair the Potomac Bridge has been passed.

☞ The Houghton *Gazette* furnishes some interesting particulars about the operations of the Calumet Mine. From January to the breaking up of the roads in April, a little more than three months, the amount of rock taken out was 516,044 pounds, yielding in ingot copper 73,711 pounds, exclusive of 26 tons of slags. A trial gave the following result:—87,523 pounds of rock smelted without stamping or washing, produced 19,506 pounds af ingot copper. The *Gazette* figures out a balance in favor of the smelting process of $7 per ton.

☞ Books of subscription to the capital stock of the Pequest and Wallkill Railroad Company have been opened at Andover, Sussex Co., N. J. This road is designed to form a link between Newburg and the Lackawanna and Lehigh coal regions. The road is now constructed from Newburg to Warwick, near the New Jersey State line. The new part to be built will intersect the Sussex Railroad at Andover.

☞ According to the new postal law just approved by the President, prepaid and free letters are to be forwarded, at the request of the party addressed, from one postoffice to another without additional postage charge, and dead letters are to be returned to the writers thereof free of postage.

☞ The product of the Clift Copper Mine for five months ending with April, was 515 tons, 1,839 pounds—the product for April being over 122 tons, on a mining expenditure of $18,000.

☞ John D. Prince, of the firm of Prince & Dauchy, has been elected a member of the Stock Exchange.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 30, 1866.

Beers' Semi-Tubular Rail.

We take pleasure in calling attention to an important improvement in railroad rails; *See advertisement on the opposite page.*

Mr. Beers is an Engineer of extensive experience and research in that department both in the United States and Europe.

This improvement secures an important reduction in weight, or first cost, of fully twenty per cent. in Iron Rails, and from 30 to 40 in Steel; while adding also materially to their strength by the adoption of a semi-tubular, or curvillineal form.

By this form of shank, a *lateral resistance* is introduced, and an amount of force equal to the whole strength of the head of the rail edgewise, and also of the shank for several feet along the rail must be expended before any sensible strain is thrown across the base; where the whole strain is concentrated at once in all other forms of rail; therefore breakage by concussion is far less likely than in the common form.

And in the case of steel rails this principle is doubly valuable, as that metal is appropriately used as a spring, instead of an anvil; thereby saving a very large proportion in weight and cost, lessening abrasion on all wearing surfaces, and adding materially to the durability of the equipment by interposing this principle of relief between the concussion, and consequent recoil upon the train which must inevitably follow, on a rail with vertical shank.

The peculiar shape of this shank, forming a brace in the direction of the thrust of the engine, will avoid the direct purchase of the vertical shank, by which force the inside spikes are so soon started.

With reference to iron rails—the principle is highly important notwithstanding the proportions are heavier than in steel; the weight is materially reduced, and the strength enhanced.

The above principle of economy in first cost of rails and wear of equipment will be found on computation to be more than sufficient to double the dividends on our roads if strictly applied; either, or each, of the above considerations would seem to be sufficient to command the attention of the railroad interest.

Union Pacific Railroad.

We have received from Springer Harbaugh Esq., Government Director of the Union Pacific railroad company, a copy of his Report to the Hon. James Harlan, Secretary of the Interior. It is dated Pittsburgh, May 17, 1866, and says:

At the request of the Vice President I accompanied him to Omaha, Nebraska, arriving there Saturday, April 28th, and spent eleven days on the line of operations in a personal examination of everything that would tend to give me an intelligent idea touching the condition, management, and progress of the work. On our reaching the initial point at Omaha, I found the Burnettizing buildings, temporary car house and saw mill, considerable construction material, and the low river base of the company's operations submerged by the overflowing waters of the Missouri to an average depth of say from one to three feet. The general business of the Company was interrupted for about two weeks, say from the 23d of April until the 7th of May. By the active management and exertions of Samuel B. Reed, Esq., General Superintendent, his assistants, and employees, the Company's moveable property was, to a great extent removed and secured, so that it was supposed the absolute loss to the contracting company will not be very great, yet at a considerable cost of time and money. I am pleased to be able to report the Company's permanent brick machine and workshops are situated on more elevated grounds further from the river, and not in the least damaged. I think it would have taken from four to five feet more of a rise in the waters to have materially affected them. I was informed that the greatest floods known by any of the present inhabitants were in April, 1857, and in June, 1862. The flood of this year was, according to their data and recollections, within about seven inches as high as that of 1857, and within twelve to eighteen inches as high as the flood of 1862.

To provide against loss and interruption to the business of the road by a recurrence of these overflows, should receive the early attention of the Board of Managers of the Company.

The machine and workshops, engine house, and turn-tables of the Company at Omaha, erected, as I was informed, in the unprecedented short time of sixty-five days, during last fall and winter, which contain one million one hundred thousand (1,100,000) well burned brick, good stone foundations, and metallic roofs, are of the most permanent character, and conveniently arranged. The machinery in the same is sufficient for the present wants of the Company, and of the latest and most approved construction.

On the 3d inst. I accompanied the Vice President and Consulting Engineer of the Company over the line of completed road to a point near Shell Creek, a distance of seventy-five miles.

We found the line in good condition, and it will compare favorably with any newly constructed Western road. At this point the track-layers under the superintendency of General J. Casement, were energetically pushing the work at the rate of three-quarters of a mile to one mile per day; additional boarding cars, sleeping cars, and tents were being provided, so as to increase the track laying force, which, I since learn by telegraph has been done, and the work is now progressing at the rate of about seven thousand feet per day.

I confidently believe that the first one hundred miles will be completed by the first day of June, whereby the act of incorporation requiring one hundred miles of road to be built will be fully complied with. The energetic contractors informed me, that they contemplated providing artificial lights, to expedite the work, by night as well as by day, and if possible, complete one mile and a half to two miles every twenty-four hours.

From Shell Creek I accompanied Col. S. Seymour, Consulting Engineer, to the "Loup Fork," and over a portion of the grading on the second one hundred miles. I am pleased to be able to report that the temporary bridge over this river is completed, and ready for the track layers. The energy displayed by Messrs. Dort and Butterfield, the contractors on this work, as well as by Mr. Reed, General Superintendent, and Messrs. Case

and Hurd, Division Engineers, deserves honorable mention. The first pile was driven March 22d, and the last one May 2d. The bridge is fifteen hundred feet long, with fifty-seven bents, three piles each, and thirty-seven bents, four piles each, in all three hundred and nineteen piles. The permanent bridge which is intended to take the place of the temporary one, is being pushed forward with vigor, five pier pile foundations, and two pile abutments are driven. The masonry of this structure will most likely be lime stone, transported from the quarries of the Pappillor.

I am informed no stone has yet been found between the Elkhorn and a point on the bluffs about one hundred and ten miles beyond Fort Kearney, where it is supposed a good quality can be procured. The only bridging of any importance between Loup Fork river and Fort Kearney, is one of one hundred feet span, over Wood river, about seventy-five miles west of Loup Fork.

The grading on the second one hundred miles, can and I think will be completed on the 15th of June. A corps of engineers have been sent out to definitely locate the third one hundred miles.

Returning to Omaha I spent several days with the consulting engineer, examining the river banks, and the effect of the overflow of the river bottoms for several miles up and down the Iowa and Nebraska sides of the Missouri. The proper site for a bridge crossing of the river, is a subject of momentous importance, not only to this Company, but to the country, and to the various railways pointing to connections with it, and it should be definitely settled at an early day, for the benefit of the various interests involved. Surveys and soundings have been made; the maps and profiles are being prepared so that it is hoped intelligent conclusions may be arrived at.

Of equipment, I find there are five locomotives now on the line of road, four more in transit, which, at this time, I presume, have reached the line of road—an additional seven, contracted for, to be delivered by the 10th of June, two first class passenger coaches on line of road, one more in transit, and two additional ones to be delivered in June; 119 box and platform cars on line of road and in transit between Hannibal and St. Joseph.

CONSTRUCTION MATERIAL.

The Vice President informs me that the railroad iron chairs and spikes delivered, in transit and provided for, will be sufficient to reach a little beyond the 100th meridian, say 250 miles from Omaha.

The General Superintendent informed me that the ties on hand and paid for, from

Omaha to Grand Island numbered	116,900
Under contract from points on the Missouri, above and below Omaha	134,000
Under contract on line of road, first 100 miles	35,000
Under contract on line of road, second 100 miles	80,000
Under contract on line of road, third 100 miles, being red cedar, to be delivered by January 1st, 1867	100,000
Estimated to be delivered under verbal contract	15,000
Estimated to be delivered from contractors' hands, at three different points	170,000
Total	650,000

Being sufficient ties for the construction of over 250 miles of road.

The company is still put to serious inconvenience for want of railway connections to and from the East. I am pleased to be able to report that these difficulties will certainly be obviated next year. Most of the railroads through Iowa, pointing to connections with the Union Pacific, are making more or less progress, whilst some are pushing ahead with commendable vigor. The Cedar Rapids and Missouri River Railroad Company, under the active management of John T. Blair, Esq., of New Jersey, have put their entire work from Boonsboro' (its present terminus) to the Missouri River, under contract. A force of 1,500 men, with sufficient teams, is now employed upon the work. All of the grading on the first forty miles west of Boonsboro' will be completed by the 10th of July. This embraces some of the heaviest work on the line.

The bridge over the Des Moines River, 840 feet, and including its approaches 1,000 feet in length, is completed, and the track is laid five and a half miles west of Boonsboro'; 520,000 ties contracted for, and being delivered; and 8,800 tons of iron, sufficient for 120 miles of road and bridges, on hand at the Des Moines River and in transit.

For this intelligence I am under obligations to W. W. Walker, Esq., Chief Engineer. I confidently believe that this work, with its energetic management and its abundance of means, can reach the initial point of the Union Pacific within the next twelve months.

The Mississippi and Missouri Railroad is about passing into new hands, who have the ability, and whose interest will manifestly be to reach the Missouri River at the earliest day possible.

The Burlington and Missouri River Railroad Company, I am informed, have a large force at work, constructing westward. I am also informed that the Des Moines Valley Railroad is making rapid progress, and confidently expect to reach the city of Des Moines within a few months. The American Central Railway, recently organized, or rather re-organized, is, I am informed, under contract from Fort Wayne, Indiana, to the Missouri River, to be completed to New Boston, on the Mississippi River, in three years from the first of January, 1866; and from thence to the Missouri River within two years thereafter.

I am informed by Willis Phelps, Esq., who with his associates, are constructing the Council Bluffs and St. Joseph Railroad, that they expect to be able to complete their road within this year, if some of the legal difficulties on the Missouri portion of the line can be overcome within a short time. The ties for the entire road are provided, and one-fifth of the iron is in transit.

I could not learn of much progress being made westward on the Dubuque and Sioux City Railroad. I herewith append a small map showing the probable connections, at an early day, of the several lines, through the State of Iowa, with the Union Pacific Railroad. These lines will be feeders as well as receivers of a trade and business of no ordinary magnitude.

I think the question of the future business of the road merits our earnest consideration. The entire nation has a substantial interest and investment in it; every section completed opens up new fields for improvement, and from whence new sources of revenue may be derived. It has been assumed that the tonnage westward will be largely in excess of the tonnage eastward.

This theory, I am convinced, will not be practically sustained after the great through line is fairly opened for business and in successful operation. The cheap iron ores of Lake Superior, costing at the mines say three dollars and fifty cents per gross ton, are transported by rail to the lake; thence by water say 600 miles, and by rail say 200 miles (in all about 800 miles,) costing, on an average, ten dollars per ton, including everything at points for extracting and working the same, feeding a great number of blast furnaces, yielding 66 ⅔ per cent. of pure pig iron, worth at this time say forty-two dollars per ton, supplying more than one-half of the metal consumed by all the rolling mills of Northeastern Ohio and Western Pennsylvania, and all of this trade has been created since 1858 or 1859.

I am informed that the copper mines of New Mexico are now being successfully worked. The ores are smelted, the cost of mining and smelting being about five cents per pound. The copper taken to Guaymas, Sonora, a distance of about 500 miles of land carriage, at a cost of seven cents per pound. Thence to our eastern seaboard of Europe at a cost of one cent per pound, thus making the actual cost of the refined copper, at the consuming points, about thirteen cents per pound, when the net cost of the Lake Superior refined copper delivered at Pittsburg or New York, will now average from twenty-two to twenty-four cents per pound.

I am also informed that silver ore is being transported by wagons from Nevada to San Francisco, a distance of about 250 miles, and thence is shipped to England for smelting.

It is therefore no great stretch of the imagination to believe that the tonnage of this great national highway will, at no distant day, consist largely of the precious ores, (including copper) from the mineral districts of our Western States and territories to the Eastern States, where cheap fuel, cheap labor and improved machinery will be used for their smelting and refining.

The completion of this gigantic inter-oceanic enterprise within the time designated by the act of incorporation, begins to assume a decided probability.

It is worthy the efforts of the nation. We can now contemplate the early connection of the distant parts of our Union, the development of our rich mineral and agricultural domain, and the great benefits that must inure to the nation, borne down by new responsibilities.

I am informed by the Vice President that a geological examination of the country for the first one hundred miles on the company's land is now being made by Professor Eggleson and his assistants.

In closing this report, I desire to express my obligations to the consulting engineer, and the several officers of the company on the line of road, for their uniform courtesy and the information they promptly furnished me with. I also desire to acknowledge the kind and gentlemanly treatment I received from Thomas C. Durant, Esq., Vice President, whom I accompanied to Omaha, whose heart, mind and money have been devoted to the enterprise from its inception. The public spirited gentlemen who are contributing so largely of their means in the prosecution of this work, which is destined to conduct a traffic of extraordinary magnitude, merit substantial returns on their investments.

Inter-State Railroad Bill.

The President has signed the act to facilitate commercial, postal and military communication among the several States, the passage of which was so bitterly and persistently opposed by several leading railroad companies. A copy of this bill was published in our issue of the 16th inst.

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$1,500,333 74	$1,548,580 18
" freight	263,904 80	340,017 79
" mails, expresses, extra baggage, etc.	83,053 77	93,614 75
	$1,847,291 81	$1,982,212 72
Expenses, viz:		
Transp. expenses	$485,452 68	$469,689 31
Repairs of road, etc.	220,915 10	385,485 84
" equipment.	226,296 16	221,712 39
Fuel, oil and waste	214,902 27	194,143 39
Haulage by horse-power	77,128 75	78,692 30
	$1,224,694 96	$1,349,723 49
Leaving as earnings on transporation	$622,596 85	$632,489 25

The resources for the year and their disposal have been as follows:

RESOURCES.

Cash on hand, April 1, 1865	$166,445 42
Materials	362,321 98
Proceeds of allotted stock	1,001,025 00
Earnings as above	632,489 25
	$2,162,281 65

PAYMENTS.

Coupons for the year	$129,120 00
Loss, operating canal road	44,799 97
Dividends paid during the year	144,852 00
Materials for the coming season	338,998 41
Reduction of accounts payable	82,411 55
Fractional shares on allotment	7,190 00
Equipment, viz.: 2 new locomotives, and our proportion (about one third,) of 2 new passenger cars for the Boston line; less 1 old locomotive, and our share of 8 old Boston line passenger cars sold	37,855 22
Schuyler Fraud, paid judgments against the company on the spurious stock	970,002 70
Cash on hand, April 1st, 1866	407,051 80
	$2,162,281 65

The results of the years operations have been as follows:

Earnings		$1,982,212 72
Expenses of transp	$1,349,723 47	
Renewals of equipment	37,855 22	
Loss operating canal road	44,799 97	
Coupons for the year.	129,120 00	
		1,561,498 66
Leaving applicable to dividends		$420,714 06

A dividend was paid in July last, free of Government tax, of 4 per cent. on the stock then outstanding ($3,621,300 00,) amounting to $144,852 00; and another is to be paid on the 18th day of May, free of Government Tax, of 5 per cent., on the present full Capital of Five Millions Dollars, being $250,000 00.

In our report to you last year, it was stated that appeals had been taken from the Supreme Court to the Court of Appeals on all the adjudicated cases arising from the Schuyler Fraud which were argued at length before the Court at Albany in June last, and in the month of December the Court rendered a decision against the company on all the cases before it, with the exception of that of Messrs. Ketchum, Rogers & Bement, which was ordered back for a new trial. The balance have been settled, as well as a number of claims not included in the appeal, and the aggregate, up to this period, on account of these frauds, amounts to $1,599,202 70.

In the item of expenses is found an amount of $125,000 00 taxes, national and state, paid during the year. The general expenses of railroad management do not lessen very materially; the prices of supplies being somewhat reduced from those at this period of last year, but labor, however, is without any change of moment. Our supply of materials, on hand and paid for, will be found to be on a liberal scale, and insure to the travelling public a safe and satisfactory road for the current year, when considered in connection with the large amount expended during the past year in putting both road and equipment in a good and safe condition. The report of the General Superintendent, James H. Hoyt, Esq., to the Board of Directors, will be found annexed, giving a careful review of the Transportation Department, to which your attention is invited; and it again affords us much satisfaction in being able to convey the satisfactory manner in which the duties of this department, as well as all others of the company, have been performed during the past year.

For the purpose of paying the judgments confirmed by the Court of Appeals, the most equitable plan appeared to be that adopted to wit: the issue of new shares and filling up the capital to Five Millions of Dollars, the amount authorized; of these shares, 439 remain as yet undisposed of, the property of the company.

The number of miles run by passenger trains during the year was 535,126; by freight trains, 101,340; by service trains 36,110—total 672,576. Number of passengers carried, 1,849,915; do., carried one mile, 66,709,592. Tons of freight moved 119,742; do., moved one mile, 6,737,444. Of the passengers carried 1,352,381 were local, and 497,534 to and from other roads; 699,420 wese passengers over Harlem road; 375,841 commuters over do., and 774,654 passengers beyond do. Of the freight moved 56,022 tons were local and 63,709 to and from other roads.

The equipment consists of 34 locomotives, 77 passenger, 21 mail and baggage, and 391 freight cars—of which 6 locomotives, 6 passenger, 3 baggage and mail, and 150 freight cars are used to operate the Canal Road.

CONDENSED BALANCE SHEET.

Railroad; including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, furniture, machinery, engineering, agencies, interest, discount on bonds		$4,656,302 46
Loss by the Schuyler fraud (nearly all now settled)		1,599,202 70
Equipment, locomotives, cars, etc		970,220 41
Real estate, (including leases) in the cities of New York and New Haven		65,505 66
Forfeited stock, allotments not taken		43,900 00
Materials, iron, lumber, fuel, etc		338,998 41
Cash, on special deposit, in banks and offices		407,051 80
		$8,081,181 44
Capital stock		$5,000,000 00
Bonds; due Dec. 1, 1866, with interest coupons of 7 per cent. payable on the first days of June and Dec. in each year		912,000 00
Bonds; secured by mortgage, due Oct. 1, 1875, with interest coupons of 6 per cent., payable on the first days of April and Oct. in each yr.		1,088,000 00
Profit and loss; being the surplus of earnings not paid out in dividends, (but of which there has been expended $333,131 23 on additional second track, new bridges, depots, and other buildings, equipments, retiring bonds, &c., less 25 per cent., discount made on the shares allotted to stockholders and payments for fractional shares		940,396 18
Accounts payable; being coupons due April 1st, 1866, March payrolls, and balances due other roads		140,785 26
		$8,081,181 44

Officers of the corporation chosen May 18th, 1865:

President.—GEO. B. CARHART.

Directors.—George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, John Bradley, E. C. Scranton, John W. Leeds, Jonathan Godfrey.

Superintendent.—JAMES H. HOYT.

Treasurer.—WILLIAM BEMENT.

Secretary.—E. S. ABERNETHY.

☞ The Secretary of the Treasury, upon a question submitted to him, has decided that iron, whether imported or domestic, to be used in the construction of steam-boilers for vessels, must be stamped in the manner required by law, otherwise the makers or users will be subject to a penalty.

☞ Additional rails have been laid on the Bellefontaine Railway line, so that the cars of the Atlantic and Great Western Railway now pass from Salamanaca to Indianapolis. Through passengers make but one change of cars on this route between New York and Indianapolis.

Milwaukee and St. Paul Railway.

At the annual meeting of the shareholders of the Milwaukee and St. Paul Railway, held June 16, 1866, the following gentlemen were unanimously elected directors for the year ensuing: Alexander Mitchell, President; Russell Sage, Selah Chamberlain, N. A. Cowdrey, Fred. P. James, Washington Hunt, Walter S. Gurnee, John W. Cary, S. S. Merrill, E. B. Wesley, Julius Wadsworth, H. C. Stimson, Isaac Scott.

At the annual meeting of the shareholders of the Milwaukee and Prairie du Chien Railway, held June 14, 1866, the following gentlemen were elected by a majority of more than 16,000 shares: Alexander Mitchell, President; H. C. Stimson, Russell Sage, Fred. P. James, N. A. Cowdrey, Walter S. Gurnee, S. S. Merrill, Hans Crocker, Joseph Rudd.

At the adnual meeting of the shareholders of the Minnesota Central Railway, held June 21, 1866, the following gentlemen were unanimously elected directors for the year ensuing: Selah Chamberlain, Alexander Mitchell, Russell Sage, E. B. Wesley, Walter S. Gurnee, R. T. Baldwin, E. H. Goodrich, Daniel L. Wells.

The number of miles of railway now controlled by the Milwaukee and St. Paul Railway Company is—

	Miles.
Milwaukee and St. Paul line	275
Milwaukee and Prairie du Chien	235
McGregor Western	50
	560
To be added within a short time—	
Eastern division of the La Crosse	95
La Crosse and Winona	30
Winona and St. Peter	80
Minnesota Central	70
	835

—now or soon to be under control of the Milwaukee and St. Paul Railway Company.

Wicomico and Pocomoke Railroad.

At a meeting of the stockholders of this company held in Worcester county, Md., on the 4th inst., the following gentlemen were elected directors: Lemuel Showell, Henry B. Johnson, Cyrus L. Williams, B. Jones Taylor John Bishop, John R. Purnell, Littleton P. Franklin, Robert J. Henry, James Whaley, Jno. S. Timmons, Ritchie Fooks and Purnell Toadvine. The meeting resolved that the road should connect with the Delaware railroad and continue by the Eastern Shore Railroad at Salisbury, and from thence by Dirickson's Cross Roads, Whaleyville, and Fassett's Corner to the town of Berlin, with stations or depots at each place.

☞ The earnings of the Philadelphia and Reading Railroad in April, 1866 were $861,603, against $932,282 in April, 1865—a decrease of $70,679. The net profit for the month was $326,807, against $404,055 for the same month last year—a decrease of $77,248. For the first five months of the fiscal year the net profit has been $1,201,897, against $1,528,315 in the corresponding period of the preceding year—a decrease of $326,418.

☞ The Delaware railroad has been completed within 4½ miles of Somers' Cove. It is expected that it will be open for southern travel by the first of August.

Journal of Railroad Law.

LIABILITY FOR RUNNING OVER CATTLE ON THE HIGHWAY.

The case of Dunnigan *vs.* the Chicago and Northwestern Railway Company, decides that where a railroad company permits the cattle guards to remain filled with snow, so that cattle which have gotten upon the highway without any negligence on the part of the owner, pass over the guards, and in consequence of being thus upon the track are injured by a train, the company is liable for damages.

By the Court, COLE, J.—The Circuit Court gave without qualification or amendment, the several instructions asked for by the appellant on the trial. Those instructions embraced many propositions defining the duties, rights and liabilities of the parties. Among other things, the jury were told that if the evidence showed that the injury to the cattle was occasioned by the mutual negligence of the plaintiff and defendant; or if the wrongful act of the plaintiff co-operated with the misconduct of the defendant to produce the result; or if the owner permitted his cattle to run at large in the highway or other place where they could pass at pleasure upon the railroad track, he was guilty of gross and culpable negligence; and in neither of the above supposed cases was the company liable for the damages sustained by the killing of the cattle. The Court then further instructed the jury that if they should be satisfied from the evidence that the cattle guards on each side of the highway crossing the railroad of the defendant were filled with snow and allowed so to remain, and that the cattle of the plaintiff which were injured were running at large on such highway, having escaped thereon through the opening in the fence along such highway, without the knowledge of the plaintiff and being there passed upon such railroad, and over such cattle guards on to the track of such railroad, and the injury complained of occurred, and that the negligence of the defendant consisted solely in permitting such cattle guards so to become and remain filled with snow, then the plaintiff would be entitled to recover.

The only exception taken in the case was to this instruction. We are of opinion that it was strictly pertinent to the facts proven on the trial, and is sound in principle. The essence of the instruction is, that it was the duty of the company to keep its cattle guards open, and not suffer them to remain filled with snow so that cattle going along the highway would pass on to the track and be liable to be killed; that the company permitting its cattle guards to remain in that condition was guilty of negligence, and if an injury was thereby sustained it was liable. This is what the instruction amounts to. Now it is pretended that the charter does not impose upon the company the duty of putting up and maintaining proper cattle guards along its track. And why is this? Obviously for the protection of the property of the citizen. Yet to what purpose are railroad corporations required to put up such guards, if they are not kept open, but are permitted to fill up, so that cattle are liable to pass over them on to the track without any fault to the owner? Now we are to assume in this case that the plaintiff was guilty of negligence; that his cattle escaped from his enclosure into the highway without his knowledge, and then passed over on to the track of the company because the cattle guards were filled with snow, and had been permitted to remain in that condition, and while thus on the track were killed. If the company was not bound to keep its cattle guard open, it was guilty of no negligence. On the contrary, if it was its duty to keep them open and it did not, and this negligence caused the injury complained of, then it is liable.

In view of the facts proven on the trial we are of opinion that the Circuit Court fairly laid down the law applicable to the case, and that the judgment must be affirmed.

Judgment affirmed.

Fortifications versus Railways.

The Paris *Moniteur* publishes a report from the Minister of War to the Emperor, proposing modifications in the situation of ninety-eight fortified towns in France; the changes, he observes, have been rendered advisable by the development of railway communications in the empire. The Minister proposes to divide these towns into four classes: In the first, consisting of eighteen, the military buildings only will be preserved; in the second, nine in number, the fortresses will be retained under military jurisdiction; in the third, thirty-seven, the zone beyond the external limit of the fortifications will be abandoned; and in the fourth class, consisting of thirty-four, the territory outside the defensive works, but subject to military servitude, will be decreased in extent. The Emperor has approved the modifications.

Ohio and Mississippi Railroad.

The following is an abstract of the report of the Trustees of creditors and stockholders of this company, presented to the holders of certificates at their annual meeting, December 13, 1865.

The property acquired at different times, and held for the benefit of the certificate holders, was on the 1st of December last, as follows:

First mortgage bonds	$759,850 00
Second "	247,000 00
" " coupons	110,810 00
Construction bonds and scrip	4,176,162 59
Premium allowed on construction bonds as per agreement	1,402,066 36
Construction coupons	620,305 00
Income bonds and scrip	3,303,164 71
Income coupons	344,610 00
Capital stock and scrip	567,763 17
Sundry claims	391,477 41
Rolling stock	523,795 98
Accrued interest, &c., surrendered	174,657 97
Loans from income bondholders to pay coupons	192,171 75
Aggregate assets held by trust	$12,813,834 94

In payment for these assets the Trustees, up to December 1, 1865, had issued:

Preferred 7 per cent. certificates	$1,624,185 69
Common certificates	10,887,899 91
Total certificates issued	$12,512,085 60

The balance having been settled in cash or its equivalent.

The total amount of certificates authorized to be issued on account of the company is:

Preferred 7 per cent. certificates	$1,700,000 00
Common certificates	12,000,000 00
Total certificates authorized	$13,700,000 00

From these statements it appears that the Trustees held for ulterior distribution $75,814 31 in preferred certificates, and $1,112,100 09 in common certificates, or a total of $1,187,914 40.

The following statement shows the details of the property received into the trust from the Western Division up to Dec. 1, 1865, and the amount of certificates issued in payment therefor:

First mortgage coupons	$28,910 00
Second " bonds	750,000 00
" " coupons	11,025 00
Accrued interest allowed on coupons	7,385 51
Funded debt, bonds and scrip	805,725 00
Premium allowed on same	4,700 00
Income bonds and scrip	923,500 00
The entire road, 148 miles long, including all the capital stock, rolling stock, the Caseyville Branch road, and all lands and other properties	7,730,025 00
	$10,261,270 51
Less first and second mortgage coupons with interest redeemed in cash up to Dec. 1, 1865	47,320 51
Aggregate assets received by trust	$10,213,950 00

For which has been paid as follows:

Common certificates	$8,934,950 00
Preferred "	1,326,320 51
Total certificates issued	$10,161,270 51

From these statements it appears that the Trustees have issued, up to the 1st of December, 1865, on account of the two interests forming the new connection as follows:

	Common.	Preferred.	Total.
Eastern Div.	$10,887,900	$1,624,186	$12,512,086
Western Div.	8,934,950	1,326,320	10,261,270
Total issued	$19,822,850	$2,950,506	$23,773,356

The claims and securities outstanding against the trust are exhibited in the following statement:

	Eastern Division.	Western Division.	Total.
First mort. bonds	$2,050,000	$850,000	$2,900,000
" " coup.	71,225	32,690	103,915
Second " bonds.	11,000	750,000	761,000
" " coup.	8,015	1,260	9,275
Construction b'nds and scrip	65,837	.....	65,837
Construction coupons & interest.	8,449	.....	8,449
Income bonds and scrip	16,835	226,500	243,335
Income coupons & interest	1,768	.....	1,768
Funded debt, b'ds and scrip	.....	44,275.	44,275
Funded debt, coupons & interest.	.....	3,099	3,099
Capital stock, including $1,000,000 held by the city of Cincinnati for loan of $600,000, (receivable into the trust at 10 per cent.)	1,696,701	.....	1,696,701
Various claims	80,000	.....	80,000

Of the above claims and securities, all are receivable into the trust, except the following:

1st mort. bonds, Eastern Div. due July 1, 1872	$2,050,000
1st mort. bonds, Western Div. due July 1, 1872	850,000
2d mort. bonds, Western Div. due Jan. 1, 1874	750,000
Total mortgage debt outside of trust	$3,650,000

—or about $10,700 per mile on total length of road.

The following table shows the gross earnings of both divisions, and of the whole line for each year, from 1858 to 1865, inclusive. For the year

1865, the month of November is approximately stated, and December estimated:

	Eastern Division.	Western Division.	Total.
1858 ..	$846,669 91	$626,640 90	$1,473,310 81
1859 ..	974,430 75	698,315 09	1,672,745 84
1860 ..	959,231 59	725,681 16	1,684,912 75
1861 ..	771,999 25	574,115 97	1,346,115 22
1862 ..	1,122,530 27	797,402 22	1,919,932 49
1863 ..	1,663,702 41	1,162,126 49	2,825,828 90
1864 ..	1,945,986 66	1,365,084 16	3,311,070 82
1865 ..	2,210,526 34	1,548,607 11	3,759,133 45

From this statement it appears that the gross earnings of 1865, are in excess of those of 1864, by the sum of $448,062 63.

According to statements furnished from the General office at Cincinnati, the earnings of the years 1864 and 1865, were derived from the folsources:

	1864.	1865.
Passengers	$1,755,983 95	$2,096,701 15
Freight	1,401,374 76	1,485,363 77
Mails	68,199 96	68,199 96
Express	85,512 15	108,868 57
	$3,311,070 82	$3,759,133 45
Expenses same period	2,891,607 92	2,742,511 04
Net receipts..	$419,463 10	$1,016,622 41

—showing an increase over the business of 1864, of $597,159 31.

Of the net balance of the earnings as above, stating the distribution of this fund in round numbers, it shows remitted to New York office to pay interest, (including mail pay retained there,) the sum of	$521,000
For condemnation of land at East St. Louis, for depot purposes, $157,000, of which there has been paid	82,000
Construction work, embracing engine houses, stations, etc.	159,400
Paid on account of two new engine houses	30,000
Paid on account of Bridgeport accident in 1862	13,600
Paid on account of cars built at the shops	27,300
	$833,300
Leaving balance unexpended, estimated of	184,000

The proportion of receipts, consumed in expenses, as exhibited in the previous statement, is 87 per cent. for 1864, and 73 per cent. for 1865.

Our Foreign Imports.

While we avow we are the friends of commerce, have for several years back advocated the revision of our commercial treaties, and on more than one occasion have called the attention of the public to the fact that very large changes have recently been made in the commercial regulations of foreign countries, which have not been officially noticed here, yet we see with pain that a large amount of foreign goods comes and is sold here, which we do not want, being either able to do without them, or to produce them ourselves. We have frequently called the attention of our readers to the fact, that here the shops and warehouses of Europe empty themselves continually at our expense, the owners of which by their command of our market keep our financial affairs in constant disturbance, and indirectly contribute to perpetuate the reign of extravagance, paper money and inflation.

In looking over the entries of foreign vessels at this port, on Thursday last, we noticed that a large if not the largest numbers of consignees are foreign agents with difficult names, and the goods imported seem to be many of them entirely out of place. Thus, in a Liverpool ship, we find large quantities of iron and iron rods, and earthen pipes; in another, hundreds of sacks of salt, fire brick by the ten thousand, nails, and casks of plaster. In a Dutch ship we find hundreds of cases of glass, bundles of willow, packages of spelter and zinc. In a Porto Rico vessel comes castor oil; in a Barbadian, whale oil; in a Martinique bark, *lemonade;* in a Mansinilla brig, cedar; and from Halifax we get potatoes. Coal and pig iron come here all the time in large quantities, though our country could supply the world.

What does all this mean? The articles named are mentioned promiscuously, and given to show that they are sent here to be turned into money and taken away again in that shape, often at our great inconvenience. The late flurry in the gold market was one of the consequences of this kind of commerce. There is more iron and coal in this country than in any other in the globe; and yet we import them by millions of tons, and are undersold by those who bring them 3,000 miles across the ocean!

The numerous names of the consignees on that day, will be found many of them, to be of foreign spelling, quite unAmerican and unfamiliar; and yet they are at the head of this importing business, making fortunes for their associates abroad. They in fact rule the street, and make the market what they like.

While we are in favor of business, we regret to see our money go where we can get nothing back. Cotton is about the only thing we can now send out of the country. Our tobacco furnishes a monopoly to the French Government, and enormous revenues to the English. Thus wheat stays at home to rot; it is even brought here from abroad, and we eat French bread.

One of the corrections of all this evil rests with ourselves. It is a revision and contraction of our paper currency. As long as we are issuing and using paper at prices far beyond what it may be converted into, we must give more of it for every article we want than we otherwise would. We obtain no standard of prices, have none of value. The whole business of buying and selling is but a system of gambling, and there being plenty of paper, and most people being willing to exchange it for other property, do not care what they give for anything. A recklessness of expenditure opens up to speculation in a thousand ways, the opportunity of making money out of this folly; and we have a class of middlemen who are actually getting rich as commission dealers between buyers and sellers. The ⅛ per cent. charged on the ordinary money transactions in exchanges in the street give enormous incomes to hundreds of individuals. These add to the general mass of the expenders of money easily made, and all comes finally out of the earnings of labor. This is the base of the pedestal, no matter how showy may be the column which rises to our view.

Just as soon as our gold is not within the easy grasp of the foreign trader, just as soon as it is got here in the same way it is got elsewhere, and a promise to pay it is worth as much here as anywhere else, and is as convertible, we shall see a very different state of things. During a great and costly war, it was excusable that we should sustain ourselves by every means in our power. We might even give three paper dollars for one of gold and call them eventually good, if this be necessary; but after peace is restored, when no further debt is necessary, when the receipts of income are large, when taxation is heavy, and reimbursement positively assured, it seems preposterous and wicked to keep our fictitious system a single day when the necessity for doing so has entirely ceased.

There is a large monied interest establishing itself in this country, which has all the benefit of this disorder. A large class is allowed to issue their own promises to pay, to receive interest from the people for having loaned some of these promises to pay to the Government, while they never do so, and they do not wish to be called on to perform their own contracts, though they are not unwilling to press all others who do not perform theirs. As long as a paper dollar is worth but 60 or 66 cents, and they can get interest in it as if it were really 100, they are making money. At the same time sellers charge what they like, and have for their excuse the unsettled market—the price of gold—the expense of remittance—the change in values. Every one is adrift, and persons of moderate means are nowhere in the confusion.

Almost all the foreign goods now brought here are sold at an enormous profit and turned into gold. It is rather tough that pig iron, of which we have an unlimited quantity, should come in here by the ton and be converted in 30 days into the precious metals to be taken away. The philosopher's stone is found at last, and it is in the United States. Our remedy is with ourselves. With fixed prices, fixed values, fair chances in the market and any equality in trade, we are not at all apprehensive of American skill, or of the results. But at present, our defective currency puts us behind all other nations, who are sending here everything that can be carried, and turned into money. We sometimes feel almost inclined to advocate non-intercourse and entire seclusion from other nations. We could do without almost everything they send us, and then live in comfort and ease; but at present we seem to be hewers of wood and drawers of water for those who hate us, envy us, and take our money in every shape they can. The richest, most ingenious, most industrious and the most enterprising people in the world, are the victims of the old fashioned, the effete and obtuse of the old world.

Union Pacific Railroad.

The Omaha and Kansas branches of the Union Pacific Railroad are being pushed westward with considerable rapidity. Col. Evans, Chief Engineer of the Omaha branch, is west of Kearney seeking for a practicable route from the Platte Valley to the Republican; and the company are looking to the expediency of making Denver a point, and passing through the heart of Colorado, provided it is possible to surmount the range. Denver is rejoicing in the anticipation that the southern branch, from which that city and the Territory hope to derive greater benefits, will also soon be completed to that point. We believe it is contemplated to form a junction of the two branches upon the Republican, if it be determined to make Denver a point in the southern branch, and run a single line from there onward. Col. Evans, of the northern line, and Col. Wickes, of the southern, will be in Denver probably in June, or early in July, and will immediately proceed to make thorough and complete surveys of the mountain passes. Although Colorado may be debarred from admission as a State for the present, the refusal may not work to her detriment, and her rapid development under her growing advantages will soon demand for her an admission into the sisterhood of States.—*Leavenworth Conservative.*

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	----
Albany and Boston "	50	25	20,000	----
Algomah ..... "	25	3	20,000	----
Allouez ..... "	25	1¼	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	18¾	20,000	11½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	----
Black River ..... "	25	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	----
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	----
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	3½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	40
Copper Harbor	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	25½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1¼	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	----
Edwards ..... "	25	1¾	20,000	----
Ely ..... Ca	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River .. "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd .. "	25	0	20,000	----
Francoeia ..... N. H.	5	----	50,000	----
Franklin ..... L. S.	25	8½	20,000	42
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	----
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	24½
Hanover ..... "	25	1½	20,000	2
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	5
Hungarian ..... "	25	1	20,000	----
Huron ..... "	25	19	20,000	40
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	----
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California .. Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	----
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5⅝	20,000	----
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4⅝	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1⅝	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	----
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18¾	20,000	10½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5⅝	20,000	----
Native ..... "	25	2	20,000	----
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	50
New Jersey con .. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	5
Pewabic ..... "	25	3⅝	20,000	35½
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	50
Pittsburg & Boston "	25	5½	20,000	----
Pontiac ..... "	25	10⅝	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	47
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6⅜	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	5½
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	3½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	----
Salem ..... "	25	⅛	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	⅛	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise, "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	----
Star ..... L. S.	25	11⅞	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3⅝
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	9
Tremont ..... "	25	1⅜	20,000	----
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	----
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wickopee ..... "	25	----	100,000	----
Winona ..... "	25	8	20,000	----
Winthrop ..... "	25	4½	20,000	----
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	----
Harewood	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	----
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point .... N. Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire . N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay .... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk .... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	----
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	61
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	----
Atlantic & G. C .. Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	3½
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou .. N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	----
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	45
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	5½
Fulton ..... "	5	5	60,000	6
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt. .... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International .... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq .... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	11¼
Maryland Anth ... Md.	20	20	25,000	----
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	29
Narragansett .... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	4½
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	----
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain .... "	50	50	16,000	22½
Shamokin ..... "	----	----	----	7
Somerset I. & C .... "	----	----	----	----
Spring Mountain .. "	50	----	----	39½
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,760	54
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	18½
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	500,000	----
Gunnell Central... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	----
Do. preferred.. "	100	100	57,744	21
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	200,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	3½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	10	----	125,000	1½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20 000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. .. "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125,000	----
L. California .... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	40,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	49
Santa Clara ..... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,400	6½	....	27
30 Nov. '64	4.52	—	179	25	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	40½
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	92
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	—	6,660	(Metropoli'n)	6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	—	3,590	11,062	766	—	....
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	50
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	50½
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170.235	—	3	....	50
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,532	31,533	28,510	1,369	—	....	....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	....
30 Nov. '64	2.08	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	....
30 Nov. '64	6.00	—	70	—	..	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,195	1,261	—	....	....
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,423	—	—	....	93½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,660	13,660	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	....
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400.000	55,291	173,847	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	23.03	—	—	—	Canarsie, B'klyn & Winfl'd	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	.....	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	—	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	....
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
Sep. '64	18.50	1.00	—	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	44,000	5,000	452,701	4,208	12	—	....
30 Sep. '64	12.00	1.00	—	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	....
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'g	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,650	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	—	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	100	65
30 Sep. '64	16.00	—	—	..	..	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,959,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	.....	.....	leased.		—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	—
31 Dec. '62	5.05	2.50	—	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	..	..	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	58
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,021	100,000	56,300	10,318	(14,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	....
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,782	8,227	—	—	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	50	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	30
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,728	3,562	—	25	....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	18½
31 Oct. '65	4.50	....	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	....	....	....	....	....	Oakland (Pitts'burg & E. L.)	.....	.....	.....	.....	.....	.....	—	....	....
31 Oct. '65	3.75	—	124	18	6	Pitteb., Allegheny & Manch'r	96,385	75, 000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	....
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,335	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,500	—	437,562	158,830	10	50	83
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,388	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38½
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	60
31 Oct. '65	6.25	—	145	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	224
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	37
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,857	50,000	.....	.....	.....	.....	—	....	....
31Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd:					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,200	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	88
Malden and Melrose:					
1st Mortgage guarantied	78,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	-
Malden & Melrose bonds	51,764	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	128
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	125
" " coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " coupon		5	" "	1874	104
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	99
" " coupon		5	" "	1871	104½
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	----
" " " coupon		6	July.	1881	----
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	106½
" " coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 registered	264,314,500	6	" "	1881	106½
" " coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	105½
" " (5-20s) coupon		6	" "	1882	104½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	----
" " (5-20s) coupon		6	" "	1884	102½
Loan of March 3, 1865 (5-20s) registered	83,734,500	6	May & Nov.	1885	----
" " (5-20s) coupon		6	" "	1885	103½
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	96½
" " coupon		5	" "	1904	96½
Pacific R. R. Bonds of (currency) registered	5,402,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 30, '64 & Mar. 3, '65 1st series	812,221,600	7.3	Feb. & Aug.	1867	103½
" March 3, 1865 2d series		7.3	June & Dec.	1868	103⅝
" " 1865 3d series		7.3	Jan. & July.	1868	103⅝
Debt Certificates	43,025,000	6	At maturity.	1 year	100½
Gold Certificates of Deposit	22,568,320	---	----------	----	----
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	124,561,486	---	" "	10 d'y	----
United States Notes (greenbacks)	402,128,318	---	----------	----	----
Fractional currency	27,334,965	---	----------	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" —Funded Interest Bonds "	688,000	6	" "	1876	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	113
" —War bonds "		7	" "	1872	----
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	'72-'90	97
" " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	----
" " " " "	2,271,750	6	" "	'68-'88	105
" " " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	100
" " " "	1,758,400	6	" "	1870	----
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	----
" " " 1862-'79 "	436,000	6	" "	'62-'79	----
" " " 1865-'79 "	229 372	6	" "	'65-'79	----
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	----
" " " " "	1,778,677	6	" "	1877	----
" " " " "	241,000	6	" "	1879	----
" " War Loan "	1,167,700	6	" "	1879	----
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	86
" " " "	2,058,173	2½	" "	1866	----
" " War Loan coupon	1,225,000	6	May & Nov.	1886	90
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	447,000	6	" "	'66-'73	----
" " " "	3,204,000	6	" "	'68-'72	94½
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	93
" —Funded Coupons "	----------	6	----------	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds coupon	4,000,000	6	Jan. & July.	1883	96½
Maryland—State Bonds coupon	3,171,903	5	quarterly.	var.	60
" " " " coupon	1,727,000	6	"	1870	101
" " " " inscribed	3,192,763	6	"	1890	----
" " " (sterling) coupon		6	"	1890	----
Massachusetts—State Scrip	6,401,000	5	"	var.	----
" " " "	53,000	5	June & Dec.	'68-'72	----
" " " "	244,000	5	Jan. & July.	'70-'74	97½
" " " "	375,000	5	April & Oct.	'72-'74	97
" " " "	220,000	5	May & Nov.	1880	----
" " War Loan	6,420,000	5	" "	1894	97
" " Scrip	297,000	6	June & Dec.	'68-'77	107½
" " " "	150,000	6	April & Oct.	1883	----
" " " "	1,024,000	6	Jan. & July.	'71-'75	109½
" " " "	2,030,000	6	" "	'76-'78	----
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" " " " "	1,750,000	6	" "	'73-'83	----
" —Canal Loan "	100,000	6	" "	1873	----
" —Renewal Loan "	216,000	6	" "	1878	----
" —War Loan Bonds "	1,122,000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	73
" " " (H. & St. R. R.)	3,000,000	6	" "	'72-'85	82½
" " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	78
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds coupon	535,000	6	Jan. & July.	'67-'74	98½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	96
" " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock inscribed	96,000	6	Jan. & July.	var.	----
" —War Loan coupon	731,000	6	" "	'71-'72	96
New York—State Bonds general fund	703,000	7	quarterly.	1870	----
" " " " bounty fund	25,566,000	7	Jan. & July.	1877	102½
" " " " general fund	1,189,780	6	quarterly.	pleas.	----
" " " " canal fund	702,000	6	"	1866	----
" " " " general fund	500,000	6	"	1868	----
" " " " canal fund	3,050,000	6	"	1871	----
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	96
" " " " "	2,250,000	6	"	1874	98
" " " " "	500,000	6	"	1875	----
" " " " "	900,000	6	"	1877	----
" " " general fund	800,000	6	"	1878	----
" " " "	909,607	5	"	pleas.	----
" " " canal fund	192,585	5	"	1866	----
" " " "	1,163,000	5	"	1868	----
" " " general fund	442,960	5	"	1868	----
" " " canal fund	167,000	5	"	1871	----
" " " "	4,500,000	5	"	1874	90½
" " " general fund	900,000	5	"	1875	----
" " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	84½
" " " (new) "	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	----
" " " "	536,798	6	" "	1860	----
" " " "	379,866	6	" "	1868	----
" " " "	2,183,532	6	" "	1870	----
" " " "	1,600,000	6	" "	1875	----
" " " "	4,095,309	6	" "	1881	----
" " " "	2,400,000	9	" "	1886	----
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	90½
" " " coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	97
South Carolina—State Bonds (sterling)	481,444	5	Jan. & July.	1868	----
" " " inscribed	1,708,000	6	" "	'68-'90	----
" " " coupon	1,499,000	6	" "	'77-'90	----
" " " (new) "	----------	6	" "	----	----
Tennessee—State Bonds coupon	1,091,180	5	April & Oct.	'76-'90	80
" " " "	239,167	5½	" "	'72-'79	----
" " " "	1,706,000	6	" "	'82-'89	99
" —Railroad Loans "	14,046,000	6	" "	long.	----
" —Funded Interest "	----------	6	" "	1892	----
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	98
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	41
" " " coupon	11,108,000	6	" "	'86-'95	67
" " (sterling) "	1,865,000	5	" "	1872	----
" —Funded Interest registered	----------	6	" "	'76-'96	----
" " " coupon	----------	6	" "	'76-'96	----
West Virginia—State Bond coupon	----------	6	----------	----	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) "	641,800	6	Jan. & July.	'77-'88	----
" " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" " "		6	"	1870	----
" " "		6	Jan. & July.	1873	97½
" " "		6	May & Nov.	1875	98
" " "		6	Jan. & July.	1886	98
" " "		6	quarterly.	1890	100
" " " coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" " "	7,846,026	5	Various.	'68-'70	144½
" " "		5	"	'71-'75	----
" " "		5	"	'76-'80	98½
" " "		5	"	'81-'86	143½
" " "		6	"	'67-'76	100½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" " " (sterling)	305,000	5	Jan. & July.	'77-'78	----
Brooklyn—Municipal Bonds coupon	1,949,711	4½	" "	'72-'73	----
" —Public Park Loan "	3,036,200	6	Jan. & July.	'66-'71	89
" —Improvement Loans "		6	" "	'81-'97	----
" —Water Loans coupon	5,500,000	6	" "	'66-'95	----
Chicago—Municipal Bonds (old)	371,000	6	" "	'81-'97	95
" " " (new)	956,000	7	Various	'67-'81	----
" —Water Loan coupon	1,464,000	6	Jan. & July.	1876	----
" —Sewerage Loan "	1,184,000	6	" "	1888	99
Jersey City—Water Loan coupon	650,000	7	" "	'79-'87	95½
Milwaukee—Re-adjusted Bonds coupon	925,000	7	Jan. & July.	'79-'81	----
New York City—Municipal Stock	3,478,900	4	June & Dec.	1894	----
" " " "	4,734,000	6	F., M., A. & N.	'73-'75	----
" " " "	1,500,000	6	" "	'76-'78	----
" " " "	5,149,271	6	" "	1883	----
" " " "	275,000	6	" "	1887	----
" " —Fire Indemnity Stock	402,768	6	" "	1893	----
" " —Municipal Stock	160,000	5	Feb. & Aug.	1868	----
" " " "	3,125,200	5	F., M., A. & O.	'67-'69	----
" " " "	319,000	5	" "	1870	----
" " " "	1,000,000	5	" "	1873	----
" " " "	334,700	5	" "	1874	----
" " " "	2,016,000	5	" "	1875	----
" " " "	2,375,000	5	" "	1876	----
" " " "	900,000	5	" "	79-'80	----
" " " "	674,300	5	" "	1890	----
Philadelphia—City Bonds (old)	552,700	6	" "	1898	----
" " " (new)	749,242	5	Jan. & July.	'67-'81	----
" " " (old)	2,232,500	6	" "	'67-'82	----
" " " (new)	7,898,717	6	" "	'66-'98	93½
Pittsburg—Municipal Bonds coupon	1,009,700	6	" "	'66-'99	97
" —Railroad Bonds "	1,800,000	6	Jan. & July.	Var.	95½
Portland—Municipal Bonds	985,326	6	" "	1913	----
" —Railroad Bonds coupon	1,500 000	6	Various.	'66-'83	----
Sacramento City—Municipal Bonds	1,496,100	6	April & Oct.	'68-'71	----
St. Louis—Improvement Bonds coupon	2,648,000	6	Jan. & July.	'88-'89	----
" —Water Loan "	484,000	6	Jan. & July.	'66-'90	85
" —Sewerage Loan "	425,000	6	" "	'71-'83	86½
" —Railroad Loans "	1,161,000	6	" "	79-'88	----
San Francisco—City Bonds coupon	1,352,600	6	" "	'71-'77	----
" " " "	329,000	10	May & Nov.	1871	----
" —City and County B'ds "	1,138,500	6	Jan. & July.	1875	----
" " " " "	2,200,000	6	" "	1888	----
		6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	
1865	289,400	327,269	399,870	343,408	460,422	521,174	595,523	738,527	677,625	719,911	731,270	599,762	
1866	504,991	408,864	389,480	394,533	------	------	------	------	------	------	------	------	
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,640,092
1866	210,171	207,913	304,885	270,889	333,432	------	------	------	------	------	------	------	
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,736	176,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	305,231	389,489	307,526	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,905	------	------	------	------	------	------	------	
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,661	767,608	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	755,983	------	------	------	------	------	------	------	
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,695	26,762	26,334	25.461	211,077
1862	24,243	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,566	67,823	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,9 7	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	108,973	------	------	------	------	------	------	------	
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	609,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,384
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,976	904,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,456	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,889	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,163,295	1,001,668	------	------	------	------	------	------	------	
Illinois Central:													
1861	321,844	279,268	229,334	192,054	189,483	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	289,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,151,208
1866	582,828	512,628	516,822	406,773	507,830	------	------	------	------	------	------	------	
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,907	76,243	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,071	84,318	82,910	84,722	95,664	------	------	------	------	------	------	------	
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,180	76,182	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,035	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,965,712
1866	121,776	84,897	72,185	103,082	267,488	------	------	------	------	------	------	------	
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,131	231,265	189,077	2,189,077
1862	163,162	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	263,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,993	366,361	413 974	365,180	351,489	987,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	812,846	277,234	412,393	409,427	426,495	------	------	------	------	------	------	------	
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,870	328,*69	4,504,549
1866	282,438	266,796	337,158	343,787	365,196	------	------	------	------	------	------	------	
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	125,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,523	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	122,621	124,175	121,904	245,511	------	------	------	------	------	------	------	
New York Central:													
1861	489,065	420,793	627,051	689,688	677,078	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,353
1864	921,831	936,587	1,089,023	1,105,664	1,004,436	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	
Ohio and Mississippi:													
1864	210,329	260,466	309,261	263,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,563	284,819	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	------	------	------	------	------	------	------	
Philadelphia and Reading:													
1861	161,106	160,536	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,456	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,565,510
1865	653,058	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	------	
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,986	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	------	------	------	------	------	------	------	
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	180,497	157,786	149,855	155,780	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	------	------	------	------	------	------	------	------	
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,853	137,096	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	162,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,937	127,010	166,338	139,626	244,114	241,840	221,570	220,209	265,154	2,060,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	376,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	------	------	------	------	------	------	------	
Western Union:													
1865	43,716	37,265	32,578	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	689,833
1866	45,102	36,005	39,301	43,382	86,918	------	------	------	------	------	------	------	

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest When payable.	Interest Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	83
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	12,568,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 600	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	95
" " " 1850	676,000	6	Jan. & July.	"	1890	93
" " " 1856	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	80
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	20
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	420,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	89
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	93
Consolid. Mort. Loan $5,000,000	4,289,100	6	"	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest When payable.	Interest Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	80
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	87
Funded Coupon Bonds	766,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	79
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1890	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend	36,860		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,666,000	8	" "	" "	1881	105
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	93
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	349,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	800,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	686,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,965					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1891	
Florida:—						
Internal Improvement (State)	1,656,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	82
Land Security	3,344.60	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103½
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1853	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,766,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	78½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	106
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95½
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	92
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	93,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,419	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1863	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,865,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1869	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93½
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	76,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,559	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,81c,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	109½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1876	
N. York, Providence and Boston:						
1st Mortgage	347,000	6	Feb. & Aug.	w Yo rk	'78-'78	

AMERICAN RAILROAD BOND LIST.

(r) signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different peri...

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,491,000	7	April & Oct.	Boston.	1869	96½
2d Mortgage (new stock)						45½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,090	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.		1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	92
1857, (convertible)	415,500	6	" "	"	1886	103½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	169,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	55
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	6	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	74
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	105
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	35
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£599,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	96
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1868	
Sterling, issued in 1856	144,500	6			1868	
Company's endorsed by State.	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,600,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,833,718	427,265	100,000	1,419,769	922,622	23,579	2,682,605	116.9	.....	605,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	552,377	*	—	251,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	....
31 Jan. '65	122.4	—	17 0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	454,238	1,459,741	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	18	....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.9	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	—	49,663	197,387	85,946	3½	....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	671,742	86 0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	652,755	1,982,213	549,834	9	110½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,281	2,952,881	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,562,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	158,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27 283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,456	195,000	75,894	619,112	32.0	.....	7,557	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	— —	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	738,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.6	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	812,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	190,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,435	*	—	2,921,900	396,500	19,913	3,822,918	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832,343	454,641	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833 517	8½	98
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,996	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,989	525,259	16,464,265	300.0	1,963,105	5,728,910	2,752,273	20	121
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	28,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	30½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,224,851	3,154,236	1,442,781	10	94½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.6	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231.500	—	40,668.060	708.3	3,507,486	7,181,208	2,174,924	10	121
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	51
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,341	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,324	9	70
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,166	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40	—	500
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	37,964	2,929.782	75.5	112,434	431,600	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,001	158,483	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,582,646	126,735	12,200	1,109,594	276,000	—	1,713,324	66.1		419,548	199,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	506,000	339,297	5,355,320	80.0	150,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	83.7	—	....	135.8	...	...	...	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	83.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.8	1,582,793	4,121,213	1,715,063	—	104
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,486,445	1,936,788	6	78½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,809	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '65	06.8	—	18.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420.026	—	55
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	North Missouri	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,666,870	168.8	480,186	950,499	640,641	—	....
21 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	62.0	.....	.....	.....	—	....
38 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	....
28 Feb. '65	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,683,402	114.0	100,562	197,744	1,896	—	....
28 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,852,109	90. 1	240,189	599,291	224	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,381	38.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	283	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	460,222	236,767	6	100
May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	110
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,141	261.0	1,642,016	3,315,510	1,328,793	8	45½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192.638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	473,218	752,605	172,232	6	101
30 Nov. '64	74.3	3.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	126½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	145½
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	155
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	65½
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	176,404	6	105½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	382,965	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	106
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,284	993,694	314,256	8	111
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,853	30,275	—	200,000	75,000	3,374	368,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.6	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,988	800,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	124½
30 Nov. '64	20.1	1.5	1.2	—	4	17	68	New Bedford and Taunton	480,527	46,018	14,000	500,000	219,600	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,850	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	.....	—	.....
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	234,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	104
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	462	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	643,935	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	189	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	132,297	2	46½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	463,041	16,348,300	218.0	1,358,514	3,431,584	1,226,658	10	142
30 Nov. '65	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,161,398	*	224,509	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	107½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,820	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	559,743	155,896	—	.....
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par 450)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.2	.....	821,985	136,049	8	63
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	112
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,508,696	82.0	387,789	615,728	215,973	9	95½
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	—	—	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,235	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,804,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	133
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10,685,940	1,509,000	838,636	13,861,735	86.0	1,187,978	3,036,390	1,287,956	10	119½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,276	—	55,000	3,041,960	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,765	7	98
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805 000	—	5,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '64	21 8	—	.....	—	2	6	17	Northern New Jersey	452,116	*	.....	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,608,300	—	—	1,408,300	600,000	—	2,608,300	18.2	.....	290,022	180,510	6½	46½
31 Dec. '64	38 5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	588.400	700,000	—	1,288,400	—	—	207,962	91,544	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	640,814	1,030,232	loss	—	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516.576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '65	460.0	97.0	382.0	—	332	133	5,385	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	60
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	12,053,434	1,616,413	—	6,218,042	7,727,680	1,167	14,689,847	150.0	1,396,293	4,132,600	1,587,293	8	110½
30 Sep. '64	94.0	9.5	98.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,390,542	6,305,377	1,279,791	24,691,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	98½
30 Sep '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,106,299	1,022,685	6,685,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	26	22	441	Northern (Ogdensburg)	3,899,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	40.9	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	139.6	48.5	18.2	—	25	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,306	—	1,774,176	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	—
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,728	166,601	—	500,000	360,000	—	960,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.0	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,380	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,138	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5 601,796	202.0	.....	.....	1,241,857	508,228	19	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	117
31 Dec. '62	67.0	—	.....	18.0	18	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,086,065	1,752,400	128,857	2,917,322	67.0	248,887	375,209	228,651	—	45
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,380,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736.794	5	83½
31 May '65	109.2	79.4	.....	—	37	37	668	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	106½
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	632,486	.....	61.5	76,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	81.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.6	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,825	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,886	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.5	13.1	—	46	27	594	Marietta & Cincinnati, re org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,316	250.8	456,408	1,088,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,883,614	745,475	*	6,246,950	9,870,000	4,843,042	20,549,420	192.3	.....	829,932	119,032	—	.....
3 Aug. '58	117 0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '6'	158.9	62.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	596 400	261,867	3,848,966	1,841,093	14,202	5,172,133	205.9	356,409	719,924	145,900	—	15½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	32 0 7	189,488	—	.....
Dec 64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	85

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,250,723	282,046	292,573	1,948,400	614,000	313,542	2,876,342	44.0	134.201	356,277	123,892	—	----
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,666,475	*	1,454,305	13,441,150	30,000,000	1,795,588	48,056,780	440.0	2,647,709	5,811,233	2,125,200	—	----
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000		3,629,000	69.5	240.418	370,223	149,387	—	38½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,927	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,695	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,112	—	10,247,050	3,491,500	742,655	14,481,135	204.5	1,437,353	1,733,320	38,671	15	147
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	698,400	44,885	1,247,688	37.7	161,484	330,743	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.!		302,872	680,978	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,486	138,683	10	----
31 Oct. '65	81.0	2.0	4.8	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	----
31 Oct. '65	86.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	84.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,665	500,000	100,000	2,409,565	32.0	30,875	52,829	1,195	—	----
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	5,735,618	40,714	—	1,335,000	2,276,725	121,409	3,733,134	52.0	173,087	633,018	60,201	—	----
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	63
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	75,555	3,624,655	oper.	by Reading		R. R.)	3	39
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,488	6,629,199	69.8	318,861	875,064	412,363	—	38½
31 Dec. '65	354.8	33.2	150.5	—	290	173	4,926	Pennsylvania	28,424,310	3,375,024	14,041,462	20,000,000	16,750,124	3,851,447	45,850,796	821.0	5,846,778	17 459 169	4 189,111	10	55
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,129,079	283,419	—	1,476,300	183,000	—	1,659,300	24.0	311 091	656,739	336,376	8	55
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069,450	12,000,000	2,000	18,071,450	(oper.	by Penn. R.R.	Co.)		—	30½
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,261,363	20 240,675	6,900,663	—	30,608 975	471.8	3,688,309	11,142,519	4,812,271	10	54½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,306,586	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,488	346,891	10	125
31 Oct. '65	90.0	—	83.0	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	741,425	1,562,895	8,973,300	516,000	452,826	10,669,242	107.0	981,465	3,884,609	1,046 804	10	59½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 654	198,820	—	1,774,775	1,560,000	64.208	3,784,101	72.0	272,688	594,383	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,193,381	*	3,362,812	9,312,442	12,673,660	1,597,620	26,546 693	483.3	1,823,073	8,489 062	3 283,547	10	98½
31 Dec. '65	23.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	North'n	Cen	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,026	933,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	----
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,300	326,000	26,292	790 092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,159,000	*	—	1,508,000	250,000	—	----	62.0	321,000	557,587	254,508	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	236,263	151,586	6	----
1 Jan. '59	148.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,742	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '65	136.0	106.0	----	—	44	28	252	South Carolina	8,820,885	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	412,757	196,985	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	606,214	514,600	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,307	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	150,264	—	586,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,516	----	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,126	44,666	—	----
1859.	34.2	—	7.0	—	1.2	2	51	Mo Minnville and Manchester	538,807	66,816	—	144,894	406,000	5,000	----	34.2	30,066	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,852	*	—	2,056,544	1,731,000	----	----	159.0	----	734.115	337,384	6	----
1859.	----	----	----	----	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	67,960	127,953	87,243	—	----
1859.	30.0	—	0.8	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
-- --	'58 32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'rdo	----	----	—	----	----	----	----	32.0	----	----	----	—	----
-- --	'58 56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
-- --	'60 50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275.000	240,000	171,580	----	50.0	31,300	32,670	----	—	----
1 May	'60 70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	389,000	----	70.0	102,200	282,846	195,565	—	----
-- --	'59 25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								VERMONT.													
31 May	'65 110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880 277	*	—	1,679,600	633,500	----	3,022,466	105.0	164,794	423,180	184,470	—	----
31 Aug.	'63 119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556.275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449.551	423.027	112,163	—	----
31 Aug.	'63 62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,653	—	1,097,000	----	----	1,206,683	62.5	186,761	185,474	67,785	—	----
31 May,	'63 117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10.000,000	174.5	886.269	941 045	262,987	—	½
31 May,	'63 47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	----	1,687,500	oper.	by Vt.	Central	----	8	96½
30 Jun.	'63 23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,301,888	23.7	48,995	61,267	26 451	—	----
30 Jun.	'63 59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	760,000	----	----	oper.	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug.	'59 41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	----
30 Sep.	'59 77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,999,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep.	'59 79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,973	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep.	'59 103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep.	'60 88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,083,655	2,517,500	590,056	----	167.7	270,840	450,427	232,214	—	----
30 Sep.	'59 123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,258	133.4	----	410,166	201,344	—	----
30 Sep.	'59 59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	—	7½
30 Sep.	'65 140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,653,500	775,142	8,711,091	191.7	----	1,183,136	81,892	—	----
30 Sep.	'59 75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	----	78.6	159,961	279,945	145,886	7	----
30 Sep.	'59 22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	635,760	204,808	26,853	----	43.5	1,058,064	163,753	79,585	6	----
30 Sep.	'59 23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan.	'60 80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121.053	7	----
30 Sep.	'60 178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,490,592	52,929	4,832,925	195.0	280 968	634,081	359,130	5	----
30 Jun.	'60 204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
								WISCONSIN.													
31 Dec.	'64 195.0	175.0	----	—	54	36	868	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 55	—	57½
31 Dec.	'65 191.9	44.0	23.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915 288	1,985 511	647,631	—	----
10 May,	'64 103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,228	5,692,471	142.8	466,043	490,597	138,210	—	----
								CANADA.													
31 Jan.	'63 161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	226,798	67,652	—	----
31 Dec.	'62 49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,569	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	1a
30 Jun.	'63 1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	5,,10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	----
31 July	'63 229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	14	----
31 Dec.	'64 94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,466,616	----	----	----	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,135	—	----
								NEW BRUNSWICK.													
1 Oct.	'62 108.0	0.9	12.0	—	14	18	271	European & North American	4,569,416	*	—	4,658,708	—	—	4,658,708	108.0	100,421	107,640	20,005	—	----
1 July,	'61 60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,745	102,888	—	1,380,000	18,100	136,000	1,799,232	60 0	----	132 455	36,070	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	37,184	—	----
								NEW GRANADA.													
Dec 63	2.	—	----	—	11	22	120	Pan ma	3,000,000	*	655	5,000,000	75,000	—	10 762,773	48.7	----	137,638	1323 921		60

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	24½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	49½
Chicago & Alton (preferred)	2,425,400	7	7	102
Chicago & Northwestern (pref.)	12,994,720	7	7	59½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	74
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	74½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	44
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99
" " (2d pref.)	1,014,000	7	7	32½
Milwaukee & St. Paul (preferred)	2,400,000	7	—	72
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	62
Toledo & Wabash (preferred)	984,700	7	7	93
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	-------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	88
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	92½
2d Mortgage	295,750	6	-------	------	90
Boat Loan	99,852	6	-------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	81
Improvement	1,608,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	110
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	54½
Delaware and Hudson	100	10,000,000	10	105
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,091,700	10	57½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	86
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	26½
" " (preferred)	50	2,888,988	—	34
Susquehanna and Tide Water	50	2,048,260	—	15½
Union	----	----------	----	2½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	29½
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	46 50 @ 48 —
Pig, American, No. 1	46 — @ 48 —
Bar, Refined, English	95 — @105 —
Bar, Swedes, assorted sizes (in gold)	95 — @105 —
Bar, Swedes, assorted sizes	165 — @ — —
Bar, English & American, Refined	120 — @ — —
Bar, English & American, common	110 — @ — —
Scroll, English	150 — @200 —
Ovals and Half round	145 — @155 —
Band, English	— — @150 —
Horse Shoe	145 — @150 —
Rods, English	122 50 @180 —
Hoop, English	155 — @220 —
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	— 27 @ — 28
Sheet, English, Single, Double and Treble	— 6 @ — 8
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	55 — @ — —
Rails, American	80 — @ — 85

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18@ — 24
English Spring (1st & 2d qlty.)	— 11½@ — 13
English Blister (1st & 2d qlty.)	— 12½@ — 20
English Machinery	— 14 @ — 16
German	— 15½@ — 17½
American, Blister	— 11½@ — 13½
American, Cast, Hammered	— 18 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 12½
American Machinery	— 14 @ — 15
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— 43 @ — 45
Sheathing, Yellow	— — @ — 33
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 32 @ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— 6 75 @ — 7 —
German Refined	— 6 75 @ — 7 —
English	— 6 75 @ — 7 —
Bar per lb.	— — @ — 11
Pipe and Sheet	— — @ — 11

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 19½@ — 20
Straits	— 18½@ — —
English	— 18½@ — 19
Plates, Charcoal I. C per box	15 — @ 16 —
Plates, I. C. Coke	— 11 — @ 13 50
Terne, Coke	— 10 75 @ 11 —
Terne, Charcoal	— 14 50 @ 14 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	6 75 @ 7 —
Clinch (cash)	— — @ 8 50
Copper	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 35
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 24 @ — 24½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 73 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending June 27.

	Th 21	F. 22	Sat. 23	M. 25	Tu 26	W. 27
Atlantic M. S. S. Co	127	124	-----	124	-----	-----
At. & Gt. W. (O) 1st m't.	-----	-----	-----	-----	-----	-----
Buffalo, N. Y. & E., 1M. 95	-----	-----	-----	-----	-----	-----
California 7s	-----	-----	-----	-----	-----	-----
Canton Co.	-----	58¾	58	58	54	53½
Central Am. Transit	-----	-----	-----	-----	-----	-----
Chicago & Alton	98	99	99	-----	98	-----
" " pref.	-----	-----	-----	-----	-----	-----
" " 1 M.	-----	-----	-----	-----	-----	-----
" " S. F.	-----	-----	-----	-----	-----	-----
" " Inc. b'ds	-----	-----	-----	-----	-----	-----
Chicago, Burl. & Q.	-----	120½	-----	-----	-----	121
" " " 8 p.c.	-----	-----	-----	-----	-----	-----
Ohio. & Northwest'n	30	30	29¾	29¾	29¾	30½
" " pref.	59	58¾	58¼	58¾	59¼	59¼
" " 1st M.	-----	85¾	-----	86	87	-----
" " 2d M.	-----	-----	-----	-----	-----	-----
" " S. F.	92	-----	-----	-----	-----	-----
" " A. B.	-----	-----	-----	-----	-----	-----
" " I. B.	-----	-----	-----	-----	-----	-----
Chicago & Rock Isl.	95x	95½	94¾	94	94½	93¾
" 1st M. '70.	-----	-----	-----	-----	-----	-----
Clev., Col. and Cin.	-----	-----	117	-----	117	-----
Clev. and Pittsburg	85½	85	84½	82½	83	83½
" " 2 M.	-----	-----	-----	-----	-----	-----
" " 3 M.	-----	-----	-----	-----	-----	-----
" " 4 M.	-----	75	-----	-----	-----	-----
Clev. and Toledo	107¼	107½	106¾	106¾	106¾	106¾
" " S. F. 7 p.c.	-----	-----	-----	-----	-----	-----
Cumberland Coal, pref.	-----	-----	45½	45	45	45
Del. & Hudson Canal	-----	-----	-----	-----	-----	-----
Del., Lack. & West.	-----	-----	-----	-----	-----	-----
" " 1 M. 8 p.c. '71-5	-----	-----	-----	-----	-----	-----
" " 2 M. 8 p.c. '81	-----	-----	-----	-----	-----	-----
Erie	58¼	58¾	58¾	57½	59¼	60½
" pref.	-----	-----	73	73	73	74¾
" 1 M. 7 p.c. '67	-----	-----	-----	-----	-----	-----
" 2 M. 7 p.c. '79	-----	-----	-----	-----	-----	-----
" 3 M. 7 p.c. '83	-----	-----	-----	93	-----	-----
" 4 M. 7 p.c. '80	-----	91	-----	91	-----	-----
" 5 M. 7 p.c. '85	-----	-----	-----	-----	-----	-----
Galena and Chicago	-----	-----	-----	-----	-----	-----
" 1M. 7 p.c. '82	-----	-----	96	-----	-----	-----
Hann. & St. Joseph	-----	-----	-----	-----	-----	-----
" " pref.	-----	-----	-----	50	-----	-----
" " bonds	-----	-----	-----	-----	-----	-----
Hudson River	110¼	111¼	-----	111¼	-----	110¾
" scrip	-----	-----	-----	-----	-----	-----
" 1 M. 7 p.c. '69	-----	-----	-----	-----	-----	-----
" 2 M. S. F.	101	101	-----	-----	-----	-----
" 3 M. 7 p.c. '75	-----	-----	-----	-----	-----	-----
" conv. bonds	-----	-----	-----	-----	-----	-----
Illinois Central	120	120½	-----	120½	121	121
" Can. bd. ec.	-----	-----	-----	-----	-----	-----
" bonds	-----	103¼	-----	-----	-----	-----
Marietta & Cin. 1st pref.	42	41	40	40	40½	44½
" " 2d "	-----	-----	-----	-----	-----	-----
" " 1st mort.	-----	-----	-----	-----	-----	-----
Mariposa Mining Co.	-----	11	-----	11	-----	10¾
Michigan Central	107¾	108	103¾x	-----	103¾	104
" S F. 8 p.c. '82	-----	-----	-----	-----	-----	-----
" conv. 8 p.c. '69	-----	-----	-----	-----	-----	-----
M. S. and N. I.	79¼	79½	78¾	78¾	78½	78¾
" " guar'd.	-----	-----	-----	-----	-----	-----
" " 1 M. S. F.	-----	-----	96	96	-----	-----
" " 2 M.	-----	92	-----	92	-----	-----
Mil. and P. du Chien	-----	-----	-----	-----	-----	-----
" 1st pref.	-----	-----	-----	-----	-----	-----
" " 2d pref.	-----	-----	-----	-----	-----	-----
" " 1st M.	-----	-----	-----	-----	-----	-----
Minnesota Mining Co.	-----	-----	-----	-----	-----	-----
Miss. & Mo.	-----	-----	-----	-----	-----	-----
" L. G. bonds	60	-----	-----	60	-----	-----
Missouri 6s	-----	79	-----	-----	-----	-----
" ins. to H. & St. J. R.	-----	-----	81½	81½	-----	82
" " Pacific	79	80	80	-----	78½	-----
New York Central	99	99	98¾	98¾	98½	98½
" Real Estate	-----	-----	-----	-----	-----	-----
" " 7s, S.F. '76	-----	-----	-----	-----	-----	-----
" " 7s, conv. '76	-----	-----	-----	-----	-----	-----
" " 6s, S.F. '83	-----	-----	-----	-----	93½	-----
" " 6s, S.F. '87	-----	-----	-----	92	-----	93
N. York & Harlem	-----	-----	-----	-----	-----	-----
" "pref."	-----	-----	-----	-----	-----	-----
" " 1M. 7 p.c. '73	-----	-----	-----	-----	100½	-----
" " 2M. 7 p.c. '64	-----	-----	-----	-----	-----	-----
" " 3M. 7 p.c. '67	-----	-----	-----	-----	-----	-----
North Carolina 6s	84½	84½	84½	84¾	84¾	84½
Ohio & Miss. cer.	27	27½	-----	27	27	27
" " pref.	-----	-----	-----	-----	-----	212½
Pacific Mail S.S. Co.	-----	-----	-----	-----	-----	-----
Panama	-----	-----	-----	-----	-----	-----
Penn's Coal Co.	-----	146	-----	147½	-----	-----
Phila. and Reading	109	109	108½	108¾	108½	108¾
Pitts. Ft. W. & Chicago	98x	98½	99	98¾	98	98½
" 1M.	-----	-----	-----	-----	-----	-----
" 2M.	95½	-----	97	-----	-----	98
" " 3M.	-----	-----	88	89	-----	-----
Quicksilver Mining Co.	-----	51	-----	-----	49¼	47½
St. L., Alton & T. H.	-----	32	-----	-----	-----	-----
" " pref.	-----	-----	-----	-----	-----	-----
" " 1M.	-----	-----	-----	-----	-----	-----
" " 2M. pref.	-----	-----	-----	-----	-----	-----
" " Inc. b'ds.	-----	74	-----	-----	-----	-----
Tennessee 6s, 1890	97½	100	99½	99½	99	99
Tol. Wab. & Western	-----	-----	-----	-----	-----	-----
" Pref.	-----	-----	-----	-----	-----	-----
" " 1M. ex.	-----	-----	-----	-----	-----	-----
" " 2M.	-----	-----	-----	75	-----	-----
" " Int. b'ds.	-----	-----	-----	-----	-----	-----
Virginia 6s	-----	-----	66	-----	68	-----

New York Stock Exchange.

Actual Sale Prices for the week ending June 27.

	Th 21	F.22	Sat.23	M.25	Tu.26	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	101¼	----	----	----	----	----
U. S. 6s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	96⅝	96⅛	96⅛	96⅛	96⅛	96⅛
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	110¼	110⅛	110	----	110⅛	----
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	128	----	----
U. S. 6s, 1868, reg.	----	----	----	----	◁25	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	100⅛	100⅛
U. S. 6s, 5-20s, c. 1862	103⅜ x	103⅛	103⅜	103⅛	103⅜	103⅜
U. S. 6s, 5-20s, c. 1864	102⅞	102⅞	----	----	102⅞	102⅞
U. S. 6s, 5-20s, c. 1865	102⅞ x	102⅞	102⅞	102⅞	102⅞	103⅛
U. S. 6s, " reg.	105	103	----	----	103	----
7.30 Notes, 1st series.	102⅛	102⅛	102⅛	----	102⅛	102⅛
" " 2d series.	102⅛	102⅛	102⅛	102⅛	102⅛	103
" " 3d series.	102⅛	----	----	----	102⅛	102⅞
American Gold	----	----	----	----	152	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 26.

	W.25.	Th.21.	F.22.	Sat.23.	M 25.	Tu.26
Cattawissa	----	----	----	----	----	----
" preferred	25⅛	25⅛	25⅛	25⅛	25⅛	25⅛
Camden & Amboy	129½	----	130	----	----	----
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	----	90	90	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	54¼	54¼	54¼	54¼	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	54¼	58	----	----	----	57⅛
" " 6s,'84	88	----	----	----	----	----
Lehigh Valley R. R.	----	----	62¼	63	----	----
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	36	----	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	----	----	56½	56½	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	120	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	39	----
" " 6s.	----	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	----	43½	----	----
Pennsylvania R. R.	55	55	----	55	55	55
" 1st m.	----	----	----	----	----	----
" 2d m.	----	94	94	----	----	94⅛
Penn. State, 5s	----	90	92	----	93	92½
" " 5s, coupon	----	92⅛	----	----	----	----
" " 6s. W. L.	----	----	----	----	----	102⅞
Philadelphia City, 6s	----	93⅛	----	----	----	93⅛
" " new	96⅛	96	95⅞	96⅛	97	96⅞
" " muno	96⅛	----	----	----	97	----
Philad., Germ. & Nor.	----	----	55½	55	----	----
Phila. & Reading	54⅛	54⅛	54⅛	54	54½	----
" " 6s,'86.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
Philadelphia & Erie	30⅛	30¼	30⅛	31	30⅛	----
" " 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	91	----	----	----	----
Schuylkill Navigation	----	----	27	----	26⅞	27⅛
" " pref.	----	34	38½	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '75	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	60	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	18¼	18¼	18¼	----	18¼	18¼
Chestnut & Wal. "	----	----	----	----	----	----
Green & Contes, "	----	----	----	----	----	30
2d and 3d streets, "	----	----	88	----	88¼	----
Spruce & Pine, "	----	----	----	----	----	39

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 26.

	W 20.	Th 21.	F.22.	Sat.23.	M 25.	Tu.26
Baltimore City 6s, 1875.	98	----	----	98¼	----	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	----	99¼	----	99¼
Balt. and Ohio	----	109	----	----	109¼	110
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	97
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds,'85.	----	----	----	----	----	----
" " " 93.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 27.

	Th. 21.	F.22	Sat.23.	M.25.	Tu.26	W 27
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	119	----	----	----	----	120¼
Boston and Providence	----	135½	135¼	----	----	135⅛
Boston and Worcest.	----	----	----	----	----	135
Cheshire, pref.	----	----	----	----	49	49
Concord	----	----	----	----	63	----
Connectient River	----	105½	----	----	----	----
Eastern, Mass.	104½	105¼	105¼	----	105¼	106
Eastern, N. H.	----	105½	----	----	----	105½
Fitchburg	----	113½	114	----	111	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	110	109¼	----	----	----	104
Northern, N. H.	94½	----	95¼	----	----	95¼
Old Colony and Fall R.	107½	107¼	107¼	103½	103½	104
Ph., Wil. & Baltimore	----	----	60	60	----	59½
Portl'd, Saco & Ports.	----	----	97½	----	----	100
Vermont & Canada	96½	----	96½	----	96½	----
Vermont & Mass.	----	48	48	----	----	46½
Western	142	142	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	92	----	----	----	----	----
Metropolitan "	----	50½	50	50½	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	43	42	----	42	41	40
Franklin "	42½	42½	42	----	----	----
Huron "	----	----	----	40	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	11¼	----	10⅜	----	----
Pewabic "	36⅜	----	35¼	----	----	----
Pittsburg "	----	----	----	50	----	----
Quincy "	----	----	----	47	----	----
Rockland	5⅛	5⅛	5⅛	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 15th of June.

United States 5-20 yrs., 1882, 6 per cent	64½@ 65
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	40 @ 41
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 68
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1890	49 @ 51
Erie shares, $100 (all paid), 8 p. c	40½@ 41
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	74¾@ 75
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	— @ —
Do $50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, June 30, 1866.

Stock Exchange and Money Market.

The report of the associated banks of this city for the week ending June 23, shows the following results: Their loans have increased during the week, $1,135,261, the specie has decreased, $2,713,209, the circulation has lessened, $302,462, their net deposits have fallen off, $446,383, while their legal tenders have increased in amount by the sum of $1,661,214. Thus we see the metallic reserves have declined very considerably, but the banks with but small circulation like those in this city are safe as long as their legal tenders are abundant, and these pass as money by the operation of law. This brings us to consider the subject of the resumption of specie payments, which just now appears to be very remote; so far from it, indeed, that we think events are quite unfavorable to the idea. The late news from Europe is not only warlike but discouraging. In a few short months the clouds of war have grown more dense, and we all know what tempests follow when the sky becomes heavy and stormy. In a late number we ventured the opinion that the metallic reserves of the nations engaged in the conflict would not hold out three months. The statement is being verified already. Italy has suspended specie payments, so far as to place certain kinds of paper money on a par with it in the discharge of debts, and though the sum thus far set afloat is moderate, we know very well no issue will stop until a heavy depreciation takes place. In Austria, paper is also circulated as money in place of the hard metals, and has been for some time, and Austria was never remarkable for its currency, even when it was pretended to be convertible. France is reported to be enjoying a plethora of specie. The Bank of France is said to have in its vaults more than six hundred millions of francs, above one hundred millions of dollars more at one time than it ever had before, or the Bank of England has had in its most prosperous days. This enormous sum is at the disposal of the French Emperor, practically and politically, and enables him to dictate to the rest of Europe. That he will do so when the right moment comes for him we do not doubt, and yet even he, if there be much of a struggle, will find himself obliged to resort to paper. So that it is quite possible there may be a general suspension of specie payments throughout Europe in a year or two, though the English will fight hard against the necessity. Such a state of things bids defiance to all deliberate calculation, but its possibility is already forseen and felt in this market. We see the speculators in gold preparing for a rise, and the importations kept up with incredible boldness. It seems to be a common idea among our merchants that we can receive all the goods of the world and consume them. Money is plenty, and people will have what they want as long as they can get the funds. Labor is still high, wages are dear, a man at the brainless work of the shovel can get his three dollars and three dollars and a half a day, and many a mechanic earns from $4 to $10 a day without much difficulty. It is but little matter how much a thing costs, if the money to pay for it is at hand. We have yet some things to understand in this country, and have not learned them yet. The French nation recovers itself from its financial difficulties by its economy, we do not think it worth while to practise it. We may learn this after a time.

The combination to keep up the price of gold is strong and vigilant. It is favored by circumstances, not interfered with by any. We have a large amount of currency afloat, a paper dollar is worth but about two-thirds of its face, and prices keep up very much in accordance. Some articles, such as tea, are higher than ever, and those who like the cup which cheers but not inebriates do not fancy this state of things. In this world we wish to have some comforts at a moderate cost, but a dollar for a peach is rather excessive even in the United States. As regards the general management of our national finances, as far as the Government is concerned, everything is going on well. This confidence enables us to disregard temporary inconveniences. We find the fundamental policy of the Secretary of the Treasury, which we have fully approved and all philosophical and practical minds must accept, is persevered in though in the face of much opposition. Since July 1, 1865, we find the greenback notes have lessened in amount from $433,169,569, to $402,128,318 on the 1st of June, and none since then have been issued to swell the amount. The

5 per cents during the same time, those which were used as currency, and which were in July, 1865, out to the extent of $39,954,230, have been paid off, the compounds have been reduced in the same time from $212,126,470 to $162,012,140, making a total reduction of all the national obligations to be equivalent to $121,100,811, and we have as we shall presently see, an enormous balance in the Treasury, and eleven States doing little or nothing to lessen the public debt. But more than this. We may safely add to the effect of this diminution the amount of those remaining compound notes, which bear a premium, and consequently are in fact withdrawn from active circulation, to wit., $162,012,140. It is also estimated that the next monthly statement of the Treasury will show that the whole amount of greenbacks afloat is but about $390,000,000, and the authorized contraction by the Treasury after 6 months from April last, will be $4,000,000 per month more. During the last nine or ten months the Treasury has largely reduced the principal of the public debt, besides meeting all the expenses of the army and navy and others of less questionable necessity, and for which Congress alone is responsible.

Nevertheless it is questionable whether with a European war, the rise of gold and the condition of trade, it will be easy to fund the old debts falling due into a new one at 5 per cent. We have yet to face many financial difficulties. The question is on whom shall the disadvantage of a change most properly fall. We come back to first principles, and maintain that labor and industry shall be spared, and speculation and large profits look out for themselves. They have had the field to themselves for a long time, let the classes who toil, and produce and save, have their turn; without them we should be nowhere.

We have had placed in our hands the proposals of a new American Company, a kind of *credit mobilier*, authorised by the Legislature of Tennessee, the object of which is to assist the industry and commerce of the South. The document is an able well considered one, and offers in its arguments many inducements for its establishment. We have not room to enlarge upon it in this place as we shall be pleased to do at a fitting opportunity. We understand that the company has taken offices in this city and are likely to find favor with capitalists. Certainly any project which will restore the business, the prospects and the commerce of the South will always find in our columns a warm support.

We find on our table a congressional document of great interest. It, is the report of James W. Taylor an agent of the Treasury on our commercial relations with British America. It was communicated officially to Congress by Mr. McCulloch, in reply to a resolution of Congress passed by that body in March last. It contains numerous tables of shipping, exports, values, articles and duties for 13 years, and throws great light on Canadian commerce, tariffs and products; among those of the maritime provinces as coal, 652,-854 tons being raised and sent to market in the year 1865 from Nova Scotia alone. The report is very descriptive of the various provinces and territories, and altogether is a valuable addition to our stock of information. But what makes the report most conspicuous is the suggestion of a plan of union with the provinces, representation, &c., to be affected by the United States, with an offer on our part when effected to pay $85,000,000, as follows: Canada West $36,500,000, Canada East $29,000,000, Nova Scotia $8,000,000, New Brunswick $7,000,000 New Foundland $3,000,000 and Prince Edward's $2,000,000. The proposed Act making these grants gives also annually in aid of local expenditures $1,646,000 to the provinces in particular proportions, and also provides that Canada West shall have 12 members of Congress, Canada East including New Foundland 11, New Brunswick 2, Nova Scotia Prince Edwards' 2. The navigation of the St. Lawrence and the Canals are to be improved so as to admit the passage of ships of 1,500 tons, and the expense is not to exceed fifty millions of dollars. Various railways are also promised. It is proposed to do all this by act of congress and many other things with about 13 sections.

But it must not be forgotten that this plan of annexation is but the plan of Mr. Taylor, and is submitted without opinion by the Secretary, and the probability is, that it will not meet with a favorable response by the Provinces if it assume even a more positive shape. Confederation is a settled purpose with them at present, and this conclusion has been arrived at by the abrupt termination of the reciprocity treaty, but more by the late Fenian invasion. This last affair has done that business effectually. There were those who foresaw all this, and who recommended a continuance of commercial reciprocity to keep this trade as it was. What now remains for us is to make the best of it, but as to the provincials, we conceive that it is the interest of the confederates to keep themselves free from the complications of all future foreign wars. This is their only danger, and one which they might as well avoid as did the colonies in the time of the last James. The fate of Canada in case a war breaks out between the United States and England is very clearly to be seen. It is the interest of the Provinces to secure their neutrality as soon as possible. That done they may look forward to permanent prosperity. We believe there are Statesmen in England and in Canada who see the force of this position very clearly and will advocate it. The mining market is still easy. Interest is in many cases put as low as 4 per cent., though the use of gold is paid for at the most usurious rates. The price demanded is enormous. Governments are quiet and steady, quite unaffected by the turmoil in the street. They continue favorites with all classes, and are easily converted into cash or used as securities. Exchange is still dull, in fact under par. If there are any debtors who owe much abroad, they have their own way about remitting and make their own terms. They certainly just now are a highly favored class. It is reported that the Rothchilds have written their correspondent here to draw no more bills and ship no more gold! The shipments recently made have been principally on speculation and a poor one at that. It is only when exchange is high and money scarce that the bill sellers make their harvest.

It has often been predicted that New York was yet to become a great financial centre for the world, and that here heavy financial negotiations would take place. The first remarkable movement in conformation of this theory is the advertisement of a Roman loan. In other words the Holy See has asked and advertised to borrow four millions of dollars in the city of New York and regular coupon bonds are being offered by his agents here at the rate of $100 in bonds for $66 in gold paid for the same. The interest of 5 per cent. is payable here and in Paris and amounts in fact to 7½ per cent. The Arch Bishop of New York has indorsed the loan, and subscriptions are received by Duncan Sherman & Co., and others. This loan is an appeal to American Catholics especially, and will no doubt meet with favor. It is a symptom of the times, when finance uses religous influence to obtain success, and when New York is esteemed a point at which capital may be hereafter extracted by foreign interests.

The New York exports, exclusive of specie, for the week ending June 26, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,455,906	$2,388,335
Prev. reported	74,457,062	102,495,879
Since January 1	$76,912,968	$104,884,214

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$992,825	$2,074,282
Gen. merchandise	2,215,391	4,672,661
Total for the week	$3,208,216	$6,746,943
Prev. reported	67,407,274	155,694,466
Since January 1	$70,615,490	$162,441,409

The balance in the Sub-Treasury on Wednesday was $99,052,846 84.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 6s, 1873, 96; do., 7s, Bounty Loan, 102⅜; Tennessee 5s, 80; Chicago and Milwaukee 1st mort., 90; McGregor Western 1st mort., 64; Galena and Chicago 2d mort., 95; Indianapolis and Cincinnati R. R., 70; Central R. R. of New Jersey, 119½; Milwaukee and St. Paul, 57½; do., pref., 72; do., 1st mort., 92; Cattawissa, 77¼; New York and New Haven R. R., 110¾; Cary Imp. Co., 12; Boston Water Power, 35; Spruce Hill Coal, 4; Spring Mt. Coal, 39¼; American Coal, 61; Wilkesbarre Coal, 54½; Wyoming Valley Coal, 40; Mariposa pref., 21; Brunswick City Land, 8⅛; Manhattan Gas, 150; Smith and Parmalee Gold, 9⅞; Western Union Tel., 53; do., Russian Extension, 106; Metropolitan Bank, 119; 4th National Bank, 99; Bank of Commerce, 113¼; Ocean Bank, 100; Merchants' Bank, 110; St. Nicholas Bank, 105; Am. Ex. Bank, 112; Nassau Bank, 107; Continental Bank, 110; Bank of Commonwealth, 102; Central Bank, 106.

Philadelphia.—Allegheny Co. coupon 5s, 74; Pittsburg 5s, 71; Girard College R. R., 30; 13th and 15th streets, 22½; Chesapeake and Delaware canal, 110; St. Nicholas Coal, 2.69; N. Y. and Middle Coal Fields, 4¾; Shamokin Coal, 7; New Creek Coal, ¾; Big Mt., 4¾; Mahanoy Coal, 2; Fulton Coal, 6; Clinton Coal, ½; Keystone Zinc, ¾; Eagle Gold, 6½; Mechanics' Bank, 31; Southwark Bank, 100; Central Bank, 119; Philadelphia Bank, 142; Penn. Township Bank, 52; Manuf. and Mech. Bank, 52; Farmers' and Mechanics' Bank, 124¼; Girard Bank, 53; Ocean

Oil, 5⅜; Maple Shade, 2¾; Dalzell, ⅞; Jersey Well, ¼. The latest quotations are: City 6s, 93@93⅛; do., new, 96½@96¾; State 5s, 92½@93; do., coupon, 93@94; do., 6s, W. L., 102¼@103; Phila., Wil. and Balt., 59½; Reading, 54⅜@54½; do., 6s, 1870, 93½@95; do., bonds, 90½@94; do., con., 109@110; Camden and Amboy, 133¼@133¾; Penn R. R., 55@55¼; do., 1st mort., 100¾@101; do., 2d mort., 93¾@94; Little Schuylkill R. R., 39@39¼; Morris Canal, 85¾@86¼; do., pref., 120@121; do., bonds, 87½@88; Wyoming Valley Canal, 65@66¾; do., 6s, 80@85¼; Susquehanna Canal, 14@16½; do., 6s, 58@62; Sch. Nav., 26¾@27; do., pref., 38⅞@34; do., 6s, 1882, 78@80; Union Canal bonds, 23½@25½; Delaware Div. Canal 54@56; do., bonds, 82@90; Elmira and Williamsport, 28@32; do., pref., 43@48; do., 7s, 1873, 97@100; Lehigh Coal and Navigation, 58¼@58½; do., bonds, 1884, 87¾@88; North Pennsylvania, 38½@39; do., 6s, 90@92; Philadelphia and Erie, 30⅝@30¾; do., 6s, 88@90; Minehill, 56¾@57; Catawissa, 31@35; do., pref., 24⅜@24½; Lehigh Valley, 62½@63; do., bonds, 91½@91¾; Fifth and Sixth streets, (horse,) 42@50; Second and Third, 88@90; West Philadelphia, 72@74; Spruce and Pine, 39@39½; Green and Coates, 30@32; Chestnut and Walnut, 60@62; Thirteenth and Fifteenth, 21¾@22; Girard College, 28@30; Tenth and Eleventh, 59@60; Norristown, 55¼@55½; Union, 39@41; Hestonville, 18¼@18⅜.

Boston.—Vermont Central, 1st mort., 105; do., 2d mort., 35; Boston, Hartford and Erie 7s, 50; N. Y. and Boston Air Line 6s, 43; Ogdensburg 1st mort., 96¼; do., 2d mort., 43⅛; Vermont Central and Vermont and Canada 8s, 1876, 100; Boston and Lowell 6s, 99½; Conn. and Pas. Riv. pref., 74; Troy and Greenbush, 50½; Ogdensburg and Lake Champlain, 43¾; do., pref., 100; Union Railway, 93¾; Massachusetts 5s, 1873, 97⅛; Rhode Island 6s, 97; Vermont 6s, 1871@1874, 97¼@98; Cincinnati 6s, 90; Gardiner, Me., 6s, 1870, 92; Cambridge 5s, gold, 1893, 95¼; St. Louis Co. 7s, 94¾; St. Louis City 6s, 1883, 86¼; Cook Co., Ills., 7s, 93¾; Roxbury 5s, 1879, 98; Hartford 6s, 1890, 96; Chicago 7s, W. L., 97; do., Municipal, 95; Albany 6s, 1891, 96; Boston 6s, 1876, 100; do., 5s, gold, 1867, 144½; do., 1868, 128; do., 1877, 98¼; Boston Water Power Co., 44⅞; Cary Imp., 12; Waverly Land, 3½; Essex Co., 93; Tremont Imp. Co., 15; Boston Gas, 770; Lynn Gas, 100; Consolidated Gregory Gold, 18¼; Montezuma Gold, 50c.; Quartz Hill Gold, 3⅞; Adams Express, 122; Short Mt. Coal, 22¾; Summit Branch Coal, 12¾; Mammoth Vein Coal, 11¼; Franklin Coal, 5½; Mt. Pleasant Coal, 29; Belmont Coal, 3½; Excelsior Oil, 40c.; Mass. and Oil Creek, 32c.; Stewart's Run, Pet., 25; Pepper Well, Pet., 3; United States, 8.67; Buchanan Farm, 33c.; Cherry Run, 20c.; Tremont Bank, 117⅞; Market Bank, 110¼; Everett Bank, 99½; Traders' Bank, 101¼; Suffolk Bank, 116; Old Boston Bank, 66; North Bank, 41½; 2d National Bank, 144¼; Blackstone Bank, 123; Webster Bank, 109¼; Washington Bank, 121¼; Merchants' Bank, 120½; Atlas Bank, 115; 3d National Bank, 105; Maverick Bank, 103½; Bay State Mining Co., 11¼; Calumet, 8½; Concord, 3⅞; Dana, 2⅛; Hancock, 23¾; Hanover, 2; Humboldt, 5; New England, 50c.; Petherick, 5; St. Clair, 3¾; Star, 1¾; Superior, 3⅜; Toltec, 9.

Baltimore.—Marietta and Cincinnati bonds, 78½; Western Maryland bonds, 75; Virginia 6s, registered, 41; Maryland 5s, 60; Oakland Mining Co., 25; Santa Clara, 9½, Maryland Anthracite Coal, 4; Baltimore Chrome, 0.65; Mechanics Bank, 17⅛; Farmers' and Merchants' Bank, 44¼; Franklin Bank, 12⅝; Union Bank, 69. The latest quotations are: Balt. and Ohio, 109¾@110; do., 6s, 1867, 97@100; do., 1875, 96¼@97; do., 1880, 95¼@95½; do., 1885, 95@95¼; Northern Central, 43@43½; do., bonds, 1885, 84½@85; N. W. Va. 1st mort., 1873, 97@98; do., 2d mort., 90@92; do., 3d mort., 87@87; Marietta and Cincinnati 7s, 1891, 78@78½; Central Ohio, 21@25; do., 1st mort., 79@79¼; Western Md. bonds, 75@80; do., guar., 97@97¼; Maryland 6s, coupon, 1870, 98@101; do., Ins., 101@101½; do., 1890, 98@101⅜; Baltimore 6s, 1870, 95@97; do., 1873, 94@98; do., 1875, 98@98½; do., 1886, 98@100; do., 1890, 99½@100; do., coupon, 100@100; do., Park, 99@99; do., 1892, 92@95; do., 5s, 1838-'70, 82½@83; City Passenger R. R., 18@19; Canton Co., 59@61; Gardner, 0.30@0.35; Am. Gas Coal, 0.30@0.40; Maryland, 0.15@0.20; North State, 0.10@0.15; Springfield, 0.10@0.25; George's Creek, 100@110; Santa Clara, 9@11; Balt. Chrome, 0.40@0.50; Bare Hill, 0.75@0.85; Atlantic Coal, 0.80@0.85; Mineral Hill, 0.45@0.70; Baltimore Coal, 140@200.

B. C. Morris & Son.

This new stock commission house, doing a general business in money and securities, and making collections in the States and Canada, propose to carry out some principles which will make monied transactions much safer for principal and agent with ample security for both. They intend to receive and issue certified checks exclusively, and to require the amount of a probable order to be fully covered at the time of giving it. They will neither buy nor sell stocks at option. It will thus be seen that they propose quite a revolution in the mode of doing business, so much to the advantage of the public, that they will undoubtedly be considered as public benefactors.

Imperial Mexican Railway.

The Imperial Mexican Railway connecting the capital city with Vera Cruz, a distance of 350 miles, is one of the greatest railroad enterprises ever undertaken. In a distance of 55 miles an elevation of 7,000 feet is to be overcome, corresponding to 119 feet per mile, or 2 feet in every 44½ feet throughout the whole distance. The most abrupt ascent ever before achieved was that on the Copiapo line in Chili, 196 feet per mile in 17 miles; but the chief incline of the Mexican Railway at Maltrata will overcome 211 feet per mile in a distance of 23 miles. In achieving this part of the work, the engineers have been called upon to construct over the river Metlac, midway between the cities of Orizaba and Cordova, a viaduct which, when completed, will surpass any structure of the kind now existing in the world. This viaduct, to consist of an iron bridge, now nearly completed in England, will carry the road over the Barranca de Metlac, at the enormous height of 380 English feet, nearly 150 feet higher than any such work now extant. One hundred and sixty miles of this road will be opened this month, and the whole is under contract to be completed on the 30th of April, 1869. The road is built under the superintendence of Col. Andrew Talcott, an eminent American engineer.

Platte County Railroad.

We learn from the Kansas *Journal* that the Council Bluffs and St. Joseph Railroad Company, through their President Mr. Phelps, have purchased that portion of the Platte County Railroad extending from St. Joseph to the State line north paying therefor $150,000 in Missouri State bonds. Mr. Phelps obligates himself to complete the road to the Iowa State line by the 1st of January, 1867. Cars already run to Savannah, and the grading is completed to Forest City. The line for the balance of the way follows the Missouri River Valley, where the grading is very light, and the necessary bridging and culverts can be built at a slight expense. Mr. Phelps has already purchased, we understand, the necessary iron and other materials for its speedy construction. Othe County in Nebraska has donated $100,000 in county bonds to aid in its construction to Nebraska City, upon condition that it be built to that point one year from September next. Mr. Phelps has accepted the conditions, and obligates himself to finish the contract, so that enterprising city can expect an Eastern and Southern railroad connection inside of 15 months.

Baltimore and Potomac Railroad.

The directors of this road have resolved to receive proposals for its construction, on the following terms: First. The right of way to be secured, and the road to be located by the company. Second. The road to be completed from Baltimore city to Upper Marlboro', with a branch road to the city of Washington, and delivered to the company on or before the first of January, 1870, and from Upper Marlboro' to the Potomac River, to be completed and delivered within the time required by the terms of the charter. Third. Payment to the contractors to be made in the bonds of the company, bearing interest from January 1, 1870, or from completion of road to Upper Marlboro' and the branch, and the bonds to be delivered at 80 per cent.

Tennessee State Bonds.

The Tennessee State bonds, which are now selling at 99¾@100, carry 33 per cent. arrearages of interest since the 1st of January, 1861. Three per cent. of this interest, or the half-yearly coupon of July 1, 1866, will be paid in cash, on that day at the National Bank of the Republic in this city. The other 30 per cent. is fundable into a new bond due at or about the same time as the original bond. Whether the holders of the old bonds will be permitted to accept the cash payment on the surrender of the 1st of July, 1866, Coupon, without funding the other 10 Coupons in arrear we are not advised. But we advise all holders to accept the settlement in full in order to make their Bonds at all times marketable. After the 1st of July the New York Stock Exchange dealings will be in the Bonds as readjusted, that is ex all Coupons.

☞ Some 15 or 20 men, with teams, have commenced work upon the Utica, Chenango and Susquehannah Valley Railroad, near N. W. Moore's lower paper mill, a short distance from Souquoit. The work is being done under the contract entered into with Henry Bailey, esq., of Watertown.

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Corresponding week previous year.... 20,379 73

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Receipts from Jan. 1, to June 21:
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The earnings of the Chicago and Rock Island Railroad for the 3d week in June, 1866, were $77,924 00
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The earnings of the Grand Trunk Railway of Canada for the week ending June 16th, 1866, were $123,094 00
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Minnesota State Railroad Bonds.

The Minnesota Legislature at its last session passed an act for the Equitable adjustment of the State Railroad Bonds, the following is a copy:

Be it enacted by the Legislature of the State of Minnesota:

Section 1. The Governor shall nominate, and by and with the advice and consent of the Senate, appoint three commissioners, citizens of this State, who, having qualified by filing in the office of the Secretary of State an oath of office, shall inquire into and report to the next Legislature of this State, at the commencement of its session, who are the holders of the State railroad 7 per cent. bonds, issued under and pursuant to the amendment to section 10 article 9 of the constitution adopted April 15, 1858, the amount due to each holder thereof, and the amount which each bona fide holder paid therefor.

Sec. 2. The said board shall have power and authority to receive propositions from the several owners and holders of said bonds on what terms they will surrender the same to the State, and to inquire into and examine all claims arising under the amendment aforesaid, and report thereon as required in section 1 of this act.

Sec. 3. The said Board of Commissioners shall cause a notice to be published in two newspapers published at St. Paul, and one newspaper published in the city of Boston, and one in the city of New York, stating the time and place of their meeting and the object of their appointment, and requiring the holders of said bonds to present before the said Board of Commissioners their claims against the State, together with proof of the amounts paid for said bonds. The said Board of Commissioners shall have power to send for persons and papers, and to administer oaths, and to examine any party presenting claims under oath or by deposition.

Sec. 4. All claims or bonds arising under and by virtue of said amendment, which shall not be presented to said Board of Commissioners prior to the first day of January, 1867, shall be forever barred, and the Legislature will not feel bound to recognize.

Sec. 5. This act shall take effect and be in force from and after its passage.

Approved February 28, 1866.

The commissioners appointed by the Governor of Minnesota, by virtue of the above-named act, are now in session at the Astor House, in the city of New York, and will meet at the Capitol in the city of St. Paul on the 18th day of July, 1866.

Baltimore and Ohio Railroad.

The usual monthly meeting of the directors of this company was held in Baltimore on the 14th inst., the President, J. W. Garrett, Esq., presiding.

In addition to the usual routine business, the board approved the recommendation of the committee of transportation for a material reduction of the local tariff on agricultural implements, to take effect on the 18th instant, the business in which, it was stated, had recently largely increased.

The board also approved of the purchase of a large additional property upon Locust Point, at a cost of $25,750, designed for the increase of station facilities at that point, and for use in connection with the large steamers intended hereafter to ply between Baltimore and European ports.

The proceedings of the convention of the four Atlantic trunk lines, held in New York on the 22d and 23d of May last, were submitted, and the action of the president in connection with the agreement then made was unanimously approved.

The president called the attention of the board to the frequent attacks that had recently been made by certain newspapers in Washington city and other parties, who were apparently in the interest of the so styled air lines and other projects which were claiming the legislation of Congress and its authority for building railroads through the territory of the State of Maryland. The allegation had been repeatedly made by these parties that the Baltimore and Ohio Company did not design to act in good faith in the construction of the railroad from the Point of Rocks to Washington. The president desired to review the action of the board, and to develop, in the most authoritative form, the present determination of the company upon this subject. During the war, especially, much anxiety had been expressed by leading members of Congress and many of our most distinguished military officers for a direct interior line to the West—a line which, in the case of foreign war, would be removed from the danger of attacks from the coast, and which would economise the cost and time of transportation, both for freight and passengers, from a large portion of the West and Northwest.

The company was advised by many eminent members of the Government and of Congress that if it would obtain legislation from the State of Maryland to build a direct line of road from the Point of Rocks to the city of Washington, all the reasonable requirements of all parts of the country would be gratified, and there would be no danger of any attacks upon the policy and interests of the State of Maryland in connection with her system of internal improvements. With great unanimity the Legislature of Maryland granted a charter for the Metropolitan Branch, free from capitation or other tax, and the company proceeded at once to survey and locate the line. The distance from Point of Rocks by the Relay House to Washington is 91 miles. The line selected by the engineers for the Metropolitan Branch is but 42 miles, showing a saving of distance for the immense travel and business from the West to Washington of 49 miles.

The company has already effected contracts, amounting to over $56,000, upon which the work is rapidly progressing, upon the heaviest portion of the line, at Parr's ridge, and as the president understands the determination of the company, its design is fixed to progress rapidly with the work upon the route, as soon as the requisite legislation is obtained from Congress for the portion of the line in the District of Columbia, and when it is ascertained that the reasons upon which the action of the company is based are correct, namely, that no unnecessary and competing lines will be authorized by Congress, which would serve to damage largely or destroy the investment which would be thus made. As these reckless charges have been recently repeatedly made, undoubtedly for the purpose of unjustly influencing Congress in its action upon antagonistic bills now before it, a further expression of the judgment of the board was now desired, that the president might continue to speak authoritatively upon the subject.

It might not be improper to state that an absurd and untruthful statement had been made that the quartermaster general had recommended the department to build a road from Washington to Point of Rocks during the war, and that the influence of this company was used to prevent the construction of such a line for the Government. This charge, like those being made generally against the company, is without the slightest foundation. The officers of this company certainly never heard of such a design, and the president judged that the quartermaster general would be as much surprised as himself by having attributed to him a design to build such a road for the Government during the war.

Col. Nicholas offered the following resolution, which, after receiving the earnest endorsement and approval of the members who addressed the board upon the subject, was adopted by a unanimous vote:

"*Resolved*, That the president be authorized to state that the policy of the Baltimore and Ohio Railroad Company, as heretofore declared, is to build the Metropolitan Branch Road from Point of Rocks, to Washington, and that, the work there-

on shall be vigorously prosecuted, provided that the construction of no additional or parallel line or lines be authorized by the Congress of the United States."

In the course of the debate attention was called to the fact that the company now possesses a first-class double track road from the Point of Rocks to the Relay House, and from the Relay House to Washington, and the present capacity of the road is far more than quadruple any probable business for Washington, but that the direct branch road would be built, although upon a most costly route, irrespective of remunerative results, in order to gratify and promote the various and large interests that would be benefited by its construction.

A communication from W. P. Smith, master of transportation of the company, was submitted, tendering his resignation, to take effect on the 30th instant, in connection with which the president offered the following resolutions, which were unimously adopted:

"*Resolved*, That in accepting the resignation of William Prescott Smith, as master of transportation of this company, this board takes pleasure in acknowledging its sense of the ability, fidelity and integrity with which, during many years, and in trying periods, he uniformly discharged the duties of his office.

"*Resolved*, That the board hereby tenders to him its most cordial wishes for his future success and prosperity."

The president then nominated Mr. John L. Wilson (the present master of the road) as the successor of Mr. Smith as master of transportation. In making this nomination, the president stated that Mr. Wilson entered the service of the company in 1848; that he was appointed assistant master of road in 1854, and master of road in 1858; that during the eighteen years of service in the company, Mr. Wilson had been distinguished by a uniform devotion to its interests, by the exhibition of marked foresight, energy, courage, indomitable perseverance, and by the most careful and judicious selection of the officers and men in his department. It was scarcely necessary for the president to state to the board that to this eminently practical officer the company had been largely indebted for many of the brillant successes of his department during the war, in the rapid and repeated reconstruction of the bridges, tracks and works of the company; that under his supervision, prior to the war, many of the principal and most difficult tunnels of the company were successfully arched, and much superior bridge masonry and double track had been constructed, and the iron and other bridges erected, with the most marked avoidance of accidents and with uniform safety and success. Whilst to some members of the board he might not be personally known, as his modesty was only exceeded by his merit, his general reputation for integrity, and as an earnest and faithful officer, could not fail to be appreciated by all. The president did not doubt that his large experience, during the long period he had been connected with the works and business of the company, would enable him to make a most practical, efficient and successful master of transportation.

The president stated that the assistant officers in the road department were men of energy and ability, and he expected at an early day to present for the action of the board suggestions in regard to the organization of that department, that would insure its continued success.

After the remarks of the president, the nomination of Mr. Wilson as master of transportation was confirmed and approved by an unanimous vote.

In connection with the business of the company for the past month, it was stated that, exclusive of the large quantity of coal brought from the Alleghany region for the use of the company, 89,073 tons of bituminous and gas coals had been transported for the trade, being 19,068 tons more than the largest number of tons transported in any previous month in the history of the company. It was added that, with the rapid increase of double track, the large and increasing equipment in locomotives and cars of the company, and with the great demand for the coals from the line of the road for manufacturing, railway and marine purposes, a continuous and heavily increased business might be anticipated in the future. The company's arrangements for the expected further development of this trade were of the most extensive and comprehensive character. Recently the construction of a further addition of one hundred three-pot iron hopper coal cars had been ordered. The board then adjourned.

Interest and Dividends.

The Pittsburg, Ft. Wayne and Chicago Railway Company have declared the regular dividend of two and one-half per cent. on the capital stock, for the quarter ending June 30, payable, free of United States tax, on and after July 18th. The semi-annual dividend of three and one-half per cent., due October 1, on the third mortgage bonds, is also ordered paid, in anticipation, at the same time.

The Columbus and Indianapolis Central Railroad Company have declared a quarterly dividend of 2½ per cent. in cash, on the stock of the company, and also 5 per cent. in stock, both free of Government tax, payable on and after July 10, at the company's office, Columbus, Ohio.

The New Bedford and Taunton Railroad Company has declared a dividend of $4 per share, payable June 30.

The Panama Railroad Company have declared a dividend of four per cent., out of the earnings of the road for the three months ending 30th inst., and two per cent. out of the earnings of steamers, sailing vessels, &c., payable to the stockholders, or their legal representatives, on and after the 5th of July next.

The Hartford and New Haven Railroad Company has declared a quarterly dividend of $3 per share.

The Connecticut River Railroad Company has declared a dividend of 4 per cent., payable July 2.

The Boston and Providence Railroad Company have declared a dividend of five per cent., payable free of U. S. tax, July 2.

The Boston and Maine Railroad Company have declared a dividend of five per cent., payble, free of U. S. tax, on the 2d of July.

The Providence and Worcester Railroad Company have declared a semi-annual dividend of four per cent., payable July 2.

The Vermont and Massachusetts Railroad Company have declared a dividend of $1 50 per share, payable July 2.

The Worcester and Nashua Railroad Company have declared a dividend of $4 per share, payable July 2.

The Fitchburg Railroad Company has declared a dividend of $3 per share, payable July 2, to holders of stock, June 23.

The Terre Haute and Indianapolis Railroad Company have declared a dividend of 6 per cent.

"New System of Ventilation."

We have read with much satisfaction a pamphlet published by Henry A. Gouge under the above title, descriptive of his process of Atmospheric Ventilation. It seems to be the adaptation of a well known principle, by a simple and effective contrivance to any place needing ventilation.

The testimonials which he appends are from parties who are well known, and give assurance that he does accomplish what is so much needed —perfect ventilation. See advertisement of Gouge's Ventilating Co.

The Aerial Bridge over Broadway.

The construction of this bridge has at last assumed a definite shape. It was originally projected by Alderman Charles E. Loew of the Twelfth Aldermanic district, upon whose motion the matter was referred to a special committee of five, of which Alderman Loew was chairman. The committee held several sessions, at which they received proposals for this work, and finally agreed upon a plan which seemed the cheapest, the most ornamental, and at the same time the most durable of all the plans submitted to the committee.

On the 18th inst., the committee presented their report to the Aldermen in favor of the device mentioned, and authorizing the Street Commissioner to advertise for plans and specifications. This report the Board of Councilmen on the 21st inst., concurred in, and the paper was sent to Mayor Hoffman for his official sanction. His Honor kept the matter before him until the 26th, at which time he approved it, and the resolution at once became a law. In pursuance thereof the Street Commissioner will invite proposals for the erection of this bridge; but the result has been already anticipated, as the firm submitting the accepted plan will undoubtedly receive the contract at the sum they proposed, viz., $15,000. The Legislature caused to be inserted in the City Tax Levy the amount of $15,000 for the erection of this bridge, so that as soon as all the necessary formulas shall have been complied with, our citizens may look for the commencement of the work.

☞ The Montreal *Gazette* says that a meeting was held at Varna on the 4th inst., to promote the construction of the projected road between London, C. W., and Bayfield, on the River St. Clair. Such a line would run through a very rich and improving portion of the country, which is now excluded from railway communication, and become an important channel of transit between Lake Huron and Lake Erie, thus avoiding the difficult navigation of the Detroit River.

☞ Mr. S. S. Merrill, the General Manager of the Milwaukee and St. Paul Railroad, has been elected General Manager of the Milwaukee and Prairie du Chien railway, *vice* Mr. James C. Spencer, resigned.

☞ Hon. W. C. Pierrepont has been re-elected President of the Rome, Watertown and Ogdensburgh Railroad Company, Marcellus Massey Vice-President, and B. E. Hungerford Secretary.

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The usual monthly meeting of the directors of this company was held in Baltimore on the 14th inst., the President, J. W. Garrett, Esq., presiding.

In addition to the usual routine business, the board approved the recommendation of the committee of transportation for a material reduction of the local tariff on agricultural implements, to take effect on the 18th instant, the business in which, it was stated, had recently largely increased.

The board also approved of the purchase of a large additional property upon Locust Point, at a cost of $25,750, designed for the increase of station facilities at that point, and for use in connection with the large steamers intended hereafter to ply between Baltimore and European ports.

The proceedings of the convention of the four Atlantic trunk lines, held in New York on the 22d and 23d of May last, were submitted, and the action of the president in connection with the agreement then made was unanimously approved.

The president called the attention of the board to the frequent attacks that had recently been made by certain newspapers in Washington city and other parties, who were apparently in the interest of the so styled air lines and other projects which were claiming the legislation of Congress and its authority for building railroads through the territory of the State of Maryland. The allegation had been repeatedly made by these parties that the Baltimore and Ohio Company did not design to act in good faith in the construction of the railroad from the Point of Rocks to Washington. The president desired to review the action of the board, and to develop, in the most authoritative form, the present determination of the company upon this subject. During the war, especially, much anxiety had been expressed by leading members of Congress and many of our most distinguished military officers for a direct interior line to the West—a line which, in the case of foreign war, would be removed from the danger of attacks from the coast, and which would economise the cost and time of transportation, both for freight and passengers, from a large portion of the West and Northwest.

The company was advised by many eminent members of the Government and of Congress that if it would obtain legislation from the State of Maryland to build a direct line of road from the Point of Rocks to the city of Washington, all the reasonable requirements of all parts of the country would be gratified, and there would be no danger of any attacks upon the policy and interests of the State of Maryland in connection with her system of internal improvements. With great unanimity the Legislature of Maryland granted a charter for the Metropolitan Branch, free from capitation or other tax, and the company proceeded at once to survey and locate the line. The distance from Point of Rocks by the Relay House to Washington is 91 miles. The line selected by the engineers for the Metropolitan Branch is but 42 miles, showing a saving of distance for the immense travel and business from the West to Washington of 49 miles.

The company has already effected contracts, amounting to over $56,000, upon which the work is rapidly progressing, upon the heaviest portion of the line, at Parr's ridge, and as the president understands the determination of the company, its design is fixed to progress rapidly with the work upon the route, as soon as the requisite legislation is obtained from Congress for the portion of the line in the District of Columbia, and when it is ascertained that the reasons upon which the action of the company is based are correct, namely, that no unnecessary and competing lines will be authorized by Congress, which would serve to damage largely or destroy the investment which would be thus made. As these reckless charges have been recently repeatedly made, undoubtedly for the purpose of unjustly influencing Congress in its action upon antagonistic bills now before it, a further expression of the judgment of the board was now desired, that the president might continue to speak authoritatively upon the subject.

It might not be improper to state that an absurd and untruthful statement had been made that the quartermaster general had recommended the department to build a road from Washington to Point of Rocks during the war, and that the influence of this company was used to prevent the construction of such a line for the Government. This charge, like those being made generally against the company, is without the slightest foundation. The officers of this company certainly never heard of such a design, and the president judged that the quartermaster general would be as much surprised as himself by having attributed to him a design to build such a road for the Government during the war.

Col. Nicholas offered the following resolution, which, after receiving the earnest endorsement and approval of the members who addressed the board upon the subject, was adopted by a unanimous vote:

"*Resolved*, That the president be authorized to state that the policy of the Baltimore and Ohio Railroad Company, as heretofore declared, is to build the Metropolitan Branch Road from Point of Rocks, to Washington, and that, the work there-

on shall be vigorously prosecuted, provided that the construction of no additional or parallel line or lines be authorized by the Congress of the United States."

In the course of the debate attention was called to the fact that the company now possesses a first-class double track road from the Point of Rocks to the Relay House, and from the Relay House to Washington, and the present capacity of the road is far more than quadruple any probable business for Washington, but that the direct branch road would be built, although upon a most costly route, irrespective of remunerative results, in order to gratify and promote the various and large interests that would be benefited by its construction.

A communication from W. P. Smith, master of transportation of the company, was submitted, tendering his resignation, to take effect on the 30th instant, in connection with which the president offered the following resolutions, which were unimously adopted:

"*Resolved*, That in accepting the resignation of William Prescott Smith, as master of transportation of this company, this board takes pleasure in acknowledging its sense of the ability, fidelity and integrity with which, during many years, and in trying periods, he uniformly discharged the duties of his office.

"*Resolved*, That the board hereby tenders to him its most cordial wishes for his future success and prosperity."

The president then nominated Mr. John L. Wilson (the present master of the road) as the successor of Mr. Smith as master of transportation. In making this nomination, the president stated that Mr. Wilson entered the service of the company in 1848; that he was appointed assistant master of road in 1854, and master of road in 1858; that during the eighteen years of service in the company, Mr. Wilson had been distinguished by a uniform devotion to its interests, by the exhibition of marked foresight, energy, courage, indomitable perseverance, and by the most careful and judicious selection of the officers and men in his department. It was scarcely necessary for the president to state to the board that to this eminently practical officer the company had been largely indebted for many of the brillant successes of his department during the war, in the rapid and repeated reconstruction of the bridges, tracks and works of the company; that under his supervision, prior to the war, many of the principal and most difficult tunnels of the company were successfully arched, and much superior bridge masonry and double track had been constructed, and the iron and other bridges erected, with the most marked avoidance of accidents and with uniform safety and success. Whilst to some members of the board he might not be personally known, as his modesty was only exceeded by his merit, his general reputation for integrity, and as an earnest and faithful officer, could not fail to be appreciated by all. The president did not doubt that his large experience, during the long period he had been connected with the works and business of the company, would enable him to make a most practical, efficient and successful master of transportation.

The president stated that the assistant officers in the road department were men of energy and ability, and he expected at an early day to present for the action of the board suggestions in regard to the organization of that department, that would insure its continued success.

After the remarks of the president, the nomination of Mr. Wilson as master of transportation was confirmed and approved by an unanimous vote.

In connection with the business of the company for the past month, it was stated that, exclusive of the large quantity of coal brought from the Alleghany region for the use of the company, 89,073 tons of bituminous and gas coals had been transported for the trade, being 19,068 tons more than the largest number of tons transported in any previous month in the history of the company. It was added that, with the rapid increase of double track, the large and increasing equipment in locomotives and cars of the company, and with the great demand for the coals from the line of the road for manufacturing, railway and marine purposes, a continuous and heavily increased business might be anticipated in the future. The company's arrangements for the expected further development of this trade were of the most extensive and comprehensive character. Recently the construction of a further addition of one hundred three-pot iron hopper coal cars had been ordered. The board then adjourned.

Interest and Dividends.

The Pittsburg, Ft. Wayne and Chicago Railway Company have declared the regular dividend of two and one-half per cent. on the capital stock, for the quarter ending June 30, payable, free of United States tax, on and after July 18th. The semi-annual dividend of three and one-half per cent., due October 1, on the third mortgage bonds, is also ordered paid, in anticipation, at the same time.

The Columbus and Indianapolis Central Railroad Company have declared a quarterly dividend of 2½ per cent. in cash, on the stock of the company, and also 5 per cent. in stock, both free of Government tax, payable on and after July 10, at the company's office, Columbus, Ohio.

The New Bedford and Taunton Railroad Company has declared a dividend of $4 per share, payable June 30.

The Panama Railroad Company have declared a dividend of four per cent., out of the earnings of the road for the three months ending 30th inst., and two per cent. out of the earnings of steamers, sailing vessels, &c., payable to the stockholders, or their legal representatives, on and after the 5th of July next.

The Hartford and New Haven Railroad Company has declared a quarterly dividend of $3 per share.

The Connecticut River Railroad Company has declared a dividend of 4 per cent., payable July 2.

The Boston and Providence Railroad Company have declared a dividend of five per cent., payable free of U. S. tax, July 2.

The Boston and Maine Railroad Company have declared a dividend of five per cent., payble, free of U. S. tax, on the 2d of July.

The Providence and Worcester Railroad Company have declared a semi-annual dividend of four per cent., payable July 2.

The Vermont and Massachusetts Railroad Company have declared a dividend of $1 50 per share, payable July 2.

The Worcester and Nashua Railroad Company have declared a dividend of $4 per share, payable July 2.

The Fitchburg Railroad Company has declared a dividend of $3 per share, payable July 2, to holders of stock, June 23.

The Terre Haute and Indianapolis Railroad Company have declared a dividend of 6 per cent.

"New System of Ventilation."

We have read with much satisfaction a pamphlet published by Henry A. Gouge under the above title, descriptive of his process of Atmospheric Ventilation. It seems to be the adaptation of a well known principle, by a simple and effective contrivance to any place needing ventilation.

The testimonials which he appends are from parties who are well known, and give assurance that he does accomplish what is so much needed —perfect ventilation. See advertisement of Gouge's Ventilating Co.

The Aerial Bridge over Broadway.

The construction of this bridge has at last assumed a definite shape. It was originally projected by Alderman Charles E. Loew of the Twelfth Aldermanic district, upon whose motion the matter was referred to a special committee of five, of which Alderman Loew was chairman. The committee held several sessions, at which they received proposals for this work, and finally agreed upon a plan which seemed the cheapest, the most ornamental, and at the same time the most durable of all the plans submitted to the committee.

On the 18th inst., the committee presented their report to the Aldermen in favor of the device mentioned, and authorizing the Street Commissioner to advertise for plans and specifications. This report the Board of Councilmen on the 21st inst., concurred in, and the paper was sent to Mayor Hoffman for his official sanction. His Honor kept the matter before him until the 26th, at which time he approved it, and the resolution at once became a law. In pursuance thereof the Street Commissioner will invite proposals for the erection of this bridge; but the result has been already anticipated, as the firm submitting the accepted plan will undoubtedly receive the contract at the sum they proposed, viz., $15,000. The Legislature caused to be inserted in the City Tax Levy the amount of $15,000 for the erection of this bridge, so that as soon as all the necessary formulas shall have been complied with, our citizens may look for the commencement of the work.

☞ The Montreal *Gazette* says that a meeting was held at Varna on the 4th inst., to promote the construction of the projected road between London, C. W., and Bayfield, on the River St. Clair. Such a line would run through a very rich and improving portion of the country, which is now excluded from railway communication, and become an important channel of transit between Lake Huron and Lake Erie, thus avoiding the difficult navigation of the Detroit River.

☞ Mr. S. S. Merrill, the General Manager of the Milwaukee and St. Paul Railroad, has been elected General Manager of the Milwaukee and Prairie du Chien railway, *vice* Mr. James C. Spencer, resigned.

☞ Hon. W. C. Pierrepont has been re-elected President of the Rome, Watertown and Ogdensburgh Railroad Company, Marcellus Massey Vice-President, and R. E. Hungerford Secretary.

An Act to Authorize the Formation of Corporations.

An Act to amend an Act entitled "An Act to authorize the formation of corporations for manufacturing, mining, mechanical, or chemical purposes," Passed February 17, 1848. Passed April 28, 1866.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The title of the Act entitled "An Act to authorize the formation of corporations for manufacturing, mining, mechanical purposes," passed February 17, 1848, is hereby amended so as to read as follows: "An Act to authorize the formation of corporations for manufacturing, mining, mechanical, chemical, agricultural, horticultural, medical, or curative, mercantile or commercial purposes."

SEC. 2. At any time hereafter, any three or more persons may form a corporation for the purpose of carrying on any kind of manufacturing, mining, mechanical, chemical, agricultural, horticultural, medical, or curative business, may make, sign, and acknowledge before some officer competent to take acknowledgment of deeds, and file the same in the office of the Clerk of the County in which the business of the Company shall be carried on, and a duplicate in the office of the Secretary of State, a certificate in writing in which shall be stated the corporate name of each Company and the object for which it shalll be formed, the amount of capital stock, the number of shares of which said stock shall consist, the term of its existence not exceeding 50 years, the number of its trustees and the names of those who shall manage the concerns of the Company for the first year, and the names of the town or city and county in which the operations of said Company shall be carried on.

SEC. 3. It shall be lawful for any manufacturing company, heretofore or hereafter organized under the provisions of this act or the act hereby amended, to hold stock in the capital of any corporation engaged in the business of mining, manufacturing or transporting such materials as are required in the prosecution of the business of such company, so long as they shall furnish or transport such materials for the use of such company, and for two years thereafter and no longer; and the trustees of such company shall have the same power with respect to the purchase of such stock and issuing stock therefore as are now given by law with respect to the purchase of mines, manufactories and other property necessary to the business of manufacturing companies. But the capital stock of such company shall not be increased without the consent of the owners of two-thirds of the stock, to be obtained as provided by sections 21 and 22 of the act hereby amended.

SEC. 4. When any such manufacturing company shall be a stockholder in any other corporation, its President or other officers shall be eligible to the office of trustee of such corporation, the same as if they were individual stockeolders therein.

SEC. 5 This act shall take effect immediately.

Southwest Pacific Railroad.

We are informed that the sale of the Southwest Pacific Railroad to Gen. Fremont was consummated yesterday by the approval of the contract of sale, and by the execution and delivery of the deed to Gen. Fremont and of the mortgage by Gen. Fremont to the State. The first instalment of purchase money ($325,000) was paid to the Commissioners, who to-day delivered possession to James Tanssig, Esq., as attorney in fact of Gen. Fremont. The papers were all filed for record in the Recorder's office of the county. By reference to the seventh and eighth paragraphs of the contract, it appears that the interest of the State is very stringently secured. A failure to perform any condition of the contract works a forfeiture of the road and every portion of it to the State, and gives to the Governor the right to take immediate possession of the road without process of law. Besides this, the State gets a mortgage on the road securing the balance of the purchase money, and the performance of all the conditions of the contract. This mortgage may be enforced by a sale of the road in the ordinary mode. The ninth article of the contract secures to the State lien the precedence over all other liens and mortgages which may be hereafter created by the purchaser. By the terms of the contract the road is to be completed to Springfield in two years, while the law required the road to be completed to Springfield in four years. In several other respects is the contract more favorable to the State than the law required. Thus the law required the preservation of a lien to the State, only for the payment of the purchase money and for the expenditure of half a million dollars each year, while the contract preserves a lien to the State for those two and all other conditions of the contract.

We are informed that the contract was drawn up by the attorneys of the Commissioners and of the purchaser, and that the Governor before approving it submitted the same to the Attorney-General, who pronounced the contract drawn in accordance with the law.

It is the intention of the purchaser to commence work immediately, and to complete the road as fast as men and money can build it.—*Missouri Democrat, June* 16.

Portable Railways.

The principle upon which the construction of railways has proceeded in this country is one which, well suited for the purpose of locomotive traveling, is not less applicable in that large field of labor which still gives so large an amount of employment for farm horses. Just as the steam plough promises to supersede the old form, so is there reason to believe that a very large extension of the railway principle may be applied successfully to the economy of many kinds of farm labor. There are difficulties, no doubt, in the way of any change in the system in this direction; but they ase surely not of a nature which would be considered insuperable. At the last meeting of the Southport Cattle Show, our attention was directed to a model of a plan by which the railway system could be very readily applied to the farm. The system was, if we remember rightly, the invention of Mr. Grant, of Bankside, Southwark, and its main features consisted of a very successful combination of simplicity with lightness and strength. The invention, we are informed, is already rapidly working its way into favor by several influential gentlemen, who are using it, not merely as a substitute for carts and wheelbarrows in such works as road-making, quarrying, brick-making, and the emptying of lakes, all of which it does remarkably well, at a very saving of labor. It is also useful as a means of overcoming difficulties in farming practice, such as the state of the weather which agriculturists have hitherto been accustomed to regard as insurmountable, but which may now be successfully contended against, assured of being able to remove the produce off the land without interference by the rains, and when the carting would be injurious upon the soil, the farmer may now safely leave his crops to arrive at maturity and afterwards to be got in by rail. The same also applies to the depositing of manure in the winter season, for now, instead of waiting for a frost, which too frequently does not come at all, he can now run it out by rail at any convenient time, regardless of weather and without injury to the land.

The leading features in the construction of the rails are the combination of wood and iron affording a large bearing surface, the simple, but effectual, mode by which their ends are jointed together, the weight of the passing truck being the only fastening, the total absence of cross-sleepers and consequent even bearing of the rails upon the ground throughout the entire length, and the light iron tie-rod for regulating the gauge. The trucks and turn-table are, in point of lightness, simplicity, and strength, in perfect keeping with the rails, and we anticipate the time when we have no doubt that these light, inexpensive, and really portable railways of Mr. Grant, will be considered as indispensable an adjunct to every well-managed farm or estate as the lumbering and mischevious dung-cart is at present.—*London Railway News.*

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American Railroad Journal.

New York, Saturday, July 7, 1866.

France.—A glance at the Map.

The position occupied by France at the present time is one of unprecedented importance. Never has it occupied so commanding an influence in the affairs of the old world as now. Its ancient enemy, England, seems determined to withdraw from all considerations but commercial ones, and for these is willing to take any place that may fall to it; but France, rich and confident, with a sort of contempt for any progress that is not full of glory, aspires to influence and direct the policy of Europe. It is pretty apparent that the Emperor means to profit by the occasion. The Empire, said he, is Peace, but it always sleeps with the sword in hand. Its material strength cannot be overrated. With the exception of Spain, it is the most compact and homegeneous of the European kingdoms. It possesses an extensive coast, and is forced into commerce; it has several noble rivers and considerable internal navigation; it has some fine sea ports and great naval stations. It can trade at its pleasure with the shores of the Atlantic and the Mediterranean, close at hand; while it can, by the way of India, reach forth its hand for the treasures of the East? The continental area of France is 201,576 square miles—about four times as large as that of England, and two-thirds more than that of England, Ireland and Scotland.

The population is about 36,000,000, or eight millions more than that of Great Britain; and it is increasing. The sea coast bordering on the British channel and the Bay of Biscay is about 1,200 miles in length, while that on the Mediterranean is 360 miles. Compared with the coast of the British islands it is about one-third less in extent. The coast on the British channel is indented by two large bays, separated by the peninsula of Cotentin, from the extremity of which, and facing the Isle of Wight, loom the great arsenals and port of Cherbourg, the finest, most costly and magnificent travel depot in the world. The more easterly of these bays is subdivided into smaller ones formed by the estuaries of Havre and Harfleur, so well known to American travellers, and the stay-at-home readers of Shakspeare. Here the coast is low and shelving lined with sand hills. Beyond Havre to the East is the embouchure of the river Somme; and at the mouth of the river Bethune, a name much revered in this city and Philadelphia, is the city of Dieppe, which is the Brighton of France and the Newport of the United States. On the North, (for the coast line takes that direction from Havre,) we come to the nearest point to England, the Cape Gris Nez, a little south of Calais, where the Telegraph cable across the channel terminates. To the East of Calais we have the famous town of Dunkirk, celebrated in history, and renowned in war. At the other end of the channel we have the celebrated Cape of la Hogne; where as long ago as 1692, the name of Russell became famous for his naval victory. Here, in a deep indentation of the sea, lie the islands of Alderney, Jersey, Guernsey and Sark, which as much belong to France, naturally and properly, as the Isle Wight does to England, the language and costumes of the people, and in fact their manners, being after the Norman School.

The Western extremity of France is Britanny, opposite to Cornwall, where is the bay of Douarnenez, and the roadsted and harbor of Brest, now become important to this country as a station for passengers by the new line of steamers. The coast is lofty and precipitous. Further down in the Bay of Biscay we find the embouchure of the Loire, and estuary of the Gironde formed by the junction of the Garonne and the Dordogne, with a low coast and salt marshes. Still further on we find Rochelle, at the mouth of the Charente, having the third best harbor in France; and below that is the island of Oleron, celebrated in the history of commercial law. Southward, the coast of Gironde runs in an almost unbroken line to the South, in sandy dooms to the Spanish frontier. This makes the Atlantic Coast of France.

The Medditteranean Coast, which begins to be defined at the frontier line by the Pyrennees, encloses the gulf of Lion, or Lyons as it is generally and inaccurately termed, and a part of the Gulf of Genoa. The former was called the *Mare Lesm's* as late as the 13th century; and the reason given is, the violence of the storms which rage upon it. The shores are flat and sandy, much intersected by lagoons or salt lakes. Here empties the river Rhone, which comes in from Switzerland. Eastward is the ancient and thriving port of Marseilles, and beyond that the naval arsenal of Toulon. This part of the coast is broken and elevated. The Eastern boundary of France is formed by the Alpine frontiers of Sardinia, and Switzerland, and the Rhine which separates it from Baden, Bavaria, and the Rhenish provinces of Prussia. So that we see what territory will be annexed to France, if it is to be extended in that direction. The Northern Boundary is Belgium, with less natural obstructions.

France is not very mountainous; though on the Southern and Eastern districts it has some very considerable elevations. Thus we have the lofty peaks of Mont Olan, 18,120 feet high; Pelnoux, 14,000; and Trois Ellions, 12,737—being in the French portion of the dividing lines of the Alps.

In the beautiful district to the south of the Pau, on the Spanish portion in the old kingdom of Navarre, are some very lofty eminences, which are the admiration of travelers. In the south of France is the range of Cevennes, or Languedoc which under various names, stretches northeasterly to the 48° of N. L., where it meets the Vosges Mountains at the lofty plateau of Langres; thus forming the western boundary of the valley of the Rhine, and the water shed of the great rivers of

the south of France—those of the eastern slopes flowing into the Mediterranean, and those on the western into the Bay of Biscay. This range will compare in elevation with our White Mountains, being about 5,000 and 6,000 feet high. There are some interesting physical and natural facts connected with these ranges, as at the Puy de Dome, the Juvas and others.

The principal rivers in France are the

	Miles long.
Seine	480
Maine (tributary)	268
Somme	110
Loire	600
Allier	250
Cher	215
Viene	207
Creuse (affluent)	167
Aude	100
Rhine	525
Soane	304
Doub	210
Isere	190
Duvana	220

Though many of these rivers are navigable, and some by steamers, yet none of them will compare with the Mississippi or Hudson. France contains many canals, their aggregate length being about 900 miles. Among them are the Canal of Briare, connecting the Loire and the Seine, 34½ miles long, 37 years in being constructed, and costing as much as the Erie before it was enlarged. Paris gets much of its provisions through this canal. The famous canal of Languedoc, 148 miles long, with a tunnel 720 feet long, and 55 aqueduct bridges, completed in the time of Louis XIV, and costing about six millions of dollars. The canal of Orleans, the next in the order of construction, 45 miles long, assisting the navigation of the Loire, and costing 1½ millions of dollars. The canal of Loing, connecting the canal of Briare and the River Seine, 33 miles long, and costing half a million of dollars. The canal of the Centre or Charolois, 71 miles long, costing two millions of dollars. The canal of St. Quinton, 23 miles long, leading to the Scheldt, and costing $2,250,000.

There is quite a canal system in France, which the present Government takes great care to protect and forward. The country is full of prosperous railways.

The country is rich in minerals; manganese, antimony, lead and copper abound. Coal is quite plentiful, and gold and platinum are found. In the mountain region, mineral springs are abundant. The productive character of the country is wonderful, but it is well cultivated. The cereal region of the Loire is famous. It raises enough to supply itself and send to the United States! The vine region extends to the 44° of N. L., and the olive region to the south of that. The French wines are famous all over the world, and drank freely in this country.

The climate is various. There is an average difference of 20 degrees between the south and the north in summer, and about 14 degrees in winter.

Thus we perceive France has wonderful strength as regards locality, area, advantages and power of production. The people are refined, courteous, impulsive and brave. Their fault is impetuosity, and a false estimate of the objects of national existence; though individually they are the most prudent and economical of nations.

We may safely conclude, that as Louis Napoleon looks over the map of France, he may very well express his contentment with its physical geography, while as he looks at its history, the treaties of 1815, and the then confederation of the German States with 17 votes, and the Presidency in Austria, he may be willing to give France a little more territory and political power at their expense.

Portland, Saco and Portsmouth Railroad.

The earnings and expenses of this road for the fiscal years ending May 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$311,732 57	$303,180 39
" freight	123,283 03	166,435 73
" expresses	4,475 55	4,475 76
" extra baggage	.....	308 90
" mails	7,837 44	7,837 44
" sundries	2,893 01	3,945 03
	$450,221 60	$486,483 25
Expenses, viz:		
Maintenance of way	$56,126 62	$66,662 94
Locomotive power	62,689 76	80,547 78
Train expenses	29,159 63	28,475 03
Office establishment	13,691 91	15,314 13
Station expenses	26,481 57	27,583 82
Damages	.....	5,305 78
Taxes insurance, etc	14,835 88	16,048 56
Machine shop	569 08	817 03
Credit renewal account	10,000 00	10,000 00
	$213,454 45	$250,755 07
Net earnings	$236,767 15	$235,728 18
Amount paid for increase of equipments, charged profit and loss account	$40,900 00	
Two dividends of 3 per ct. each and U. S. tax	94,736 84	
		135,636 84
Surplus earnings		$100,091 34
Surplus per last report	$145,914 55	
Less over estimate of income May, 1865	1,131 30	
		144,783 25
Surplus year ending May 31, 1866		100,091 34
Total		$244,874 59
Paid Eastern and Boston and Maine Railroads		20,000 00
Apparent surplus, May 31, 1866		$224,874 59

The business of the road has been about the same as last year. A small decrease in the passenger receipts will be observed, while that from freight is increased, leaving the aggregate about the same.

The road and equipment have been kept in good condition, and the trains have been run regularly, free from any serious accidents. About 17,000 new sleepers were put down last summer, and 300 tons of re-rolled iron rails laid, with the improved joint. It is estimated about the same quantity of iron will be required this season, with 12,000 new sleepers, a part of which are now on hand, and the balance contracted for; these can be placed in the track, properly stamped and bedded, early in the season before the fall rains. The wood sheds at Kennebunk, with steam power for sawing wood and pumping water, were completed last season. Wood sheds have also been erected at North Berwick, with capacity for 1,000 cords of sawed wood. One new engine from the Portland Company's Works has been purchased and put upon the road. Seventeen box, and eight platform cars have been added to the equipment, largely increasing the business in that department. A gravel train was run some two months of the year raising about nine miles of track principally between North Berwick and Kittery. That portion of the road now compares favorably with the remainder. The company are preparing to build a new machine shop, engine house, turntable, etc., at the westerly end of the bridge leading out of Portland, about three-fourths of a mile from the Portland depot. Arrangements will shortly be made for constructing a new passenger depot with freight buildings, etc.

The number of miles run by engines was 190,412. Number of passengers carried, 312,378.

Trial Balance, May 1, 1866.

Portland and Kennebec Railroad	$100,000 00	
Railway	1,360,183 97	
Wharf at Portland	10,930 04	
Property	3,417 80	
Portsmouth Bridge	32,000 00	
Improvement account	87,229 95	
Cash	67,982 38	
Suspense	6,785 78	
United States	599 85	
Renewal account	5,561 51	
Grand Trunk Railway	1,718 24	
Freight clerk	3,926 12	
Postmaster General	1,130 24	
Income due	11,098 15	
Stock of materials	31,046 67	
Boston and Maine freight	21,876 99	
Notes receivable	20,000 00	
	$1,765,487 69	
Capital stock		$1,500,000 00
Eastern Railroad Company		108,734 56
Dividend, June, 1866		89,473 64
Boston and Maine Railroad		108,734 56
Dividends due and unpaid		8,544 93
		$1,765,487 69

President.—Ichabod Goodwin.
Treasurer.—Eliphalet Nott.
Superintendent.—Francis Chase.

Alabama and Florida Railroad.

The stockholders of this company assembled a Pensacola on the 16th of May last, for the first time since the 6th of May, 1861, for the purpose of receiving the report of the directors, and of proceeding to the formal election of their successors. Although no meetings have been held, it is stated that reports have been made annually, and placed within the reach of all interested. From the report before us we learn that it is the intention of the directors to rebuild the road at an early day. One hundred tons of rails with the necessary fastenings have been purchased in this city for the purpose of filling up a large gap in the road, which will enable them to run trains nine miles out from Pensacola. One engine and eleven freight cars have been purchased from the Government sales in Manchester, Va., also one new engine from Philadelphia. The iron work for ten platform cars have been ordered some time since, the wood work being already to put together.

An arrangement has been made in England through their agent Mr. Geo. B. Crow, under which 3,000 tons of rails with the requisite fastenings are to be sent to Pensacola as fast as required. The proceeds of the cotton remaining will be applied towards payment for this iron. This arrangement will enable the company to lay about 41 miles of track, bringing them within 4 miles of the State line, and 7¼ miles from Pol-

lard, Ala., the point of junction with the Mobile and Great Northern Railroad. They formerly ran from the State line to Pollard, on the track of the Alabama and Florida Railroad Company of Alabama, under agreement with that company. As this piece of road has to be reconstructed, it is proposed to purchase what is left—which is simply the grading; this will place the company in possession of the whole line to Pollard. The President estimates that it will require about $225,000 to complete tho whole line to Pollard.

It is expected the earnings of the road will be more than sufficient to meet all contingent expenses; and it is hoped, too, from these earnings to be able to meet promptly all payments, hereafter required for rolling stock.

To enable the company to meet its obligations, a third mortgage bond has been prepared. The accompanying statement exhibits the facts upon which they rely to obtain the support of those whose aid is now solicited.

The Alabama and Florida Railroad Company (of Flo.,) desiring to reconstruct their road without waiting the action of the Courts upon their claims for property taken by parties representing themselves as acting for the Confederate Government, have concluded to issue a third mortgage and convertible bond, to the amount of $250,000.

As a basis for the issue of these bonds, and to show that the investment is a safe one on the part of the purchaser, the company exhibit the following assets and accompanying statement of facts:

ASSETS.

Nine miles of road complete	$150,000 00
Thirty-six miles road bed with cross ties and bridging remaining, estimated value per mile $10,000	360,000 00
Equipment	50,000 00
One million brick	10,000 00
150,498 acres land, $1 per acre	150,498 00
Balance cotton gone and going forward to be invested in iron fastenings, &c., for road estimated	75,000 00
1st mortgage bonds not disposed of	153,000 00
Claims upon sundry railroads for iron, rolling stock, etc.	672,914 78
	$1,621,412 78

LIABILITIES.

Capital stock paid in	$343,000 60
1st mortgage bonds, due Jan. 1, 1879.	400,000 00
2d " " Apr. 1, 1881.	154,000 00
Bills payable	129,001 28
Interest account—for interest due foreign and domestic bondholders, including interest on all indebtedness up to Jan. 1, 1866.	142,220 45
Surplus over and above liabilities	453,191 05
	$1,621,412 18

Under an arrangement entered into between the city of Pensacola and the representatives of the heirs of Vincente Sebastian Pintado, portions of the water front of the city may be sold, and the money received paid over to the Alabama and Florida Railroad Company, to aid in reconstructing the road, they paying interest for its use. It is now in contemplation to pledge this property to the extent of six hundred acres for the ultimate redemption of the third mortgage bonds of the company and the payment of the interest. This property upon the completion of the road will be of great value.

The city authorities have authorized the company to construct a wharf at the foot of Sarragona street, the street upon which they enter the city. A temporary one, but strong enough to sustain an engine and train of cars, is now being built, for the purpose of receiving the iron, rolling stock and materials for the road, and also to accommodate the timber and lumber business. From this temporary wharf the labor of constructing a permanent wharf can be prosecuted to advantage.

After leaving the bay and clearing the city—which it does through a depression in the heights apparently prepared by nature for that purpose—the road, for eighteen miles, follows the crown of the ridge dividing the waters flowing into Pensacola Bay, from those which enter Perdido Bay, attaining at the distance of four miles an elevation of ninety feet; at fifteen miles, an elevation of one hundred and fifty feet above the water at medium tide in Pensacola Bay. At eighteen miles the road begins to descend into the valley of the Escambia, which it reaches about 21 miles from Pensacola, it there follows this valley to the State line. The grades are light, none exceeding thirty-nine feet to the mile. The curves are few, and none exceed three degrees. Heavy trains may therefore be drawn over this road with comparatively light engines.

The company have leased to different parties about 8,000 acres of Pine lands for the purpose of manufacturing turpentine and rosin. These, with lands of other parties, are now yielding their rich stores to industry, and it is confidently anticipated that during the present season, 2,000 barrels spirits of turpentine, and 12,000 barrels of rosin will be produced from lands tributary to the road.

The receipts and disbursements from July 1, 1865, being date of last report, to April 30th, 1866, have been as follows:

	CR.
Cotton account	$49,113 11
Sugar and syrup	783 77
City and Pintardo fund	2,278 05
Land account	3,022 58
Bills payable	19,457 45
Bonds payable	4,000 00
Passenger account	572 10
Freight account	1,155 93
Bonds receivable	309 60
Amount due to individuals	23,949 66
	$104,642 25
	DR.
Contingent expenses	$1,302 86
Construction account	20,507 38
Equipment	41,066 86
Office expenses	400 63
Salaries	3,124 92
Cash account	940 48
Interest account	933 99
Wharf account	2,150 86
Stationery account	10 75
Movement account	314 53
Discount account	151 95
Station depot	82 00
Machine shop	15 00
Damages	8 00
Profit and loss	538 95
Amount due by individuals	33,092 75
	$104,642 25

To show the importance of Pensacola as seen by the different railroad lines, tending in that direction, the names of a few that are looking to a participation in the advantages to be derived from its position are given—they are, the Southwestern Railroad of Ga., the Atlantic and Gulf, now extending from Savannah to Thomasville, Ga., a distance of 200 miles; the Atlantic and Gulf Central, with the Pensacola and Georgia Railroad extending from Jacksonville, East Florida, to Quincy, Middle Florida, a distance of 187 miles—all looking to the Bay of Pensacola.

Buffalo and State Line R. R.

At a meeting of the stockholders of this company, held in Buffalo on the 26th inst., the following directors were elected: Dean Richmond, Charles H. Lee, Henry L. Lansing, James C. Harrison, Joseph Field, Edwin Smith, Wm. Williams, Geo. W. Patterson, John H. Chedell, Wm. S. Brown, John M. Hutchinson and Charles M. Reed.

The directors elected the following officers: President, Dean Richmond; Vice-President, Charles H. Lee; Secretary and Treasurer, Henry L. Lansing; General Superintendent, J. Lewis Grant.

Southern Railroad.

Dr. Emanuel, President of the Southern Railroad, informs the Meridian *Messenger*, that the trestling over Big Black is being pushed forward satisfactorily. The iron for the bridge had all arrived at Vicksburg, and a portion of it at the Big Black River. It will be remembered that this is an iron bridge. When completed it will be one of the finest structures in the South.

☞ We learn from the Sackville *Borderer*, that operations on the Truro and Moncton line have been commenced. Mr. Ketchum, the Engineer, who has full charge of the New Brunswick section of the work, has begun it by placing forty or fifty men—shortly to be increased to two hundred—on the Dorchester Island road. The work has also been commenced on the Nova Scotian side.

☞ The Portage and Superior Land Grand Railroad corporation has been organized at Portage, Wis., by electing the following officers: President, John P. McGregor, of Portage; Vice-President, Henry L. Palmer, of Milwaukee; Secretary, Henry B. Munn, of Portage; Treasurer, John Nazro of Milwaukee.

☞ The iron for a continuation of the St. Joseph Valley Railroad from Schoolcraft to Kalamazoo has been purchased of the Cleveland Rolling Mills. A part of it is now in transit, and the entire quantity is to be delivered by November 1. Nine miles of the line is already located, and it is thought the road will be ready for trains by December 1.

☞ The property owned conjointly by the Franklin and Pewabic Mining Companies has been divided by arbitration. The Franklin took the greater portion, paying the Pewabic its half of the valuation. The hospital, store, warehouse and dock now belong to the Franklin, and henceforth the two mines will be operated independently of each other.

☞ The annual meeting of the Fredericksburg and Gordonsville (Va.) Railroad Company was held at Fredericksburg, on the 26th ult. Col. Carter M. Braxton was elected President of the road in place of Mr. Rowe, the present incumbent. The directors were authorized to contract for the completion of the road to Gordonsville or Orange Court House, as may seem to them most desirable and practicable.

☞ The work of building the Milledgeville, Macon and Augusta Railroad, which was graded before the war, has been recommenced, and will be pushed forward rapidly.

Journal of Railroad Law.

LIABILITY OF RAILROAD COMPANIES TO THEIR EMPLOYEES.

In the case of Patrick O'Conner *vs.* The Baltimore and Ohio Railroad Company, the question as to the liability of the company to one of their employees for injuries arising from the negligence of another was fully discussed, and the conclusion come to that unless there was negligence in the company's general duties they would not be liable.

GOLDSBOROUGH, J.—delivered the opinion of the court.

The action in this case was instituted by the appellant against the appellee in the Superior Court of Baltimore City, to recover damages for an injury sustained by him while in the appellee's employment. It is alleged in the declaration that whilst the appellant was engaged in his work as an employee, without any neglect or carelessness on his part, but through the carelessness of another employee over whom the appellant had no control, a dumping or gravel car of the appellee was upset and fell upon the appellant, and he was permanently injured. That the car on which he was riding, was upset from its defective construction and the unskillfulness and neglect of the employee having charge of the car.

To these allegations the appellee pleaded "not guilty."

At the trial and after the evidence detailed in the record had been submitted to the Jury, the appellant offered nine, and the appellee five prayers.

The prayers of the appellant were rejected, and those of the appellee were granted by the court. The verdict and judgment being for the appellee, this appeal was taken.

The law arising out of the relation of the parties litigant in this case, is presented for the first time for our consideration. It affects a large class of citizens, a class, constantly being augmented by the diversity of employment incident to the enterprise of the age.

In the absence of any controlling decision in this State, we find ourselves aided in the formation of our opinion by a current "of decisions both in England and in this country, entitled to our highest consideration and greatly relieving us from the responsibility of settling the law as to the relative obligations of parties holding positions similar to the parties in the case."

It is proper to state that though the appellant received the injury stated in his declaration while riding in one of the appellee's cars, it is not claimed that he was a passenger who had paid for the privilege of travel, but one of a number of laborers who were in the employment of the appellee, who were required to ride upon the cars to and from the place of their daily labor.

The appellant seeks to recover damages upon the ground that there is an implied warranty on the part of the appellee of the soundness of the machinery put in the hands of its servants, so far as any unsoundness therein may be discovered by the exercise of proper care and diligence; and in the employment of men of care, skill and capacity for the full position they severally occupy. The appellant also relies upon the fact, as he insists, that he, with other laborers were under the management and control of one Downey as superintendent of the laborers; that Downey was rash and wholly regardless of the safety of the men, and that the train was managed by an engineer having charge of the train. That neither Downey nor the engineer inspected the cars at or before the time they were started, and that the fixtures by which the cars were adjusted to prevent their dumping, especially the car on which the appellant was riding, were out of order and unadjusted at the time of the accident, and from all these causes he suffered the injury complained of in this suit.

Having thus with due care stated the character of the claim of the appellant and the defence of the appellee. We fully concur in the opinion that the defence is well taken.

It is sustained in all its aspects by an almost unbroken current of authorities both in England and in this Country. See the case of Priestly *vs.* Fowler, 3 Mees. and Wels, Rep., 1; 24 E. Law and Eq. Rep., 396; Fowler *vs.* Boston and Worcester R. R. Co., 4 Met., 49, 1 Selden, 493, 3 Cushing, 270, 10 Cushing, 228, 32 Vermont R., 473, 23 Penn. R., 384. This last case was decided in 1854, is almost identical in its prominent features with the case under consideration. In several of the earliest of these cases, the question being regarded as a new and important one, the courts in view of its novelty and importance, considered and decided it after careful and mature deliberation.

The following conclusions of law applicable to this case, may be deduced from the above authorities.

When several persons are employed in the same general service, and one is injured by the carelessness of another, though the negligent servant in his grade of employment is superior to the one injured, the employer is not responsible. The liability to injury of one from the carelessness of his fellows, is but an ordinary risk, against which, the law furnishes no protection, but by an action against the wrong doer.

Though it is the duty of a railroad company to exercise all reasonable care in procuring for its operation, sound machinery and faithful and competent employees, and though they are liable to their servants for the neglect of this duty yet, after they have procured such machinery and employees, they are not liable to a servant for the injuries occasioned by the neglect of any of his co-servants employed in the same general business of operating the road, 23 Penn. Rep., 386, 387, 32 Vermont Rep., 473 4 Met. Rep., 49.

We are of opining that these rules of law are so directly applicable to the case under consideration, that they constitute a flat bar to the appellant's right to recover.

It only remains for us to consider the ruling of the Court below in rejecting the appellant's and granting the appellee's prayers.

It is manifest from what we have said as to the law controlling this case that the appellant's 1st, 2nd, 3rd, 4th, 6th, 7th, 8th and 9th prayers, could not have been granted.

We will consider the appellant's 5th in connection with the appellee's first prayer. They both embrace the question, on whom is imposed the burden of proof.

Though the Supreme Court of the United States, in the case of Stokes *vs.* Saltonstall, 13 Peters. S. C. Rep., 191, recognize the doctrine that a stage proprietor warrants the safety of passengers as far as human care and foresight can go, and that he will transport them safely; and the facts that "a carriage was upset and thr plaintiff's wife injured, are *prima facie* evidence that there was carelessness or negligence or want of skill on the part of the driver, and throws upon the defendant the burden of proof that the accident was not occasioned by the driver's fault;" yet a majority of this court are of opinion that the above cases is not applicable to this. The appellant held no such relation to the appellee; it was under no obligation to look to the safety of the appellant under the circumstances of this case; did not contract to carry him to and from his place of work, and received no compensation therefor; and he having alleged in his declaration the causes of his injury, must sustain his allegations as in ordinary cases, by corresponding proof. The Court below therefore, in rejecting the fifth prayer of the appellant and granting the first prayer of the appellee, ruled correctly.

The appellee's 2nd, 3rd, 4th and 5th prayers were properly granted. They are sustained by the law of this case as herein announced, and are otherwise unobjectionable, as they submit the matters of fact contained in them to be found by the jury.

Judgment affirmed.

Boston, Newport and New York Steamboat Co.

The annual meeting of this corporation was held at Newport, R. I., on the 28th ult., at which the annual report of the Treasurer was submitted, and also a statement of the earnings of the company since its organization, three years ago. The company own the side-wheel steamers Metropolis, Empire State, Newport, Old Colony, and the propellers Fall River and Mount Vernon, all of which are valued at $1,365,000. The earnings of the Corporation, on a capital of $975,000, during the year ending May 31, 1866, were $208,326 60, and the stockholders have received an annual dividend of ten per cent., a dividend of five per cent. being payable on the 2d of July. The company has been at great expense in repairing and building new boats, erecting a machine shop, and securing a pier at New York, but has perfected its working organization, and will be able to accommodate the extensive business which is demanded of this line. The following gentlemen were chosen directors for the ensuing year: Oliver Ames, Easton; Benjamin E. Bates, Francis B. Hughes, John R. Brewer, Boston; John A. Burnham, Brookline; Alexander Holmes, Kingston; Rufus B. Kinsley, Benj. Finch, Newport, R. I.; Albert Tirrell, South Weymouth.

☞ The Milwaukee *Wisconsin* learns from a reliable source that the work of "procuring the right of way for the railroad from Oshkosh to Omro is progressing with satisfaction. The people along the line are well interested in the subject, and terms are made exceedingly favorable. The survey will commence soon, and then Oshkosh and Milwaukee will know exactly what the grading will cost."

☞ The committee on railroads in the New Hampshire Legislature have unanimously agreed to report a bill granting a charter for the extension of the Concord and Claremont Railroad from Bradford to the Connecticut River.

Northern (N. H.) Railroad.

The earnings and expenses of this road for the years ending March 31, 1863, 1864, 1865, and 1866, have been as follows:

Earnings:	1863.	1864.	1865.	1866.
From passengers	$85,275 43	$134,856 04	$178,553 31	$196,516 52
" merchandise	266,978 78	307,529 67	362,936 50	411,142 19
" mails	10,343 42	10,196 24	10,196 24	2,549 10
" rents	1,157 79	1,530 38	1,784 13	1,566 99
" express	3,000 00	3,000 00	3,500 00	3,750 00
" miscellaneous	90 41	29 17	74 00	203 00
	$366,845 83	$457,141 50	$557,044 18	$615,727 80
Expenditures:				
Passenger department	$9,306 96	$21,541 62	$22,754 40	$24,123 34
Merchandise "	30,342 28	32,015 46	55,609 65	60,110 28
Locomotive "	56,179 42	76,287 40	106,481 42	127,531 63
Maintenance of way	51,029 30	53,292 01	66,252 41	80,412 66
General expenses	10,123 90	11,445 62	13,056 95	14,135 05
Miscellaneous expenses	20,745 94	16,009 81	23,600 50	25,712 35
	$177,727 80	$210,591 62	$287,755 33	$332,025 31
State tax	10,407 85	16,894 18	20,465 44	29,836 27
U. S. tax	1,209 77	4,118 40	11,321 44	16,699 35
Total expenditures	$189,345 42	$231,604 50	$319,542 21	$378,560 93
Net earnings	$177,500 41	$225,537 00	$237,501 97	$237,166 87
Less new rail account	23,782 48	19,466 48	27,237 16	21,193 65
Balance of earnings	$153,717 93	$206,070 52	$210,264 81	$215,973 22
Balance from previous year	222,947 18	256,529 32	344,021 37	394,684 54
Balance of interest account	1,142 71	5,054 53	6,617 20	9,303 59
Bond account transferred	.....	.....	49,200 00	.....
Sale of Rights in Telegraph stock	500 00	.....	.....	.....
Dividend on stock owned by the Co	1,406 00	.....	.....	.....
Sale of Real Estate	.....	.....	1,036 50	.....
Total income	$379,713 82	$467,654 37	$611,239 88	$619,961 35
Dividends, and U. S. tax on same	123,184 50	123,633 00	216,455 34	285,406 94
Balance of income account	$256,529 32	$344,021 37	$394,684 54	$334,554 41
Miles run by engines	311,787	362,519	359,615	387,789
Passengers carried one mile	8,223,383	5,121,121	5,780,927	5,973,005
Tons of mdse. "	13,597,769	14,536,708	13,649,459	16,832,210

Trial Balance Sheet.

	1863.	1864.	1865.	1866.
Construction	$3,068,400 00	$3,068,400 00	$3,068,400 00	$3,068,400 00
Rails	16,456 77	10,245 72	19,812 45	17,158 38
Shop stock	27,045 83	37,862 75	31,033 69	42,850 23
Fuel	44,122 55	32,589 90	41,894 70	56,044 00
Oil and waste	981 99	1,384 56	1,871 39	1,175 96
703 shares Northern Railroad, N. H.	37,228 34	37,228 34	37,228 34	37,228 34
Ogdensburg 2d mort. bonds	11,250 00	.....	.....	.....
Contracts	71,938 65	35,897 72	233,567 82	221,001 96
Cash	9,953 91	68,358 98	48,563 13	87,762 65
Agent's department	162 20	.....	1,931 99	10,975 38
U. S. Post Office department	2,102 26	.....	.....	.....
Bills receivable	269,818 08	389,740 00	225,978 05	266,099 00
Mechanics' Bank	2,986 00	834 00	443 00	.....
B. and Lowell, N. and Lowell roads	34,113 06	67,908 57	.....	.....
Salem and Lowell Rai,road	3,790 50	9,696 03	.....	.....
Boston and Maine Railroad	2,802 78	4,618 07	.....	.....
Essex Railroad	1,590 42	1,470 72	.....	.....
	$3,604,743 34	$3,766,235 36	$3,710,724 34	$3,808,695 90
Capital stock	$3,068,400 00	$3,068,400 00	$3,068,400 00	$3,068,400 00
Income	256,529 32	393,221 37	394,684 54	334,554 41
Bonds April 1, 1864	42,000 00	38,500 00	500 00	.....
" 1874	178,700 00	198,700 00	166,000 00	151,400 00
Mechanics' Bank	.....	.....	.....	882 00
Dividends unpaid	8,938 75	7,857 80	7,851 38	7,631 76
Contingent fund	1,636 28	371 41	2,304 24	1,281 02
Coupons unpaid	546 00	801 00	360 00	162 00
" April 1	6,621 00	6,516 00	4,980 00	4,542 00
Internal revenue tax	.....	.....	22 06	21 14
Bills payable	9,400 00	9,400 00	.....	.....
Bank of Lebanon	270 00	.....	.....	.....
Agent's department	.....	1,845 79	.....	.....
Sales of engines, cars, etc	31,701 99	60,621 99	65,622 12	.....
Dividends May 1	.....	.....	.....	214,600 84
Renewals of rolling stock	.....	.....	.....	25,220 73
	$3,604,743 34	$3,766,235 36	$3,710,724 34	$3,808,695 90

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark, and George A. Kettell.

President.—Onslow Stearns. *Sup't.*—Wm. M. Parker. *Treasurer.*—George A. Kettell.

Portland and Kennebec Railroad.

The earnings of this road for the years ending December 31, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers	$304,917 84	$285,291 15
" merchandise	191,909 31	219,816 13
" extra baggage	783 44	738 08
" mails	11,200 00	11,200 00
" express	5,600 00	6,000 00
" connecting roads	2,132 54	1,257 14
	$516,543 13	$524,302 51
Military service	17,924 44	5,398 81
Rents	.....	615 88
	$534,467 57	$530,316 70
Expenses, viz:		
Maintenance of way	$114,962 65	$120,994 04
Fuel	58,026 18	59,192 70
Locomotive power	54,007 45	96,278 57
Train expenses	39,394 81	40,036 33
Station expenses	31,036 34	42,029 60
Salaries	10,854 67	10,957 84
Other expenses	8,383 42	14,073 86
Rent of Somerset and Kennebec road	36,000 00	36,000 00
United States tax	10,717 51	13,054 66
	$363,383 03	$432,607 70
Net earnings	$171,084 54	$97,709 00
Yarmouth stock dividends	$12,144 00	
Interest on city and town bonds	48,000 00	
Interest on 1st October b'ds	13,800 00	
Interest on funded interest bonds	6,070 09	
Interest on consolidated bonds	1,371 66	
Interest on other loans	12,809 28	
		94,195 03
Balance		$3,513 97
Add balance of earnings of former years		208,905 21
Receipts from consolidated bonds issued in 1864 and 1865		99,100 00
Receipts from notes payable in 1864 and 1865		193,542 20
Due on Westbrook road		4,751 23
Coupons not presented		5,602 00
		$515,414 61
Expended in 1864 and 1865:		
For new cars and engines	$109,926 79	
New car shops at Augusta	17,708 96	
Depot grounds and buildings at Portland	181,350 80	
New track from Westbrook to Portland	6,653 21	
		376,619 06
Leaving		$138,795 55

Assets.

Sinking fund	$73,107 50
Wood on hand	31,124 25
Stock for repairs	9,265 75
Due on sundry accounts	1,682 06
Due from the United States	6,838 88
United States and other bonds	5,700 00
Cash on hand	11,077 11
	$138,795 55

The number of passengers carried in 1864, was 312,771; in 1865, 272,548. Number of tons of merchandise transported in 1864, 92,548; in 1865, 99,623. Miles run by locomotives in 1864, 299,724; in 1865, 274,410.

☞ At Richmond, Virginia Central Railroad bonds are quoted at 64; Orange and Alexandria do., 58@60, and Virginia and Tennessee do., 60@62.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	$5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	----
Albany and Boston "	50	25½	20,000	----
Algomah ..... "	25	3	20,000	----
Allouez ..... "	25	1⅜	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	2,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13¾	20,000	9½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	----
Black River ..... "	25	2½	20,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	----
Carp Lake ..... L. S.	25	----	20,000	90c
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	----
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	----
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	41
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	3½	20,000	1½
Dana ..... "	25	2½	20,000	----
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	----
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River . "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd . "	25	6	20,000	----
Franconia ..... N.H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	41
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	----
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	22½
Hanover ..... "	25	1½	20,000	----
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	4½
Hungarian ..... "	25	1	20,000	----
Huron ..... "	25	19	20,000	40
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	----
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California... Mo.	50	----	40,000	----
Lyster ..... Ca	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	1¼
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	----
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4⅜	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	----
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	----
Native ..... "	25	2	20,000	----
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	50c
New Jersey cons. N. J	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic.. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western.... "	25	11⅜	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	----
Pewabic ..... "	25	3⅜	20,000	35
Phila. & Boston.. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	50
Pittsburg & Boston "	25	5½	20,000	46½
Pontiac ..... "	25	10⅜	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	45½
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	----	200,000	----
Rockland ..... "	25	12	20,000	6
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	3½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	----
Salem ..... "	25	⅛	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol .... "	25	⅛	20,000	----
Sheldon & Col..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	⅛	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	2½
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	----
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota... L. S.	25	2½	20,000	----
Wiekopee ..... "	25	----	100,000	----
Winona ..... "	25	8	20,000	----
Winthrop ..... "	25	4½	20,000	----
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	----
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champlon ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	----
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point..... N.Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	5	2½	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J	100	----	12,000	----
N. Y. & Boston.. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	----
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	61
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	----
Atlantic & G. C .. Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	----
Boston & Pictou. N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N.S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	----
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	45
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	2½
Fulton ..... "	5	5	60,000	6
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein.....	----	----	----	11½
Maryland Anth ... Md.	20	20	25,000	----
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	29
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Ff'ds. Pa.	----	----	----	5
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	----
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain.... "	50	50	16,000	22
Shamokin ..... "	----	----	----	7
Somerset I. & C ... "	----	----	----	----
Spring Mountain .. "	50	----	----	38
Spruce Hill ..... "	10	----	100,000	4½
St. Nicholas..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre..... Pa.	100	100	21,750	54½
Wolf Creek..... "	50	----	----	----
Wyoming Valley.. "	50	----	25,000	39½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag .... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol.... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	18½
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	----
Gunnell Central.. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	2½
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	10½
Do. preferred.. "	100	100	57,744	23
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon..... Nev.	10	----	500,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada.. Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill..... Col.	25	----	40,000	3½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	9½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Taecher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States .... "	20	----	75,000	----
Waddingham... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. .. "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125,000	----
L. California..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City.... "	100	----	50,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande... "	50	----	100,000	----
Quicksilver..... "	100	100	100,000	48
Santa Clara ..... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin .... N.H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	----
Saginaw Salt..... Mich.	25	25	100,000	----
Sunapee, plumba. N.H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv. val'n in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	....	27
30 Nov. '64	4.52	——	179	28	..	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27.43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	....	41,000	——	——	——	——	——	....	——
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	13,742	12,000	——	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	——	26	6	..	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	....	——
30 Nov. '64	11.75	——	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	42
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	....	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11,000	——	(Middlesex)	——	50	....	25
30 Nov. '64	31.85	——	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	....	50
30 Nov. '64	6.84	——	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	——	3	....	48
30 Nov. '64	5.69	——	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	——	....	——
30 Nov. '64	6.75	——	66	15	—	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	....	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)		5	....	25
30 Nov. '64	2.50	——	10	2	—	Stoneham street (Boston)	35,300	32,900	——	——	7,454		——	....	——
30 Nov. '64	——	0.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)		——	....	——
30 Nov. '64	6.00	——	70	——	——	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	....	——
30 Nov. '64	——	——	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	....	93½
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	(Leased)		6	....	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	....	——
30 Nov. '64	11.60	——	59	8	..	Worcester	86,657	75,800	——	53,668	25,463	——	——	....	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	....	——
						NEW YORK.									
30 Sep. '64	10.76	——	——	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	——	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	——	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	——	....	55
30 Sep. '64	24.00	——	——	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	——	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	——
30 Sep. '64	11.75	4.00	——	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	——	....	——
30 Sep. '64	0.09	9.41	——	——	——	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	....	——
30 Sep. '64	——	18.00	——	——	——	Brooklyn City & Rockaway	— — —	12,000	——	700	——	——	——	....	——
30 Sep. '64	——	25.00	——	——	——	Brooklyn, E. N. Y. & R'k'w'y	90,000	50,000	25,000	15,000	——	——	——	....	——
30 Sep. '64	——	....	——	——	——	Buffalo Street	....	....	——	——	——	——	——	....	——
30 Sep. '64	——	23.00	——	——	——	Canarsie, B'klyn & Wind'd.	33,500	15,000	18,500	——	——	——	——	....	——
30 Sep. '64	——	....	——	——	——	Central City (Syracuse)	....	....	——	——	——	——	——	....	——
30 Sep. '64	19.00	3.00	——	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	——	327,713	30,493	——	100	——
30 Sep. '64	17.25	——	——	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	——	100,438	9,148	——	....	——
30 Sep. '64	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	12	100	——
Sep. '64	18.50	1.00	——	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	....	——
30 Sep. '64	12.00	1.00	——	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	——	....	——
30 Sep. '64	——	....	——	——	——	Fourteenth Street (N. Y.)	....	....	——	——	——	——	8	....	——
30 Sep. '64	4.52	——	——	——	——	Grand St. & Newtown (W'g)	....	....	——	——	——	——	——	....	——
30 Sep. '64	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	——	34,660	897	——	....	——
30 Sep. '64	——	——	——	——	——	Main & Ohio St. (Buffalo)	—— ——	—— ——	——	——	——	——	——	....	——
30 Sep. '64	——	....	——	——	——	Niagara Street (Buffalo)	....	....	——	——	——	——	——	....	——
30 Sep. '64	11.00	7.00	——	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	——	90,108	loss.	——	100	——
30 Sep. '64	——	....	——	——	——	N. Riv. & Wall st. Ferry (N. Y.)	....	....	——	——	——	——	——	....	——
30 Sep. '61	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	....	——
30 Sep. '64	7.50	3.40	——	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	——	——	....	——
30 Sep. '64	16.00	——	——	....	——	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	——	100	65
30 Sep. '64	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,306	14,753	5	100	136
30 Sep. '64	——	....	——	——	——	Tenth Av & 32d st. (N. Y.)	....	....	——	——	——	——	——	....	——
30 Sep. '64	17.50	——	——	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	——	——	——	——	Troy and Cohoes	50,000	....	——	——	leased.	——	——	....	——
30 Sep. '64	0.50	9.00	——	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	....	——
30 Sep. '64	1.50	——	——	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	....	——
30 Sep. '64	——	12.00	——	——	——	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	....	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	——	7	..	Hoboken and Hudson City	32,000	30,000	——	2,000	....	——	——	....	——
31 Dec. '62	5.05	2.50	——	8	..	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	....	——
31 Dec. '62	10.47	——	——	....	——	Jersey City & Bergen Point	....	....	——	——	——	——	——	....	——
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211,000	200,900	——	71,050	19,183	——	50	——
31 Dec. '62	5.80	——	——	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	....	——
						PENNSYLVANIA									
31 Oct. '65	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	——	——	40	10	58
31 Oct. '65	5.50	——	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	——
31 Oct. '65	12.33	——	262	40	0	Frankford & Southw'k (Ph.)	765,569	421,620	200,000	——	286,861	91,545	——	50	——
31 Oct. '65	6.03	——	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	....	....	——	——	62,732	8,227	——	....	——
31 Oct. '65	4.50	——	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	——	158,803	39,721	2	50	30
30 Nov. '65	19.00	——	250	44	0	Germantown	385,169	112,245	250,000	——	197,195	49,561	——	....	55
31 Oct. '65	5.04	——	120	25	0	Girard College (Phila.)	114,611	160,000	——	——	122,866	36,832	4	50	80
31 Oct. '65	2.00	——	25	4	1	Harrisburg City	49,504	30,118	——	9,000	6,726	3,562	——	25	——
31 Oct. '65	19.00	——	328	56	0	Hestonville, Mantua & Fairm'nt	....	....	183,600	75,131	153,813	39,179	——	50	18½
31 Oct. '65	4.50	——	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	——	25	11
31 Oct. '65	——	....	——	——	——	Oakland (Pitts'urg & E. L.)	....	....	——	——	——	——	——	....	——
31 Oct. '65	3.75	——	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	——
31 Oct. '65	2.06	——	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	——	67,040	14,278	14	50	——
31 Oct. '65	3.80	——	165	27	0	Philadelphia City	240,264	100,000	135,000	——	149,978	59,722	7½	50	——
31 Oct. '65	5.00	——	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	——	38,781	6,494	5	20	——
31 Oct. '65	4.50	——	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	——	41,737	6,903	——	50	14
31 Oct. '65	18.09	——	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	——	437,562	158,830	10	50	66
31 Oct. '65	5.62	——	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	——	——	51,683	9,187	——	50	13
31 Oct. '65	7.00	——	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	39½
31 Oct. '65	7.00	——	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	——	——	210,143	87,810	9½	50	60
31 Oct. '65	6.25	——	143	23	0	13th & 15th st. (Phila.)	....	....	——	——	143,038	38,435	5	50	21½
31 Oct. '65	23.05	——	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	——	50	37
31 Oct. '65	6.00	——	327	52	5	West Philadelphia	356,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	——	9	4	0	Williamsport	....	15,150	——	522	3,637	1,851	——	25	——
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	....	18½
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	99,837	50,000	——	——	——	——	——	——	——
31 Dec. '62	3.63	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm 1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	83
Malden and Melrose:					
1st Mortgage guarantied	78,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	.
Malden & Melrose bonds	51,762	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	128
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	125
" " " ..... coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000		" "	Duo.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	104
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	99
" " " ..... coupon		5	" "	1871	109½
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	----
" " " ..... coupon		6	July.	1881	----
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106½
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..registered	264,314,500	6	" "	1881	106½
" " " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ....registered	514,780,500	6	May & Nov.	1882	103½
" " " (5-20s) ..... coupon		6	" "	1882	104½
Loan of March 3, 1864 (5-20s) ...registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	102½
Loan of March 3, 1865 (5-20s) ....registered	80,734,500	6	May & Nov.	1885	104
" " " (5-20s) ..... coupon		6	" "	1885	104
Loan of March 3, 1864, (10-40s) ...registered	171,219,100	5	Mar. & Sept.	1904	96½
" " " ..... coupon		5	" "	1904	97½
Pacific R. R. Bonds of (currency) ...registered	5,402,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	----	----	Due.	----
" June 30, '64 & Mar. 3, '65 1st series	612,221,600	7.3	Feb. & Aug.	1867	103
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	103½
" " 1865 ..... 3d series		7.2	Jan. & July.	1868	103
Debt Certificates	43,025,000	6	At maturity.	1 year	100⅛
Gold Certificates of Deposit	22,568,320	----	----	----	----
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	124,561,486	----	" "	10 d'y	----
United States Notes (greenbacks)	402,128,318	----	----	----	----
Fractional currency	27,334,965	----	----	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ... "	----	----	----	----	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	113
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	97
" — " " (free.) .... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1860	----
" — " " ..... "	2,271,750	6	" "	'68-'86	105
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	100
" — " " ..... registered	1,758,400	6	" "	1870	----
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 .... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 .... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 .... "	2,371,725	6	" "	'70-'79	----
" — " " ..... "	1,778,677	6	" "	1877	----
" — " " ..... "	241,000	6	" "	1879	----
" — " War Loan	1,157,700	6	" "	1879	----
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	86
" — " " ..... "	2,058,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	417,000	5	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	93
" —Fu de Coupons ..... "	----	6	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds ..... coupon	4,900,000	6	Jan. & July	1883	96½
Maryland—State Bonds ..... coupon	2,171,903	5	quarterly.	var.	60
" — " " ..... "	1,727,000	6	"	1870	101
" — " " ..... conpon	3,192,763	6	"	1890	----
" — " " ..... inscribed		6	"	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	124½
" — " "	244,000	5	Jan. & July.	'70-'74	97½
" — " "	375,000	5	April & Oct.	'72-'74	97
" — " "	220,000	5	May & Nov.	1880	----
" — " War Loan	6,429,000	5	" "	1894	96½
" — " Scrip	297,000	6	June & Dec.	'68-'77	107½
" — " "	150,000	6	April & Oct.	1883	----
" — " "	1,024,000	6	Jan. & July.	'71-'75	108½
" — " "	2,080,000	6	" "	'76-'78	----
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'73-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	----
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	77
" — " " (H. & St. R. R.)-	3,000,000	6	" "	'72-'85	82½
" — " " (Pac. R. R.)... "	7,000,000	6	" "	'72-'87	78
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98
" —War Fund Bonds...coupon	1,650 000	6	" "	'83-'85	95
" — " " Notes	2,306,000	5	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	102½
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	" "	1866	----
" — " " ..... general fund	500,000	6	" "	1868	----
" — " " ..... canal fund	3,050,000	6	" "	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	96
" — " " ..... "	2,250,000	6	"	1874	98
" — " " ..... "	500,000	6	"	1875	----
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	----
" — " " ..... "	909,807	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " "	4,500,000	5	"	1874	90½
" — " " ..... general fund	900,000	5	"	1876	----
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	81½
" — " " (new) ... "	3,500,000	6	Jan. & July.	1900	62
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1866	----
" — " " ..... "	436,793	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	----
" — " " ..... "	1,600,000	6	" "	1875	----
" — " " ..... "	4,095,309	6	" "	1881	----
" — " " ..... "	2,400,000	9	" "	1886	----
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90½
" — " " ..... coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1873	103
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	97½
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new)... "	----	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct.	'76-'90	80
" — " " ..... "	239,167	6½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	59
" —Railroad Loans ..... "	14,016,000	6	" "	long.	----
" —Funded Interest ..... "	----	6	" "	1892	----
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	41
" — " " ..... coupon	11,108,000	6	" "	'86-'95	67
" — " (sterling).	1,866,000	5	" "	1872	----
" —Funded Interest ..... registered	----	6	" "	'76-'90	----
" — " " ..... coupon	----	6	" "	'76-'90	----
West Virginia—State Bond ..... coupon	----	6	----	----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates. ...	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new)... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	----
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	98
" — " "		6	Jan. & July.	1886	98
" — " "		6	quarterly.	1890	100
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	125½
" — " "		5	"	'71-'75	----
" — " "	7,846,026	5	"	'76-'80	98½
" — " "		5	"	'81-'86	143½
" — " "		6	"	'67-'76	101
" —Water Loan	603 000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	----
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'86-'95	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	92
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	97½
" — " " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	95½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	----
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" — " "	4,714,000	6	" "	'76-'78	----
" — " "	1,800,000	6	" "	1888	----
" — " "	5,149,271	6	" "	1887	----
" — "	275,000	6	" "	1898	----
" —Fire Indemnity Stock	402,765	5	Feb. & Aug.	1868	----
" —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	----
" — " "	3,125,200	5	" "	1870	----
" — " "	319,000	5	" "	1873	----
" — " "	1,000,000	5	" "	1874	----
" — " "	334,700	5	" "	1875	----
" — " "	2,016,000	5	" "	1876	----
" — " "	2,376,000	5	" "	79-'80	----
" — " "	900,000	5	" "	1890	----
" — " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,242	5	" "	'87-'82	----
" — " " (old)	2,232,500	6	" "	'66-'93	93
" — " " (new)	7,898,717	6	" "	'66-'99	96½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	96½
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	----
" —Railroad Bonds ..... coupon	1,600 000	6	April & Oct.	'69-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	88
" —Water Loan ..... "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	----
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County Bds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	214,679	314,521	332,098	406,076	446,044	396,847	381,510	357,556	----
1865	289,400	327,269	399,870	343,408	460,422	521,174	595,528	738,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	388,480	394,583	------	------	------	------	------	------	------	------	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,437	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,094	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	301,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	383,432	------	------	------	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,637	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,603	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	------	------	------	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	438,945	407 683	2,811,544
1864	273,876	317,839	390,366	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,947	702,691	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	528,566	405,634	528,744	518,736	735,082	------	------	------	------	------	------	------	----
Chicago and Great Eastern:													
1861	18,316	11,065	18,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25.461	211,077
1862	24,243	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,068	30,206	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87.037	97,876	94.843	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	108,973	------	------	------	------	------	------	------	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,944	719,354	734,108	714,211	6,214,182
1862	499,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,324,217	13,429,643
1865	1,001,007	947,116	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,622,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	------	------	------	------	------	------	------	----
Illinois Central:													
1861	221,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,180	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	425,797	406,378	510,100	423,578	649,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	582,828	512,028	516,822	406,773	507,830	------	------	------	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	33,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	43,544	512,218
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,906	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,068
1866	90,071	84,318	82,910	82,722	95,664	------	------	------	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	116,135	88,221	140,4[illegible]	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,997	72,135	108,082	267,488	------	------	------	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,568	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	------	------	------	------	------	------	------	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,055
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,681	490,694	447,670	328,969	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	------	------	------	------	------	------	------	----
Milwaukee and St. Paul:													
1864	[illegible]1,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	[illegible]	86,523	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	[illegible]	122,621	124,175	121,904	245,511	------	------	------	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	639,688	677,073	558,743	523,138	562,076	696,175	927,036	952,900	872,985	7,906,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	967,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	288,180	------	------	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161,106	160,536	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,200	291,763	278,219	2,905,539
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,878	466,557	454,826	4,088,881
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	486,742	582,786	617,021	669,384	757,178	936,183	711,457	1,170,241	1,125,635	754,561	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,578	1,419,232	1,196,955	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	252,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	360,763	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,647	675,360	701,362	691,556	914,082	7,129,466
1865	640,144	678,504	857,588	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,828	------	------	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,940	118,077	130,378	153,470	144,736	143,745	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,780	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,135	167,300	168,899	------	------	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,273	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	82,582	106,845	113,576	115,214	168,219	170,380	172,870	147,548	139,528	1,403,143
1863	86,321	91,971	108,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,785	96,843	132,896	128,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	266,154	2,050,921
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,423	------	------	------	------	------	------	------	----
Western Union:													
1865	43,716	37,255	32,278	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,283
1866	46,103	36,008	39,201	42,333	56,913	------	------	------	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company[illegible] default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	93
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	95
" " " 1850	676,000	6	Jan. & July.	"	1880	93
" " " 1855	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do.)	589,500	6	Feb. & Aug.		1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	99½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	108
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	329,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	89
" " $875,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	90½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	94½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67–'80	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,897,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	87
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	79
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1886	100
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000				1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	[illegible]	[illegible]	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	93
2d Mortgage	2,516,500		March & Sept.	" "	1891	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	69
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb & Aug	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	82
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,568,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	No York.	1866	105
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1859	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1961	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	600,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	575,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,800	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	78½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage Sterling (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95½
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	92
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93½
Dbts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	83
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	925,500	7	June & Dec.	" "	1888	96
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	96
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	347,000	6	Feb. & Aug.	w Yo rk	'78-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	380,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	96½
2d Mortgage (now stock)						45½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	77
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
2d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,800	6	April & Oct.	"	1870	93
" 1861, "	108,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	87
" 1844, "	804,000	6	" "	"	1880	87
" 1848, "	101,000	6	" "	"	1880	87
1849, "	67,000	6	" "	"	1880	87
1857, (convertible)	415,500	6	" "	"	1886	108½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago.						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	800,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	55
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	550,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben'e and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	74
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	106½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	85
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	96
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'63–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,486	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
19 Feb. '60	88.5	28.4	----	—	28	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	33.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,377	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	----
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89.470	46,029	7	----
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517.808	134,509	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97.022	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192 989	478,095	65,463	—	----
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	----
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	—	—	—	49,663	197,387	85,946	34	----
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202.567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5.000.600	2,000,000	140.785	8,081,181	117.4	652,755	1,982,213	549,834	9	111
30 Nov. '65	69.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	522,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — '62	100.0	3.9	10.0	168 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	-	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	.....	.....	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832,348	454,541	—	----
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,228	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	99½
30 Apr. '65	317.9	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,969	525,258	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	121
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,493	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	30½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,285,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	95
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	----
31 Dec. '65	454.8	252.5	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,251,500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	121½
31 Dec. '65	118.0	—	----	112	15	6	234	Toledo, Peoria & Warsaw	4,353,623	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,563	580,333	250,189	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,741	488,558	—	31
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	----
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,544	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,234	140,689	3,458,108	110.0	.....	448,858	230,834	9	70
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771.763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	.....	2,176,223	108.0	312,859	527,863	288,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	40,668,060	288.0	.....	.....	645,827	371,340	536
30 Nov. '65	78.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,983,156	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	37,964	2,929,782	75.5	112,434	431,606	155,347	—	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 673,123	68,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412.156	162,268	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '65	29.0	—	3.1	— }	4	13	219	} Lexington and Frankfort	605,298	52,360	—	514,573	79,000	—	736,518	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	— }				} Louisville and Frankfort	1,532.646	126,785	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	86
30 Jun. '65	135.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	589,297	5,855,320	80.0	180,204	431,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	208.0	.....	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	----
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	.....	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	----
31 Mar. '66	246.0	277.8	----	—	93	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,587,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	105 79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,399	236,0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	----
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,763	—	2,469,540	4,350,000	93,378	7,695,870	168.8	490,183	950,499	640,641	—	85
21 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,368	283.0	698,415	1,097,793	211,310	—	----
28 Feb, '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	8,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1.895	—	----
28 Sep. '64	86.6	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	6,437,063	360,029	—	1,971,222	3,501,000	40 568	6,362,109	90.1	230,186	399,291	229	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	151,638	444,638	205,584	757,881	36.5	78,344	79,761	43,461	—	£.
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,118	91,487	—	—
31 May, '65	99.7	9.5	.....	—	18	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	256,767	6	160
May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,768	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,756	11,866,283	16,151,962	10,112,534	897,839	36,811,376	236.8	2,988,010	6,509,945	4,544,097	3	112
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,495	Northern Central	9,247,186	1,104,744	1,692,961	4,518,900	5,211,244	1,689,780	12,044,841	261.0	1,642,015	3,316,510	1,328,793	8	43½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,880,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	101
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	121½
30 Nov. '65	47.0	7.0	32.5	—	28	39	869	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,338	10	136
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	155½
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	64
30 Nov. '65	60.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	105½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	106½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,255	8	107
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	.....	.....	.....	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,163	92,870	101,988	300,000	—	91,748	814,991	71.0	185,647	300,964	51,227	5	124½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	109
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	.....	—	.....
30 Nov. '64	98.5	8.8	27.5	—	26	68	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	103
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper. by B. & L. Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	1,860,000	558,955	—	3,635,667	77.8	151,827	890,086	122,897	2	46½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,276,144	1,095,713	6,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	141
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,104,398	*	224,509	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	106½
								NEW HAMPSHIRE.													
31 Mar. '66	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	98.5	.....	422,829	184,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	46½
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	321,985	138,049	8	60½
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	90,699	7	112
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.0	387,789	615,728	215,978	9	86
30 Apr. '64	24.7	—	2.2	—	5	2	60	Sullivan	1,430,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	148,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,406	10,264,468	—	.....	124 2	.....	5,799,950	1,140,788	35	134½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,980	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	65	62	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10,685,949	1,509,000	838,636	13,981,735	86.0	1,187,978	3,036,390	1,287,956	10	119½
31 Dec. '64	53.0	—	—	45.5	24	48	274	Morris and Essex	4,057,275	*	65,000	3,041,960	1,164,500	31,200	4,536,916	53.0	270,000	870,764	171,765	7	98
31 Dec. '66	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	788,164	1,793,064	5,000 000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,566,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	.....	229,476	.....	—	65
31 Dec. '64	18 2	—	.....	—	.....	.....	.....	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,210	*	—	588,400	700,000	—	1,288,400	—	—	207,552	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	83,064	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160 3	640,814	1,080,232	loss	—	106½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516.576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	769,028	10	195
31 Dec. '65	460.0	97.0	388.0	—	382	133	5,835	Erie	47,646,351	*	5,645,644	25,106,800	22,370,982	4,299,762	53,291,896	807.0	6,839,028	15,434,775	5,066,511	4	60
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	13,053,434	1,616,413	—	6,218,042	7,787,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	110½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	554.9	5,804,048	13,975,524	2,694,714	6	98½
30 Sep. '64	130.7	2.1	45 0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,072,685	6,585,050	6,115,800	—	12,700,850	163.8	1,780,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,208	—	—	4,571,900	—	4,571,900	121.7	458,811	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,854	128,199	—	396,340	311,500	23,708	901,853	35.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	139.6	48.5	18.2	—	28	34	898	Rome, Water'n & Ogdensb'g.	3,095,871	368,306	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	106,601	—	500,000	380,000	—	930,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,287	—	628,100	200,000	140 000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	31.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	88,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	578,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	603,209	138,147	3,000,000	1,629,000	—	5,601,726	202.0	.....	1,141,867	608,228	19	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	117
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,887	875,209	228,651	—	45
31 Oct. '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	83,292	9,374,307	208.5	1,429,741	2,696,377	736,794	5	83½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,573	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	106½
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	76,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.8	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2366.705	3,782,430	.....	6,214,525	142.0	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,044	536,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,826	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,905,315	250.8	456,408	1,038,165	427,406	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,476	*	6,246,960	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	.....
3 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,788	2,400,000	466,216	.....	125.0	.....	.....	.....	—	.....
30 Jun. '6	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	8,985,495	595 400	251,867	3,343,966	1,341,093	14,202	5,172,133	205.9	352,409	719,924	145,900	—	15½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	126.0	209,011	32 0 7	189,488	—	—
Dec 64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3.427,050	6 653,868	—	10,268,015	250.0	1,244,858	2,060,322	945,492	3½	55

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	184.201	356,277	122,892	—	—
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,415	370,223	149,587	—	88½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	130,698	461,711	149,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	147
31 Oct. '65	30.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620.000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,490	138,683	10	----
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,060	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	16.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	178,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,913	40,714	—	1,335,000	2,276,725	121,409	3,733,134	52.0	178,087	653,015	60.201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	63
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper.	by Reading	R. R.)		3	39½
31 Oct. '65	130.5	—	63.3	—	31	...	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,986	6,629,199	69.8	318,861	875,084	412,353	—	38½
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17 459 103	4,189,111	10	86½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139.079	268,489	—	1,476,300	153,000	—	1,629,300	24.0	311 (91	656.738	256,376	8	55
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,692,766	—	—	5,669 450	13,009,000	2,000	18,071,450	(oper.	by Penn. R.R.	Co.)		—	31½
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,561,353	20 240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	54½
31 Oct. '65	26.5	—	26.6	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,364,122	744,425	1,562,695	8,978,300	516,000	452,826	10,669,242	197.0	981,466	3,884,609	1,046 804	10	56½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	894,368	130 361	—	9
31 Dec '65	468.5	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573 000	1,597,620	26,545 698	483.3	4,623,073	8,489 062	3 2-3.547	10	96½
31 Dec. '65	28.0	—	0.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	25.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	----	----	62.0	321,000	557,587	254,508	12	111
								SOUTH CAROLINA.													
31 Dec. '65	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '65	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	263,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	—
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,662	*	—	985,748	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	----	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	—
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	154,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,566,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	875,597	—	—
1859.	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	----	----	----	----	----	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	4,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,909	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	169.0	----	734.115	337,384	6	—
1859.	----	----	----	—	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	—
1860.	46.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Colo'do	----	----	—	----	----	----	----	32.0	----	----	----	—	—
— — '58	56.0	—	----	134.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	276.000	240,000	171,550	----	50.0	31,500	32,670	----	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	976,000	369,000	----	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,680,277	*	—	1,679,600	638,500	----	3,023.466	105.0	164,794	428,180	184,470	—	----
31 Aug. '63	119.6	—	16.0	—	25	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,655	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	----	—	1,687,500	----	----	1,687,500	oper.	by Vt.	Central	----	8	99
20 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,301,886	23.7	48,995	64,267	26,451	—	----
30 Jun. '63	59.0	5.5	3.0	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	oper.	r.b. Troy	& Boat.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	776,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	176	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.8	10.1	----	—	19	18	272	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	—	74½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,654,500	775,142	3,711,091	101.7	----	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,935,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	28,858	----	43.5	1,058,054	163,752	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,340	20,554	—	657,812	85.000	----	----	23.7	12,542	----	----	—	—
31 Jan. '60	80.0	—	----	—	16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33.948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,061	359,130	5	—
30 Jun. '60	204.7	9.4	10.3	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	671,958	10,228,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	196.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,126,571	2,113,118	508 855	—	55½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwaukee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402.00	951.830	8,755,527	285.9	915,298	1,985 511	647,631	—	—
10 May, '64	108.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.8	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236 798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,483,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	20,810,345	*	—	15,123,420	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,885	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	—	1½
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----	—	----	4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,558,706	—	—	4,658,706	108.0	100,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	168,416	139,107	37,181	—	—
								NEW GRENADA.													
Dec 63	5.1	—	—	—	11	22	120	Panama	9,990,000	*	558	5,000,000	75,000	—	10 783,723	48.7	----	2 237,433	1,328,934	—	80

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	38
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	49½
Chicago & Alton (preferred)	2,425,400	7	7	102
Chicago & Northwestern (pref.)	12,994,720	7	7	60½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	74
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,976,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	40
Erie (preferred)	8,535,700	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	46
" (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99
" " " (2d pref.)	1,014,000	7	7	32½
Milwaukee & St. Paul (preferred)	2,400,000	7	---	71½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	62
Toledo & Wabash (preferred)	984,700	7	7	63
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	97
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92½
2d Mortgage	295,750	6	------	------	90
Boat Loan	90,852	6	------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	78½
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,560	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	110
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	55
Delaware and Hudson	100	10,000,000	10	105
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan				
Lehigh Navigation	50	6,091,700	10	58
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	86
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	24½
" " (preferred)	50	2,888,985	---	35
Susquehanna and Tide Water	50	2,048,260	---	16½
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	5
West Branch and Susquehannna	100	1,100,000	6	29½
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	46 50 @ 50 —
Pig, American, No. 1	46 — @ 48 —
Bar, Refined, English	95 — @110 —
Bar, Swedes, assorted sizes (in gold)	95 — @105 —
Bar, Swedes, assorted sizes	170 — @ — —
Bar, English & American, Refined	125 — @130 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @205 —
Ovals and Half round	150 — @160 —
Band, English	— — @155 —
Horse Shoe	150 — @160 —
Rods, English	122 50 @180 —
Hoop, English	135 — @225 —
Nail Rod per lb.	— 10½@ — 11½
Sheet, Russia per lb.	— 27 @ — 28
Sheet, English, Single, Double and Treble	— 7 @ — 9
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ — 90

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18½@ — 24
English Spring (1st & 2d qlty.)	— 11½@ — 13
English Blister (1st & 2d qlty.)	— 12½@ — 20
English Machinery	— 14 @ — 16
German	— 15½@ — 17½
American, Blister	— 11½@ — 13½
American, Cast, Hammered	— 18 @ — 22
American, Cast, Rolled	— 13 @ — 16
American Spring	— 11 @ — 12½
American Machinery	— 14 @ — 15
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— 43 @ — 45
Sheathing, Yellow	— — @ — 33
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 52 @ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	7 — @ 7 50
German Refined	7 — @ 7 50
English	7 — @ 7 50
Bar per lb.	— — @ 11 50
Pipe and Sheet	— — @ 11 44

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— 19½@ — 20
Straits	— 18½@ — —
English	— 18½@ — 19
Plates, Charcoal I. C per box	15 — @ 16 —
Plates, I. C. Coke	11 — @ 13 50
Terne, Coke	10 75 @ 11 —
Terne, Charcoal	14 50 @ 14 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	6 75 @ 7 —
Clinch (cash)	— — @ 8 50
Copper	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 35
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 24 @ — 24½
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 7½ @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— — @ — —
Naptha, Refined (60@63 gravity)	— 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending July 4.

	Th 28	F 29	Sat. 30	M 2	Tu 3	W 4
Atlantic M. S. S. Co	125	125½	124½	----	----	----
At. & Gt. W. (O) 1st m't	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co	54½	54¾	----	----	----	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	98½	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	30¾	30½	30½	30½	----	----
" " pref.	59¼	59	59	59½	----	----
" " 1st M.	----	----	----	----	----	----
" " 2 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	94½x	94¾	94¾	94	----	----
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	116	----	----	----	----	----
Clev. and Pittsburg	83½	82¾	83	83½	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	106¾	106¼	106¼	106¼	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	45	----	----	----	----	----
Del. & Hudson Canal	152	155	----	----	----	----
Del., Lack. & West	147	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	60¼	63	61½	63½	----	----
" pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	95	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	35	----	----	----	----	----
" " pref.	52	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	----	----	112	----	----	----
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	122	121	120½	121	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	105	----	----
Marietta & Cin. 1st pref.	44	----	44	44½	----	----
" " 2d "	20	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	10¼	10¼	10¼	----	----
Michigan Central	104x	----	104	----	----	----
" S F. 8 p.c. '82	----	----	----	109½	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	78¾	78¼	78¼	78¾	----	----
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F. 95	96¾	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	60	----	----
Missouri 6s	78	77	----	78	----	----
" iss. to H. & St. J. R.	82½	----	----	----	----	----
" " Pacific	78	77	----	----	----	----
New York Central	98½	98½	97½	98½	----	----
Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	84½	85	85	85	----	----
Ohio & Miss. cer.	27½	27½	27½	26½	----	----
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	211	212	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	109½	109½	109½	101½x	----	----
Pitts. Ft. W. & Chicago	98½	98½	98½	96½	----	----
" 1M.	----	----	----	100	----	----
" 2M.	----	97½	----	----	----	----
" " 3M. 90	----	----	----	----	----	----
Quicksilver Mining Co.	49	48	----	48	----	----
St. L., Alton & T. H.	31	----	----	31	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	99	99	99	96	----	----
Tol. Wab. & Western	----	----	----	----	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	67	----	67	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 4.

	Th 28.	F.29	Sat.30.	M.2.	Tu.4.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.	104					
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s, coup.	97½	97½	97½			
U. S 5s, 10-40s, reg.						
U. S. 6s, 1881, reg.						
U. S. 6s, 1881, cou.	110¾			107x		
U. S. 6s, '81, O.W.L.y.		109¼				
U. S. 6s, 1881, " ly.						
U. S. 6s, 1867, reg.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.						
U. S. 6s, 1 year certif.						
U. S. 6s, 5-20s, c. 1862.	104¼x	104½	104¼	104½		
U. S. 6s, 5-20s, c. 1864.		103¾				
U. S. 6s, 5-20s, c. 1865.	103¾x	103¾	103¾	103¾		
U. S. 6s, " reg.	105¼		103¾	103¾		
7.30 Notes, 1st series.	103¼	102⅞	103¼	103¼		
" " 2d series.	103¼	103¼	103¼	103¼		
" " 3d series.	103¼	103¼	103¼	103⅝		
American Gold						

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 3.

	W.27.	Th.28.	F.29.	Sat.30.	M 2.	Tu.3
Cattawissa						
" preferred	24¼		25¾	24¼	38	38
Camden & Amboy	133		134	134½		134½
" " 6s,'67						
" " 6s,'70						
" " 6s,'75						
" " 6s,'83						90½
" " 6s,'89						
" mort. 6s,'80			94			94½
Chea. & Del. Canal 6s '86						
Del. Div. Canal			55	55		
Elmira & W'msport						
" " pref.						
" " 7s				97		
Lehigh Navigation	57¼	58				58
" " 6s,'84						87
Lehigh Valley R. R.	63					
" " 6s	91¾			91¼		91¼
Little Schuylkill R. R.	39	39½		39½	39½	
" " 7s						
Long Island						
" " 6s						
Minehill						
Morris Canal	86		88			
" " pref.	120					
" " 6s '76						
North Pennsylvania	38¼					
" " 6s				80½		
" " 10s						
Northern Central			43½			43½
Pennsylvania R. R.	55½	55½	55½	55½	55⅝	55⅝
" 1st m.	101		101			98½
" 2d m.	94		94½	94½		
Penn. State, 5s	93		93¼	92½		
" " 5s, coupon						
" " 6s, W. L.						103
Philadelphia City, 6s	93		93½		93½	93
" " new	96½		97	96¾	96¾	96¾
" " munc		96½	97		96¾	96¾
Philad., Germ. & Nor.						
Phila. & Reading	54½	54½	54½	54½	52	53½
" " 6s, '86						
" " 6s, '70						
Philadelphia & Erie	30½	30½	30¾	31	31½	31½
" " 6s						
Philad. & Sunbury, 7s						
Schuylkill Navigation	26½		27	27	24¾	
" " pref.	34	34½	34	34½		35
" " 6s '82				78½		
" " 6s '76						
" " 6s '72						
Susq. Canal						
" " 6s '78						
Union Canal, pref.						
" " 6s '83	24			24		
West Br. Canal 6s '78						
Wyoming Valley Canal						
" " bonds						
Hestonville, (Horse)	18½	18	18½	18½	18¾	18¾
Chestnut & Wal. "						
Green & Coates, "						
2d and 3d streets, "						
Spruce & Pine, "	39½					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 3.

	W.27.	Th.28.	F.29.	Sat.30.	M 2.	Tu.3
Baltimore City 6s, 1875.			95¼			98¾
" " 1886.						
" " 1870.						
" " 1890.				100		100
Balt. and Ohio				111	111¾	112
" " b'ds,'62.						
" " '67.						
" " '75.						
" " '80.						
" " '85.	96¼				96¾	97
Northern Central						
" " b'ds,'85.						
" " '95.						
City Passenger R. R.						

Boston Stock Exchange.

Actual Sale Prices for the week ending July 4.

	Th. 28.	F.29.	Sat.30.	M.2.	Tu.3	W.4
Boston and Lowell						
Boston and Maine	121¾					
Boston and Providence					136	
Boston and Worcest.			136		135¼	
Cheshire, pref.			49		47	
Concord	63		60¾			
Connecticut River	106½		105½			
Eastern, Mass.	106	106½			106¼	
Eastern, N. H.						
Fitchburg	109¼			109	107	
Manchester & Lawr'ce			112			
Michigan Central						
Northern, N. H.	96	96	96	96		
Old Colony and Fall R.	103¾	103¾	103¾	103		
Ph., Wil. & Baltimore			56¼			
Portl'd, Saco & Ports.	100			100	100	
Vermont & Canada	96¼			99		
Vermont & Mass.			46			
Western	141					
Broadway (Horse)						
Cambridge "			92½		93	
Metropolitan "	50	50½	50			
Middlesex "	48					
Central Mining Co.						
Copper Falls "	39	42	42		41	
Franklin "	40		41		41	
Huron "		38¼	40			
Isle Royale "						
National "						
Minnesota "						
Pewabic "		35	35			
Pittsburg "			46¼		46¼	
Quincy "			45		45¼	
Rockland		6				

London Stock Exchange.

The following were the closing prices for American Securities on the 23d of June.

United States 5-20 yrs., 1882, 6 per cent	65¼@ 66
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	41 @ 43
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 68
Do. Pennsylvania, 1st mort, 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1890	49 @ 51
Erie shares, $100 (all paid), 8 p. c	41 @ 42
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	75½@ 76½
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	66 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do $50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, July 7, 1866.

Stock Exchange and Money Market.

The fiscal year closed on the 30th of June last, and though we have not officially from the department of the Treasury, the figures made up with precision, yet we are able in some measure to give results very accurately. The modern press makes it a duty to publish continually, day by day or week by week, tables, quotations, sales and balances on hand, of everything that gets into and upon the Money Exchange, so that all ordinary readers have constantly before them such financial facts as enable them to judge correctly, if they will, of the monied resources and power of the country. It appears that the value of the foreign merchandize brought to this port during the year ending June 30, 1866, was $301,398,899; and at other ports, $100,466,299—making a total of $401,865,198. If, however, we take the amount by the sum of duties received at the custom house we find the figures something less; but the difference is not enough to make it important in any financial proposition. On the other hand, the exports appear far more formidable and valuable han would be supposed. From this port have gone $212,684,618; from other ports, $80,285,735; besides in cotton bales $183,375,000—a total of $487,445,353. We see by this that notwithstanding the excessive imports of the year, especially the last four months, the balance of imports and exports of merchandize alone is largely in our favor, amounting to $85,580,155. But if to this we add the specie which has been shipped, the balance is still greater. Sent from New York, $57,728,100; other ports, $14,684,459; extra from Boston, $5,000,000—total $78,413,559. So that the total balance in our favor is $163,993,714. All this tallies well with the recent admissions of English financial journals that the United States is not really a debtor country, and these figures seem to sustain the statement. If this is so, and we see no reason to doubt it, then all the fears arising out of the late shipments are groundless, and no harm can come to us from them; though if they had not been made, or rather permitted for they were the result of foreign agencies we should have seen the suspension of payment of specie in England, and a wide spread bankruptcy there. Our own security is not entirely owing to our paper currency, therefore, but to the fact that we are, as a trading nation, not in debt to foreign merchants. That most of the articles brought and sold here are the veriest of trash, and not wanted, we have long thought; but bad as this is, we are still in a solvent condition, the balance of the account is on the right side, and but for the national debt, we should hold the best position of any nation in the world. We are therefore rather amused with the grave speculations of the London *Globe* of the 19th of June, on American finance. The British Press, never for a moment forgetting their assumed importance, condescendingly point out what may happen, and speak of the "convulsion" that is likely to occur here when we return to specie payments. We are obliged to them for their sympathy, but can get along very well without it. We have preserved our neutrality, and saved Canada; we have allowed foreign agents to take our specie to the extent of fifty millions, by borrowing and drawing bills, and the Government helped them to get what they needed. We have plenty more of the article, as appears from the receipts at the Custom House since July 1, 1865. The amount officially stated, is $133,617,484, and the Treasury has paid out in gold interest but $46,145,548, leaving the balance there in gold of $87,471,936.

It will be seen, therefore, that deducting the amount sold by the Treasury, there were still upwards of forty millions on hand the 1st of July. Again, the receipts from California alone the past year have been $29,142,577, having increased from the previous year $16,054,555. We may safely estimate the receipts for the coming year to be equally large; and would observe that the amounts received from other interior gold bearing territories and states are not calculated at all, but may be set down by tens of millions annually. It is worthy of remark that the high price paid for the use of gold has in a very large number of instances been paid by foreign agents and for foreign account.

It is a fact that the Canadian Banks have not been unwilling to come in and take their share of the fleece. They have been known in some cases to have transmitted their gold to the city of New York, to be lent to the street speculators at usury.

We hear of one sum, of five thousand dollars being paid at one British agency in this city for the use of Canadian gold for a single day. And no doubt this operation was often repeated. So that our sympathising friends across the water may see that their provincial friends in Canada like very well the operations of our street, and will risk all convulsions here, in preference to the jog trot of their old fashioned loans in Canada.

The fact is that if we were resuming specie payments to day, we should have a flood of the precious metals even from England to the extent of hundreds of millions of dollars. This is a general opinion in financial circles.

One of the most important measures just now before Congress, is the bill for the new tariff. It is not yet settled whether cotton is to be taxed to any considerable extent or not. One thing is certain, that by getting the control of the shipment of cotton by the restoration of the Union, we have the greatest of commercial and financial powers restored to us, which in one sense would have been worth the war alone. We have exported the last year 967,375 bales at the currency value of $193,475,000. This of itself is a practical efficient item of trade, and settles enormous difficulties in a clean business-like way. We may look even large imports in the face with entire calmness, when we have cotton to dispose of in such quantities, will have more, and so on through all time. What we want in this direction, is fair reconstruction, honest labor, tranquility and mutual confidence, and then we may look forward to the future as brilliant beyond calculation.

We believe that as soon as that future becomes more settled, we shall attract to our country still more capital and more industry from the old world, now tost by the tempest of war; the plough share broken to pieces, and garments rolled in blood. To the American observer, Europe presents a melancholy sight. It is torn to pieces not for a principle, not for rights, not for institutions to increase the happiness of man, but to increase the possessions and power of a few families supported by the sweat, suffering and toil of the unhappy people.

It is believed that on a large portion of the bonded goods in warehouse, the new tariff will take no effect whatever. It seems strange to us that articles of luxury are not more taxed than they are. The last week saw the importation of $103,000 in furs, $22,800 in currants, $28,000 in lemons, $30,000 in nuts, prunes and oranges, $30,000 in raisins, $10,000 in sauces and preserves, $33,000 in watches, $35,000 in champagne, $25,000 in rosewood, $14,000 in willow baskets, $53,000 in segars, $100,000 in fancy goods, $5,000 in perfumery, $12,000 in pipes, $16,000 in toys, etc. The American people are very generous to take all these things in a single week in a single port. This is indeed the Dorado of foreigners, here they can sell everything, and just now at their own prices. A dollar is only valued at about 60 cents; no matter, we have plenty of paper dollars, you can change them into gold. Here you can borrow money at 4 per cent., you are paying 10 per cent. for it in London. Come in and bring all you have to sell, you need not take anything from us but gold. We take paper from each other, but you shall have the specie. This is the practical kind of talk we are now giving the world, and *it listens.*

Government securities stand firm, with a tendency to an advance. The foreign arrivals on Monday bring the intelligence that the 5-20s were again on the rise abroad, and our foreign journals state, are in demand. They also admit that the confidence of European holders in them is unshaken, and there is reason for it. It now appears that our revenue is ascertained to be not five hundred millions as we have asserted, but five hundred and twenty-five, thus exceeding the expectations of the most sanguine among us. The internal revenue is $306,000,000; customs, $169,000,000; public lands, $675,000; miscellaneous, $50,000,000—total, $525,675,000. The revenue from public lands if not foolishly or unfairly voted away by Congress, would in a few years give us millions annually.

It is understood that nearly all the remaining certificates of indebtedness to the extent of 30 millions will at once be paid off in pursuance of notice from the Treasury.

By the return of the associated banks of the city for the last week, it appears their specie had declined $706,878, but their loans have increased, by the sum of $2,447,360, circulation, $121,228, legal tenders, $982,122, and their deposits, $2,387,984. The truth is our market is entirely unmoved by anything but its own business, and that appears at present to be uninfluenced by any foreign influences.

Flour and breadstuffs have taken an advance, wheat going up in Liverpool 4s. 6d. per qr., while cotton has fallen ½d. per lb. Both results are natural under the European difficulties. Food in the shape of bread is a necessity for large armies, and must be supplied otherwise than by soldiers, while cotton enters but lightly into their dress, where other materials are necessary and more enduring.

We perceive by the last arrivals that the 5-20s were quoted at the last dates at 65 in London, and at Frankfort at 67. This is in strong contrast to those foreign securities which have almost disappeared from the market, and yet a short time since were at higher quotations than our own. The truth is that American securities are destined to take the highest rank in the world, and will be in demand everywhere as the safest and surest of all investments. It will be soon seen that our public debt has been diminished one hundred millions the last year.

The New York exports, exclusive of specie, for the week ending July 2, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,023,471	$2,200,013
Prev. reported	76,912,968	104,884,214
Since January 1	$78,936,439	$107,084,227

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,840,192	$1,278,778
Gen. merchandise	3,278,447	1,734,827
Total for the week	$5,118,639	$3,013,605
Prev. reported	70,615,490	162,441,409
Since January 1	$75,734,129	$165,455,014

The balance in the Sub-Treasury on Tuesday was $81,709,211 39.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Kentucky 6s, 95; North Carolina, N. B., 62, N. Y. State 7s, Bounty Loan, 102⅞; Brooklyn 6s, W. L., 92; Milwaukee and St. Paul, 55½; do., pref., 71¼; Cattawissa, 77⅛; New York and New Haven R. R., 112; Boston Water Power, Co., 34¼; Brunswick City Land, 8; Cary Imp., 12½; Wyoming Valley Coal, 39½; Spring Mt. Coal, 88; Spruce Hill Coal, 4⅛; Mariposa pref., 23; Western Union Tel., 52; do., Russian Extension, 106; 4th National Bank, 100; Metropolitan Bank, 119; 9th National Bank, 105; Central Bank, 106½; Am. Ex. Bank, 112.

Philadelphia.—Philadelphia and Sunbury 7s, 95; Reading mort. 6s, 87; Belvidere Delaware bonds, 80; Schuylkill Navigation Boat Loan, 83; Huntingdon and Broad Top 1st mort., 81; Chester Valley, 2¾; 13th and 15th streets R. R., 21⅜; N. Y. and Middle Coal Fields, 5; St. Nicholas Coal, 2.69; Shamokin Coal, 7; Northern Liberty Gas, 26½; Mechanics' Bank, 31¾; Girard Bank, 53; Farmers' and Mechanics' Bank, 125½; Ocean Oil, 6; McKean, 5; Maple Shade, 3. The latest quotations are: City 6s,93@93½; do., new, 96⅝@96¾; State 5s, 91@91¼; do., coupon, 93@94; do., 6s, W. L., 102¾@103; Phila., Wil. and Balt., 56½; Reading, 53¼@53⅜; do., 6s, 1870, 93@95; do., bonds, 87@88; do., con., 109@110; Camden and Amboy, 134⅜@134⅝; Penn R. R., 55⅞@56; do., 1st mort., 99@99½; do., 2d mort., 94¾@95; Little Schuylkill R. R., 38@40; Morris Canal, 87@88½; do., pref., 120@121; do., bonds, 87½@88; Wyoming Valley Canal, 69@69⅞; do., 6s, 80@85¼; Susquehanna Canal, 14⅝@16; do., 6s, 59@60; Sch. Nav., 26¾@27; do., pref., 34¾@35; do., 6s, 1882, 78@80; Union Canal bonds, 24@25; Delaware Div. Canal 55½@56; do., bonds, 86@90; Elmira and Williamsport, 28@32; do., pref., 42@48; do., 7s, 1873, 97@97½; Lehigh Coal and Navigation, 57⅞@58⅛; do., bonds, 1884, 86¾@87; North Pennsylvania, 38@39; do., 6s, 90¼@90½; Philadelphia and Erie, 31½@31⅝; do., 6s, 90@91¾; Minehill, 56¾@57; Catawissa, 31@35; do., pref., 36½@36¾; Lehigh Valley, 62¾@63¼; do., bonds, 91⅜@92; Fifth and Sixth streets, (horse,) 42@50; Second and Third, 88@90; West Philadelphia, 72@74; Spruce and Pine, 39½@40; Green and Coates, 30@32; Chestnut and Walnut, 60@62; Thirteenth and Fifteenth, 21@21½; Girard College, 27@30; Tenth and Eleventh, 57@60; Norristown, 56@57; Union, 39@41½; Hestonville, 18⅛@19.

Boston.—Boston, Hartford and Erie 7s, 47; Boston and Lowell 6s, 98¾; Vermont Central, 1st mort., 106¼; do., 2d mort., 35; N. Y. and Boston Air Line 6s, 43; Lynn and Boston Horse R. R., 42; Cape Cod R. R., 64; Worcester and Nashua R. R., 106¼; Union Railway, 16; Ogdensburg and Lake Champlain R. R., 45; New Hampshire 6s, 1868@1877, 98; Massachusetts 5s, 1868, gold, 124¾; do., 1894, 96¾; do., 6s, 1876, 108½; Rhode Island 6s, 97¼; St. Louis 6s, 86; Boston 5s, 1868, gold, 125¾; do., 1878, 98¾; do., 6s, 1876, currency, 101; Albany 6s, 1890, 95¼; Portland 6s, 1869, 96¼; Cambridge 5s, 1893, gold, 96; Chicago 7s, 1883, 97½; Boston Water Power Co., 32½; Cary Imp., 12¾; Essex Co., 94; Waverly Land, 4; Boston and Roxbury Mill, 46½; Harleigh Coal, 52; Mammoth Vein Coal,

11½; Short Mt. Coal, 22; Summit Branch Co., 18; Franklin Coal, 3½; Quartz Hill Gold, 2¼; Hope Gold, 2¼; Portsmouth Gas, 85¼; State Bank, 108; Merchants' Bank, 120; Old Boston Bank, 66; Maverick Bank, 102¼; Union Bank, 119¾; Columbian Bank, 122¼; Tremont Bank, 116; Traders' Bank, 101; Blackstone Bank, 123; Bank of Republic, 121; Atlas Bank, 115; Market Bank, 110¼; Everett Bank 99¼; Webster Bank, 110¼; Bank of North America, 104½; 3d National Bank, 104½; Suffolk Bank, 116; Fulton Farm Oil, 18c.; Mass. and Oil Creek, 50c.; Botolph Oil Well, 1; Cherry Run, 15c.; Oil Creek, 40c.; Pepper Well, Pet., 3; Pit Hole Creek, 55c.; Bennehoff Run, 11.60; Excelsior, 42c.; United States, 7.75; Stewart's Run, Pet., 25; Bay State Mining Co., 9½; Calumet, 8½; Canada, 90c.; Dana, 1⅞; Hancock, 22⅞; Humboldt, 4½; Mesnard, 1¾; Madison, 1¾; St. Clair, 3¾; Star, 1½; South Side, 1¾; Superior, 3¼; Toltec, 2⅛.

Baltimore.—Virginia 6s, registered, 4; Marietta and Cincinnati bonds, 78½; Deep River, 0.05; Mineral Hill, 0.65; Bare Hill, 0.75; Atlantic Coal, Am. Gas Coal, 0.46; Baltimore Chrome, 0.65; Com. and Farmers' Bank, 41¾; Mechanics Bank, 17½; Citizens Bank, 15. The latest quotations are: Balt. and Ohio, 111¾@111¾; do., 6s, 1867, 92@92; do., 1875, 92@92; do., 1880, 92@92; do., 1885, 96@97; Northern Central, 43@43½; do., bonds, 1885, 82@83; N. W. Va. 1st mort., 1873, 97@98; do., 2d mort., 90@92; do., 3d mort., 87@87; Marietta and Cincinnati 7s, 1891, 78¾@79; Central Ohio, 21@30; do., 1st mort., 79@79¼; Western Md. bonds, 75@80; do., guar., 97@97¼; Maryland 6s, coupon, 1870, 99@101; do., Ins., 101@101½; do., 1890, 99@101⅜; Baltimore 6s, 1870, 95@98½; do., 1873, 95@96; do., 1875, 98½@98½; do., 1886, 98@99; do., 1890, 100@100; do., coupon, 100@100; do., Park, 99@99; do., 1892, 93@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@19; Canton Co., 59@61; Gardner, 0.30@0.35; Am. Gas Coal, 0.45@0.50; Maryland, 0.15@0.20; North State, 0.10@0.15; Springfield, 0.10@0.25; George's Creek, 99@103; Santa Clara, 8¾@10½; Balt. Chrome, 0.50@0.80; Bare Hill, 0.70@0.75; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.80@0.95; Baltimore Coal, 140@200.

☞ We invite attention to the advertisement of Messrs. STUDWELL & FINCK, Bankers and Brokers, in another column. These gentlemen have been in Wall street, the last six years; and for three years and a half with Messrs. P.M. Myers & Co., to whom they refer, as well as to other well-known houses in this city and elsewhere. Mr. Finck is a member of the Stock Exchange. This firm will allow interest on deposits, make collections in the United States and Canadas, buy and sell government securities, stock, bonds, etc.

☞ A new railroad route has recently been opened from Boston to Fitchburg and places north. The route is over the track of the Boston and Worcester Railroad to Framingham, thence over the Agricultural Branch Railroad to Northborough, and on a track which has been built from Northborough through the towns of Berlin, Bolton, Clinton and Leominster, connecting at Pratt's Junction with the Worcester and Fitchburg Railroad.

Railways and the War in Europe.

The *Moniteur de l'Armee* has an article on the importance, in case of war, of the railways now spreading throughout Europe. There are five great lines running from west to east, and three from south to north:—1. From Cologne to St. Petersburg, through Hanover, Berlin, Frankfort-on-the Oder, Bromberg, Kœnisberg and Dunabourg, a distance of about 1,410 English miles. 2. From Cologne to Lemberg, by Giessen, Gunterhausen (near Cassel,) Gotha, Weimar, Leipsic, Dresden, Breslau and Cracow—about 960 miles. 3. From Frankfort-on-the-Maine to Prerau, between Vienna and Cracow, through Wurzburg, Nuremburg, Prague and Olmutz—540 miles. 4. From Strasburg to Vienna, through Carlsruhe, Stuttgard, Ulm, Augsburg, Munich, Salzburg and Linz—550 miles. 5. From Turin to Pesth, through Milan, Verona, Mestre near Venice, Udina, Nahrezina near Trieste, Pragerhof, Graukanisa and Lake Balaton—750 miles. 6. From Grenoble to Bremen, through Chambery, Geneva, Lausanne, Berne, Basle, Carlsruhe, Darmstadt, Frankfort-on-the Maine, Cassel and Hanover—800 miles. 7. From Lindau on Lake Constance to Wismar and Rostock, through Augsburg, Nuremburg, Bamberg, Hoff, Altenburg, Leipsic, Halle, Madgeburg, Wittemburg and Schwerin, a branch from Leipsic to Berlin, and another from Hagenow to Hamburg, where the lines of Schleswig and Holstein meet. The distance from Lindau to Rostock is 690 miles. 8. From Trieste to Stettin, through Laibach, Gratz, Vienna, Prerau, Orderburgh, Cosel, Breslau, Posen and Stargard, a branch to Ratiboar and Warsaw, and another to Breslau and Berlin. From Trieste to Stettin 880 miles. A ninth line runs along the frontiers of Belgium and the Rhine Provinces between Ostend and Manheim, through Bruges, Ghent, Brussels, Warre, Namur, Luxembourg, Treves, Sarrebruck and Kaiserlantern. The theatre of the Seven Years' War is situated between the first and second of the above named railway lines, and the first line leads from Eylau to Moscow. The campaign of Saxony was conducted on the latter part of the second line. The French army followed the line from Strasburg to Vienna in 1805 and 1809, and the line from Vienna to Brunn passes at ten miles from Austerlitz. The fifth line passes over the ground on which the battles were fought during the campaign in Italy.

Kent County Railroad.

A Chestertown, Md., correspondent of the Baltimore *Sun* says: "Considerable feeling and interest is evinced here in relation to the contemplated railroad from this county, and a committee has been appointed composed of gentlemen of the county, Baltimore and Delaware, to confer with the Philadelphia, Wilmington and Baltimore Railroad Company, in relation to the matter, being the feasibility of connecting with the above road at Elkton. If the plan contemplated is carried out much benefit will no doubt result to this section of country as well as to the city of Baltimore."

☞ It is stated that the Delaware Railroad will be completed to the Chesapeake Bay the present month, when an express train will be run from Philadelphia to that point. A steamboat to connect with Norfolk is now being built by Harlan & Hollingsworth & Co., of Wilmington, Del., and will soon be ready for the route.

Congressional Railroad Legislation.

In the U. S. Senate on the 22d ult., the bill granting lands in aid of the construction of the Kansas and Neosho Valley Railroad, and its completion to Red river, was taken up, and after discussion was passed.

On motion of Mr. Pomeroy, the Senate concurred in the House amendment to a bill reviving a land grant to the Lansing and Traverse Bay Railroad.

Mr. Edmunds, from the Committee on Commerce, reported adversely on a bill to establish a railroad between Washington and the Northwest, which recently came from the House. He said it was the opinion of the majority of the committee that Congress had no constitutional power to pass a law authorizing the construction of a railroad through a State without the consent of that State. He felt it his duty to say that he did not agree in this opinion, but believed Congress had power over the subject, as asserted in the bill.

Mr. Edmunds, from the Committee on Commerce, reported adversely on the bill of the House to authorize the construction of a railroad from Pittsburg to Cleveland.

The two reports were received, and the committee was discharged from the further consideration of these subjects.

Vicksburg, Shreveport and Texas Railroad.

We learn from the Shreveport *Gazette* that the Railroad Bridge on Silver Lake has been repaired, and the locomotive is now running over it carrying out iron and cross-ties. There is about a mile of track to lay near the city to connect with three miles of the old road, which is now ready for use. Next week the locomotive will run out five miles, and the track laying will be pressed forward to the present terminus of the Marshall road, thirteen miles from Shreveport. All the grading on the line is finished, except one cut. A sufficient number of hands are employed in this cut to remove the dirt in a few weeks. The contractor is confident that the cars will run through to Marshall, by the first of August next.

The new Steamship Lines on the Pacific.

The first steamers of these new British line between Panama and Australia, was to have left the former port on the 24th ult., for Auckland, to be followed monthly thereafter by a vessel of the same class, and the new route between San Francisco, Japan and China, for which the New York Pacific Mail Steamship Company is building some of the finest steamships in the world, goes into operation on the first of the coming year. The importance of these lines can hardly be over-rated. They will greatly facilitate travel from Europe and the United States to Eastern Asia and Australasia. The distance between England and Australia will be shortened by eight days, over the old route by way of the Isthmus of Suez. The Pacific will be traversed by a fleet of ocean steamships unsurpassed; and very much of the products of China and Japan, that now take the tedious route around the Cape of Good Hope to New York, will find their way to the latter port *via* San Francisco and the Isthmus of Panama.

☞ The Halifax Street Horse Railway is now in full blast, and proves as beneficial to its originators as it is advantageous to the general public.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending June 29th, 1866, were $54,380 25
Corresponding week of 1865 ..... 52,074 87

Increase..... $2,305 88

The earnings of the Grand Trunk Railway of Canada for the week ending June 23d, 1866, were $124,718 00
Corresponding week of previous year.. 116,784 00

Increase..... $7,934 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in June, 1866.... $25,415 00
Corresponding week previous year..... 29,708 44

Decrease $4,293 44

Commencing 1st Jan. 1866..... $506,882 00
Commencing 1st Jan. 1865..... 510,076 03

Decrease $3,194 03

The Atlantic and Great Western Railway Case.

We publish below the decisions rendered on the 29th ult., by the Supreme Court of Pennsylvania, in Wilkesbarre, in the great controversy between the Philadelphia and Erie Railroad Company and the Pennsylvania Railroad Company on the one side, and the Catawissa Railroad Company, the Atlantic and Great Western Railway Company, and the Philadelphia and Reading Railroad Company and other companies on the other side.

The points decided by the Court—all the judges except Judge Read concurring—are so clearly stated by the Chief Justice, who pronounced the decision, that we need not relate them. They will be read by all concerned with great interest.

The Commonwealth of Pennsylvania *ex rel.* Attorney General *vs.* The Atlantic and Great Western Railway Company.

Information and suggestion in nature of *quo warranto.*

Chief Justice Woodward pronounced the following decision *per curiam:*

The case having been fully argued and considered, we are of opinion—

First. That the instrument called a certificate of consolidation of the Atlantic and Great Western Railway Company, dated 19th of August, 1865, was a lawful and valid instrument for the purposes therein expressed, and upon being filed in the office of the Secretary of the Commonwealth, constituted the defendants a legal corporation in the State of Pennsylvania.

Second. That *nul tiel* record is well replied to by the defendants' pleas, and the demurrer to the replication must be overruled. But the defendants have leave to rejoin that there is such a record with a *prout patet* record.

Third. If in support of such rejoinder the defendants shall produce the contract of agreement and act of consolidation set forth in answer to the oyer craved by the Attorney General, with evidence that the same was deposited with the Secretary of State in his office, on the third day of October, 1865, the opinion of this Court will be that the defendants have fully complied with the requirements of law in respect to said instrument; that it became then and there the duty of the Secretary of the Commonwealth to file the same of record; that as against the Commonwealth the legal presumption must be that the Secretary performed his duty, and filed the same of record, and that it remained and still remains filed of record in his office, and judgment will accordingly be entered for the defendants upon inspection of the instrument and such proof. If in the opinion of counsel any indorsement of the date of filing by the Secretary be necessary, a mandamus would lie to command him to add the appropriate date, and to perform every other necessary act in the premises.

OPINION OF CHIEF JUSTICE WOODWARD.

The Philadelphia and Erie Railroad Company *vs.* The Catawissa Railroad Company and the Western Central Railroad Company of Pennsylvania and the Atlantic and Great Western Railway Company of the States of Ohio, New York and Pennsylvania.

Andrew Scott *vs.* the same defendants.

Two bills in equity, on appeal from the decree of the Court of Nisi Prius of Philadelphia, sitting in equity, Woodward, C. J.

An opinion will be filed in the above cases at the next term of this court, to be held in Pittsburg on the third Monday of October next, in which the following conclusions will be explained and justified:

1st. That the plaintiffs in the above bills in equity being private parties, and not representatives of the Commonwealth of Pennsylvania, have no right to draw into question the corporate existence *de jure* of the Atlantic and Great Western Railway Company.

2d. That it appearing that Andrew Scott is not the owner of any stock in the said company, he has no equity to maintain his bill against the said company.

3d. That the lease and contract made the first day of November, 1865, between the Catawissa Railroad Company of the first part, and the Western Central Railroad Company, of Pennsylvania, and the Atlantic and Great Western Railway Company, of the States of Ohio, New York and Pennsylvania, of the second part, is a lawful and valid lease and contract, and that no ground has been shown for a decree that it be cancelled or annulled.

4th. That the memorandum of agreement made the 31st October, 1860, between the Sunbury and Erie Company, of the first part, and the Catawissa Railroad Company, of the second part, is lawful and valid for the term of twenty years from this date, and that all the rights and interests of the Catawissa Railroad Company under said agreement have passed to and become duly invested in the Atlantic and Great Western Railway Company.

5th. That under the several contracts and agreements, and within the meaning of the act of Assembly of the 23d of April, 1861, mentioned or referred to in the bill and answers, the Philadelphia and Erie Railroad *connects* the Catawissa Railroad with the Atlantic and Great Western Railway, notwithstanding the diversity of gauge in said roads.

Wherefore it is now, this 29th day of June, A. D., 1866, considered, adjudged and decreed that the decrees made in the above cases at Nisi Prius be reversed, set aside and taken for nought; and it is here decreed that each of said plaintiff's bills be dismissed, at the costs of the plaintiffs, respectively.

DISSENTING OPINION OF JUSTICE READ.

The Philadelphia and Erie Railroad *et al.* vs. the Catawissa Railroad Company *et al.*

Andrew Scott vs. the same.

Eastern District of Pennsylvania. Appeal from decree of *Nisi Prius.*

READ, J.—In my opinion at *Nisi Prius* I said: "The real question in this case is whether the railroads of the Atlantic and Great Western Railway Company and Philadelphia and Erie Railroad Company are connecting roads within the meaning of the Acts of Assembly of the 18th March, 1859, and the 23d of April, 1861; for, if they are such connecting roads, the first named road is connected by means of an intervening railroad with the Catawissa Railroad, which is unquestionably directly connected with the road of the Philadelphia and Erie Railroad Company."

I believed the true construction of these acts required that connection to be a mechanical connection, so that the cars and locomotives of the one road could run over the other, thus preventing a break of gauge, which the uniform experience of England and America had proved to be highly injurious both to freight and passenger traffic. A careful study of railroad history had so impressed the extent of this evil upon my mind, that I believed the words, the spirit and the policy of these acts required such a construction. My brethren think differently, and they regard the connection meant as simply a business one. This rules the case, and all the other questions become entirely immaterial, for whether the consolidation of the Ohio, Pennsylvania and New York companies was legal or not, still there was a Pennsylvania road, under a charter from the State, with a business connection at Corry, and neither the plaintiffs nor any one else had a right to apply to a Court of Equity to restrain the execution of a lawful contract.

The policy of avoiding a break of gauge is proved by the stipulations of the Philadelphia and Reading contract, and, since the argument before me, the road from Elmira to Canandaigua has had its gauge changed to four feet and a half inches, forming, with New York, Pennsylvania and Maryland roads, a continuous land route, with one uniform gauge, from the Niagara to Washington City. Still further: since the commencement of this Court the Morris and Essex, one of the roads to be used in the contemplated route to New York, has changed its gauge to a uniform gauge of four feet eight and a half inches, (the narrow gauge,) so as to connect mechanically with the Pennsylvania road at Easton.

I dissent from the decree just filed.

Chicago Lake Tunnel.

The enterprising and costly project of supplying the great City of Chicago with pure and wholesome water is rapidly approaching successful completion. Though a novel undertaking, without precedent in many of its details, it is being carried through without any obstructions which were not early foreseen and guarded against, and we therefore record its present condition as a triumph of American engineering equal to all the demands that necessity can make upon it.

The breaking of grounds for the shore shaft was commenced on the 17th March, 1864; and in sinking the shaft, there were 16 feet of sand and 11 feet of water to contend with. The top of the shaft is 6 feet above the level of the lake, and the sand is here tubed by three iron cylinders of 10 feet long, 9 feet in diameter, and 2¼ in. thick, set upon each other and bolted together and caulked in the seams or joints with lead, each cylinder weighing 14 tons. This is for the first 30 feet of the shaft, and from here down to the bottom it is bricked and laid in water lime 12 inches wide. The whole depth of the shaft is 87½ feet. The bottom of the tunnel is 76 feet from the surface, and here there is a bonnet arch tunnel of 7 feet in diameter, which falls off to the regular size of the tunnel, which is 5 feet in diameter. The brick is laid in two rings of one brick each, making a 9 in. wall, and is laid for 750 feet where there are two chambers excavated. One is on each side of the tunnel, 6 feet high, 12 feet long, 8 feet wide, and well secured with timber, here the brick, cement, sand and water, is deposited during the day for the bricklayers, and the cement is here prepared for the laying of the brick. The tunnel progresses for 1,000 feet further, and here there is another set of chambers put; in and so it progresses, putting in chambers at every 1,000 feet, until the tunnel has reached 4,400 feet, through hard blue clay; and strange to say, there is no water dripping through, while there is so large a body extending over the workmen. The excavation is made 6⅛ feet in diameter, and this cut to a sixteenth of an inch of the size required. There is an iron railroad laid through the tunnel for the

transportation of the clay, brick, &c., in cars of 4 and 5 in a train propelled by mules. The brick work in this tunnel has become as firm as any granite in the country, and is worked by three sets of hands, of eight hours each during the 24 hours, which keeps the work of excavation and laying of brick going on constantly, (Sunday excepted,) at the rate of 14 feet per day. Working with such regularity, it seems as if there was but little work going on. This is owing to the good system established, and every man employed understands his position in the work.

At the lake shaft which is established about two miles out in the lake from the shore, there is a crib sunk which is the same as a coffer dam, and is settled down in 35 feet of water, which is a great barrier to protect the shaft on the inside from the storms of the lake. This crib is built of timber, containing 750,000 feet, and about 200 tons of iron bolts; it is 83 feet in diameter, and 41 feet high, and is five-sided, with a hole in the centre of 33 feet in diameter, leaving a wall of 25 feet thick, and has 3 inlets from 10, 20 and 25 feet from the bottom of the lake, for the purpose of letting the water into the tunnel. The crib, that is the wall, is filled with 7,000 tons of stone, and caulked on the inside and outside, the same as a first class ship, and floated out to its destination on the 24th July last. It is covered with a good substantial house to accommodate some 45 men, who will live here, and a large quantity of brick, cement, sand and coal, also provisions in the winter months, as there will be no access from the shore on account of the ice in the lake. The machinery of the shore and lake shafts are alike for hoisting and lowering material. On the inside of the crib the shaft is sunk through 35 feet of water, and 31 feet of clay, and this is done by iron cylinders of the same dimension as those in the shore shaft, of which, there are seven set upon each other, and forced down into the bottom of the lake, and the shaft is bricked up under the cylinders, and the arch is turned for the tunnel, and the process of excavation is going on westward, while the shore hands are tunneling eastward, and will meet one and a half miles from the shore, under Lake Michigan, and when completed the water will be let in from any of the inlets, and can be let in either fast or slow, until the water rises to the level of the lake in the shore shaft.

The water can be pumped out at any time, and the tunnel cleansed from one end to the other, and is never taken direct from the surface of the lake.

This tunnel with a head of water of 2 feet, would produce 19,000,000 gallons, 8 feet, 38,000,000 gallons, 18 feet, 57,000,000 gallons daily. The velocity would be for the above quantities through the tunnel 1 4-10ths to 2 8-10ths, and 4 2-10th miles an hour.

The ventilation of the first 2,000 feet of the tunnel was at the commencement effected by heat, but towards the last of a half mile it was found unreliable in the summer months. One of Messrs. J. P. Aldens patent blowers of 48 inches diameter, was then adopted and found to possess many superior advantages and give general satisfaction. The foul air of the tunnel is exhausted through a tube the length of the whole distance of the tunnel. The blower is used to extract the gas which sometimes rises in very large quantities from the earth, and cannot be safely consumed. The work is abandoned for an hour or two when it is necessary to resort to this process. So far the arrangement has proved a complete success, and no accident to life or limb has occurred.

At this time the shore shaft has been extended to the distance of 6,466 feet, the progress of the tunnel from the shore end being about 15 feet per day. The lake shaft is sunk, being 1,209 feet from the bottom. They are constructing 10 feet per day, and this will be the average progress daily. At both ends the daily average is about 25 feet. We see nothing therefore to prevent our assuring our readers that the work is sure of an early completion, and the grant city of Chicago will then be supplied with a great desideratum which it has shown its intention to acquire under circumstances of no little disadvantage, and by a magnificent outlay, not one cent too great for the objects to be attained.

The Superintendent of the work is John P. Offerman.

The Pittsburg and Connellsville R. R. Case.

The case of the Pittsburg and Connellsville Railroad Company, to determine whether there had been a "misuse or abuse" of its charter by said company, which has been on trial before the United States Court at Williamsport, Pa., for several days, was brought to a close on the 28th ult. Hon. Reverdy Johnson and John H. B. Latrobe, Esq., were counsel for the company and the city of Baltimore, and Judge Black and others for the Southern Pennsylvania Railroad Company. A letter to the Pittsburgh *Dispatch* said that Mr. Johnson made the closing address. His speech occupied some two hours in its delivery, and made a marked impression on both court and jury. Judge McChandless in his charge to the jury remarked:

This is an issue out of Chancery, to inform the conscience of the Chancellor as to a question of fact, which cannot be revived elsewhere, and I have only to instruct you as to what constitutes misuse and abuse of the franchise of a corporation. Your verdict for either party, in making his decree, the Chancellor may disregard altogether.

You will have perceived during this protracted and interesting investigation, that the Legislature of Pennsylvania, by an act passed the 28th of April, 1866, and which the Governor of the State refusing to sign, under a provision of the Constitution, became a law on the 19th of August of the same year, repealed the charter of the Pittsburg and Connellsville Railroad Company. That law this court declared to be unconstitutional, being a law impairing the obligation of a contract which the State of Pennsylvania made with a corporation, and which is in violation of the Constitution of the United States. As there was a writ of *quo warranto* at the instance of the Attorney General of the State, pending in the Supreme Court, we deemed it due to the parties legislating, as well as a proper courtesy to that high court, that an opportunity should be afforded to the law officer of the commonwealth to inquire in that tribunal whether the Pittsburg and Connellsville Railroad Company had misused or abused its corporate franchises. Ample time was allowed for that purpose, and no further proceedings having been taken by the Attorney General, this court directed an issue to try the question of fact. * * *

In this examination we have limited the inquiry to acts of omission and commission on the part of the corporation, subsequent to the date of the condoning act of the State of Pennsylvania, of the 11th of April, 1856, upon the faith of which the city of Baltimore loaned her credit and paid one million of dollars. Any offense against the sovereignty of the State of Pennsylvania she pardoned by the act of her Legislature of that date. You will therefore ascertain from the testimony, and inform us by your verdict, whether the Pittsburg and Connellsville Railroad Company, since the year 1856, has misused and abused the franchise granted to it by the State of Pennsylvania.

The jury retired, and in a few minutes returned into court with a verdict that the Pittsburg and Connellsville Railroad Company had not misused or abused its charter.

After the finding of the jury, J. H. B. Latrobe, Esq., counsel for the company, made application before Hon. Wilson McCandless, of the United States Court, for an injunction to prevent any further interference with the progress of the work. The defense objected to the decree, contending that further opportunity should be afforded to prove allegations in answer other than those passed on by the jury. The objection was overruled, and a *perpetual injunction* was granted. The Connellsville Railroad Company will now be enabled to push forward their road to completion as rapidly as possible, and as the Baltimore and Ohio Railroad Company have guaranteed the money necessary, Pittsburgh will soon have another line of communication to the seaboard.

A Railroad from Baltimore to Aquia Creek.

We believe that we have heretofore reported the revival of the above enterprise. New York parties have, as has been suggested to us, been willing to furnish the needed capital for said road, provided that the provision of its charter for a branch to Washington shall be carried out. To this end the people of the interior of the peninsula or Western Shore are now asking Congress to give authority to have the road extend into this city. Of course, it is for our interest to have a competing road to Baltimore, especially as it is to be extended in the direction of Marlborough, near which point another road should extend down the Patuxent to Leonardtown and on to Piney Point Lookout. Besides, should the Baltimore and Aquia Creek road be built, the people in that part of Maryland bordering the Potomac will have access to this city. Moreover, a branch may be constructed from the proposed road to Annapolis. Thus, Western Masyland, between Chesapeake Bay and the Potomac river, would have a good railroad system for its manifold productions of land, water and forest. If it were a matter of much interest, the suggestion that the proposed road might carry travel past Washington does not carry much weight, since that when the proposed road between Fredericksburg and Alexandria is completed, in connection, particularly, with an interior line hence to New York, pretty much all Southern travel will take the latter route. One thing is certain; any new line of railroad extending directly in any course from this city is a vast advantage to it.—*National Intelligencer.*

☞ Prussia has a population of 19,304,843, all but 2,504,179 of whom are Germans. The Austrian Empire contains a population of 36,795,100, the German element including only 8,200,000. The remainder of the inhabitants consist of Magyars, 5,050,000; Bohemians, Moravians, and Slowacks, 3,600,000; Poles, 2,200,000; Russians, 2,800,000; Sclavonians, 1,210,000; Croats, 1,360,000; Servians, 1,470,000; Bulgarians, 25,000; Italians, 3,050,000; members of other races, 4,130,000.

☞ Hon. Nathan Parker has been elected Treasurer, and James H. Kendrick, Assistant Superintendent of the Concord Railroad Company.

Finances of Maryland.

The report of the Comptroller, submitted to the Legislature of Maryland, January 10, 1866, states that the balance in the treasury at the close of the fiscal year, Sept. 30, 1864, was..... $876,899 33
Receipts from all sources during the year ending Sept. 30, 1865 ..... 2,681,592 20

$3,558,491 53
Disbursements 3,125,565 58

Balance $432,926 00
Add amount to credit of Free School Fund..... 43,773 34
Do., Sinking Fund..... 177,178 72

Total balance in Treasury Sept. 30, 1865 ..... $653,878 06

Of the amount received into the treasury from all sources, as stated above, $2,681,592 20; $830,-745 81, proceeded from a loan negotiated by the treasurer, and $248,742 26 was derived from the public school tax. If these sums be deducted, there appears, as received from the ordinary sources of revenue, the sum of $1,602,-104 13, which amount is less by the sum of $110,-013 34 than the receipts from similar sources during the last fiscal year.

The estimated receipts from all sources for the fiscal year ending 30th September 1866, are $2,243,000. The probable disbursements are estimated at $3,025,000, exceeding the receipts by about $782,000.

The principal item in the estimates of disbursements is $1,250,000, for bounties to soldiers.

The receipts into the School Fund for the fiscal year ending September 30, 1865, were $87,132 83, and shows an increase over the previous year of $11,433 94. The balance at the close of the last year to the credit of this fund was $27,417 47, added to the receipts of the present year makes an aggregate of $114,550 30; and the disbursements were $70,776 96—leaving a balance to the fund of $43,773 34.

The balance in the Treasury to the credit of the sinking fund was $177,178 72. The greater portion of the State stock held for the use of this fund having been cancelled by the Treasurer, as directed by the act of 1864, Chap. 285.

The revenue derived from licenses, etc., received amounted to $352,606 26, an increase over the preceding year of $29,006, and over 1863 of $59,-074 87.

RECEIPTS FROM INTERNAL IMPROVEMENTS.

The Baltimore and Ohio Railroad Company paid into the Treasury during the fiscal year $398,262 32, being less than was paid during the year 1864, by the sum of $19,639 91. An extra dividend was declared in that year. This company, however, since the close of the fiscal year, has made large payments into the Treasury. The ability and success with which this important work has heretofore been managed is still exhibited, even in a greater degree.

There has been received from the Northern Central Railroad Company $90,000, the annuity due the State according to the terms of her mortgage, and also $831 52 which has been withheld in the previous year for the payment of a tax claimed by the State of Pennsylvania. The payments have been made quarterly, and with commendable promptness.

The Susquehanna Canal Company has also paid $60,000. This sum was not equal to the current interest due from the company, and cost of exchange. The act of 1865, chapter 196, authorized the Treasurer to renew the bonds of this company (which were due on the first of January, 1864,) for twenty years, with the principal and interest, at the rate of six per cent., payable in currency, upon the payment of all arrearages of interest, exchange and expenses, before the first of July last. The company has totally failed to comply with this condition. The operations of this company have been seriously impeded by the injuries sustained from the heavy freshets of the last spring.

RE-ASSESSMENT OF PROPERTY.

The assessed value of the real and personal property in the State, liable to direct taxation, is $278,507,519, being a decrease from the assessments of last year of $7,234,836. This difference is caused by the fact that all assessments on account of slaves were deducted from the tax books, as required by chapter 113 of 1865.

According to the general assessment made in 1852, the value of coal and personal property was $261,143,660, exhibiting an increase of $49,667,-825 when compared with the year immediately preceding, and of $64,492,515, or nearly thirty-three per centum, when compared with the general assessment of 1841, only eleven years before.

Ship Canal through Florida.

Would an undertaking of such magnitude as to build a ship canal from the waters of the Atlantic through Florida, to the waters of the Gulf be practical? We are unprepared to say; but it is well enough to raise the question. Capital can accomplish wonders, and it is at least reasonable to suppose that such an undertaking could be made to succeed. If such an enterprise could succeed it would add much to the commercial and agricultural importance of the State, and be of a very great benefit to the commerce of the United States, as well as of the greatest importance in the event of a heavy foreign war.

It is not presumed that every heavy article will generally pass over the railroad, and a canal would increase the quantity of light freight and travel on the roads.

We would be pleased to hear some persons on this subject, who perhaps have given it some consideration. It would be a grand enterprise and if successful, a wonderful blessing to us.—*Gainsville New Era.*

☞ The receipts of the Camden and Atlantic Railroad for the year 1865, were $283,637, of which amount, $210,700 were from passengers, $69,337 from freight, and $3,600 from miscellaneous sources. The expenses of all kinds were $189,571—leaving an excess of $94,066.

☞ At the annual meeting of the Western Extension Railway Company, held at St. John, N. B., on the 27th ult., the old Board of Directors were re-elected. The annual report was presented, and such arrangements made as will ensure the early energetic prosecution of the work.

☞ The Connecticut House of Representatives has rejected the bill authorizing the bridging of the Connecticut River at Lyme, by the Shore Line Railroad.

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American Railroad Journal.

New York, Saturday, July 14, 1866.

French Metrical System.

A bill is before Congress changing our present system of weights and measures so as to conform to the French metrical system. The New York Chamber of Commerce has taken up the subject, and appointed a committee to report upon it. Congress has created a new five cent piece containing a certain number of grammes of the weight of 15,432 grains to the gramme, which is already in circulation, so far assisting in the general project. It is a base coin in its ingredients, and the expense of preparing it is fully equal to the cost of the metal, while it has no real value—at least none worth speaking of as a metal of real intrinsic value. It seems to us that the enthusiastic persons who are pressing the proposed measure have not duly considered its effect, or they would not be so full of haste. The idea of a uniform system of weights and measures all over the world is certainly a pleasant one, but it may be doubted whether as Americans we are yet quite on the right track. At least much may be said to induce us to pause, before we plunge into the French system, and change our own. On a former occasion we gave an explanation of the metrical theory of weights and measures, and it is not necessary to repeat it here. Simply, it is taking an universal standard from the supposed length of a quadrant of a meridian line between the equator and the pole, and not a quadrant of the diameter of the earth as at the equator east and west, as some persons have supposed. The ten millionth part of this quadrant is called a metre, and solids enclosed by certain numbers of metres, or measured in length merely by them obtain distinctive names, and out of this all the forms of lengths, areas and solids are arranged and fixed.

But the fact is, that this quadrant is now found out to be incorrect. It is even doubted whether the form of the earth is what it has been supposed to be. It makes a good deal of difference in its measurement and the length of the meridianal lines adopted by the astronomers, whether we measure on an oblate spheroid or not. Certainly great errors have been discovered in the measurements from which the metre has been derived. An invariable standard is not in fact yet obtained. So that the idea and merit of universality would not be owing to the facility of verification, or the certainty of accuracy. Any other standard on which men might agree would do just as well.

Then, again, it is very doubtful whether a nation like the United States, which in 1900 is to be the greatest, most populous and most commercial country of all Christian and civilized nations, should be indebted to any second rate kingdom or empire for its system of weights and measures. It is doubtful whether the language, thoughts or opinions of any European nation should be accepted, from any notion of mere convenience. We admit many good things have come from France, but much that we could never accept. There was a time when it altered the number of the days of the week, ignored the Christian Sabbath, and worshipped Reason as a divinity; but these changes were followed by anarchy, bloodshed, the overthrow of commerce, and of liberty, and by the establishment of the most grinding despotism ever known. We certainly do not wish to follow in these footsteps.

Now as regards the particular introduction of this measure, it is a fact that even in France, all through it, the new system, though established by law, is everywhere evaded and ignored. All sorts of ancient weights and measures, to which the people are accustomed, are still in use and preferred. Of this there is no doubt. It is to be hoped that some careful inquirer will hunt up the facts in regard to this, and let us know them. On the continent, where in several places the metrical system has been introduced, it has been very much modified, and the names of the different measures changed to the comprehension and vernacular of the people. In England, where the system is permitted by law to be used, if people choose, it has made no progress.

While the use of decimals has been well introduced into our money, which is no more than the Chinese have long done, and which seems to be a natural method from the construction of our fingers and thumbs, on the other hand, the division of material objects seems equally natural to be by halves, quarters, eighths and sixteenths, which are easy of comprehension mentally, and easily put in practice. There are no fractional remainders as in the case of the compounds, or divisions of the metre. Simple expressions in figures are easier than long decimal notation which requires time in the calculation and writing, and leaves us without a perfect idea as to quantity. To write or set down a yard is easy enough in a few figures, but to write down or calculate 36 inches in metrical length requires the care of a good arithmetician. It will be found on the metrical system that great accuracy is almost impossible in off hand business; there is no natural symmetry in the parts or proportions. There is no reason in any division—we know why two halves are equal, we can divide 36 inches in halves very readily, but do not see why the half of 29.37 inches should be divided for anything in itself, or in the numbers themselves.

Persons who have given this subject their attention, are by no means of one opinion as to the merit of the system. Learned men are found against it as well as for it, even in the countries where the principle has made headway.

John Quincy Adams long ago published a most able report on the subject, but seemed himself to

be in doubt as to what was the best course to take. The Chamber of Commerce took up the subject some years since, and a joint committee of that body and the American Geographical Society after full investigation made a report favoring an alteration of our system, but on an American plan which was simple, universal and ingenious. Why it has not been followed up is not known. Recently the Albany Board of Trade has recommended the adoption of a new system of measuring grain by the hundred pounds or centals, and the idea has been sanctioned by other Boards.

What we want is, that no indiscreet zeal may be able to fasten this metrical system upon us without a full investigation. It should be thoroughly understood and explained before it is forced upon us by any law, and we hope the Chamber of Commerce will not commit itself to this measure, without at least placing before the public in an intelligible light, the whole subject, and what are the opinions of competent judges as to its utility.

Cincinnati, Hamilton and Dayton Railroad.

The income and expenses of this company for the years ending March 31, 1865 and 1866, were as follows:

Income:	1865.	1866.
From passengers	$546,810 15	$545,666 09
" freight	614,944 53	748,678 38
" mails & express	47,421 12	46,690 66
" rent of track, etc.	27,628 90	18,773 90
" rent of real estate	2,609 66	1,757 44
" interest, etc	2,442 35	.....
	$1,241,856 71	$1,361,566 47
Expenses, viz:		
Repairs of road	$149,299 41	$170,847 67
" bridges	3,770 68	15,638 09
" build'gs, etc.	20,274 86	14,372 06
Passenger expenses	133,907 73	139,765 63
Freight "	191,889 31	216,864 38
Other trains "	19,360 51	26,087 14
Station "	101,332 08	118,573 66
Office "	23,724 80	28,000 91
Shops, etc. "	47,794 95	39,603 11
Watching bridges	6,472 49	6,960 21
Rent of D., X. & B. R.R.	10,725 00	.....
Miscellaneous	30,077 10	34,174 79
	$738,628 92	$829,276 95
Balance of earnings	$503,227 79	$532,289 52
From which deduct—		
Interest on bonds	$112,164 50	
Taxes—State	35,325 58	
" National	35,481 84	
" on manufactures	7,422 14	
Insurance	4,590 00	
General interest account	1,575 80	
	196,559 86	
Leaving as net earnings	$335,729 66	
Less Government tax of 5 per cent	16,786 49	
Balance	$318,943 17	
Dividend, Oct.,'65, free of tax.	$150,000	
" Apr.,'66, "	120,000	
	270,000 00	
Leaving a surplus of	$48,943 17	
Added to surplus of March 31, 1865	498,133 59	
Leaves to credit of that account	$547,076 76	

The gross receipts for fourteen years ending March 31, 1866, have been as follows:

1853	$321,793 17	1860	$561,681 52
1854	463,021 45	1861	615,071 07
1855	483,629 48	1862	646,205 67
1856	471,885 70	1863	877,403 86
1857	518,333 95	1864	1,088,828 47
1858	487,421 27	1865	1,241,856 71
1859	489,437 92	1866	1,361,566 47

The earnings of the past show an increase over those of the preceding year of $119,709 76. The operating expenses also show an increase of $90,648 03. The entire expenditure, including interest, taxes, etc., were $1,042,623 30. The balance of income after deducting all expenditures, was $318,943 17. The gross earnings of the road per mile were $22,692 78, against $20,697 61 in 1864–'65—an increase of $1,995 17. The percentage of operating expenses was 60.9. The number of through passengers carried during the year was 137,258; way, 468,795—total, 606,053, an increase over the previous year of 63,514. Tons of freight transported, 412,847. The President in his report says:

The expenses of transportation show an increase over those of the previous year. While the prices of wages and supplies used remain as heretofore, the rates of transportation, arising chiefly from competition, have been materially reduced, showing the result of increased expenses, in proportion to the amount earned.

The Superintendent's report shows the amount of equipment added during the year. The increase of business demands still more; and there should be a further expenditure of not less than two hundred thousand dollars for passenger and freight cars.

The company have already erected two substantial freight depots, and an extensive shed in Cincinnati, for the receipt and delivery of freight. Another one, from Freeman to Carr streets, will be required within a year or two, where the company has already secured the grounds requisite. Additional facilities for handling live stock will also be requisite near the city.

The books of the company show an expenditure of $455,966 81 for construction, equipment and real estate, beyond the amount received from capital stock and bonds. This has used up the surplus earnings, besides leaving the company with a floating debt.

To pay off this debt, and to supply the requisite additional machinery, we would recommend that authority be given by you for the issue and sale of additional stock, to be distributed *pro rata* to the present stockholders. The increase of business which the company will be able to do, with the additional facilities of freight depot and machinery, may be fairly expected to keep up present dividends. If this be not provided, more or less of the present business of the road will be diverted to other channels.

The company has recently purchased a controling interest in the stock of the Eaton and Hamilton Company, at a cost of $61,727 68, being twenty-five cents on its par value, and will hereafter operate that road in connection with its own, at a saving in expense, and, it is believed, at a fair profit to this company. On the 30th of last month, the old Board of the Eaton and Hamilton Company retired, and the Directors in this company were elected in their places.

The Eaton and Hamilton road (hereafter to be known as the Cincinnati, Richmond and Chicago Railroad) connects with the Cincinnati, Hamilton and Dayton road at Hamilton, and extends to Richmond, Indiana, a distance of forty-five miles, forming a link in the shortest Cincinnati and Chicago line. The bonded debt of the road is now $560,000, bearing seven per cent. interest, and is secured by a first and only mortgage. The capital stock of the company issued is $470,000. There is no floating debt. The road is located through a rich and highly cultivated country, and the business on it must soon show an increase. The earnings of the past year were $260,000. In making this investment, the Board of Directors were not only of the opinion that a fair return would be received, but had reason to apprehend that other parties would obtain control of the same, and use it in rivalry with the Cincinnati, Hamilton and Dayton road.

The business in connection with the Atlantic and Great Western Railway has fully met the expectation of our Board the first year; and it is believed the future will demonstrate the wisdom of providing the broad gauge track from Dayton to Cincinnati.

The earnings of the Dayton and Michigan road the past year have been fifty per cent. beyond what was expected when this company leased the same. The expenses of operating the road, however, have shown a corresponding increase. It has been found necessary in the past twelve months to expend an amount beyond the net receipts, in permanent improvements on the road, and in supplying addiiional machinery, which has been advanced by this company. There is still a necessity for more equipment to keep pace with the business offering.

The high prices of labor and materials for keeping in repair and operating the roads of our country generally still continue, whilst the prices for transportation, especially on through freights, are much lower than for several years past. Under these circumstances, and until there is a corresponding fall in the prices of labor and material, it can hardly be expected there will be as much margin left for dividends on shares.

The economy in operating the Cincinnati, Hamilton and Dayton road compares favorably with other roads, and it will continue to be the study of those in charge to reduce expenses. Its operating force has already been largely diminished.

The contract for a division of earnings with the Little Miami and Columbus and Xenia Companies, made April 2, 1860, for twenty years, has been brought to a close, with the approval of all parties interested.

A contract has been made with the Cincinnati and Marietta Company, to continue for a period not exceeding five years, for the use of our double track six miles, commencing at a point seven miles from Cincinnati, and terminating at the east end of the bridge over Mill Creek, at the city limits, for the consideration of $25,000 per annum. At the point of junction, seven miles from the city, it is expected there will be an interchange of business in coal, live stock, etc., and preparations are now being made therefor.

The revival of the project for bnilding a railroad from Cincinnati, in a southerly direction, by way of Lexington, through Kentucky and Tennessee has deservedly excited the interest of a portion of our property holders and business men. The importance of this line to the trade and manufacturers of Cincinnati, as well as to the existing lines of railroads north of the Ohio river, cannot well be exaggerated. A glance at the map will show that the country through which such a line must pass, would send us new business which we do not now possess, while the direct connection with the great net work of the southern system of railroads would throw a very large amount of new business upon all roads now radiating from this city.

Every citizen should do his share in the promotion of this enterprise, so essential to our business supremacy. The Board of Directors of this company have made a proposition to lend its aid in the work, of which you are requested to-day to signify your approval. The proposition is as follows, viz: To donate out of the first earnings from the business between our road and the proposed new road, after its completion, one-half the net receipts (first deducting sixty per cent. of the gross for expenses) to the amount of fifty thousand dollars.

We call upon our connecting lines to make similar proposals. It is presumed that other companies, equally interested, will aid the work in the same or such other substantial form as they may deem proper.

The receipts from operations of the Dayton and Michigan Railroad during the year were $951,357 46. The expenditures were: operating expenses, renewals, taxes and insurance, interest and exchange, $693,062 20; interest on bonds, $274,291 66; construction, equipment, etc., $61,032 09;

Toledo Depot Improvement, $28,814 86; Trustee of sinking fund, $30,000—total, $1,087,200 81—excess of expenditures over receipts, $135,843 35; add balance from previous report, $36,002 16—making a total of $171,845 51, due C., H. and D. R. R. lessee.

BALANCE SHEET, MARCH 31.

	1866.	1865.
Construction account.	$3,920,736 12	$3,897,229 06
Equipment "	826,107 09	593,209 13
Real estate "	338,123 60	344,551 10
Wood lands	16,245 56	24,245 56
Wood and materials for repairs	288,174 24	272,882 58
Sinking fund investments	27,000 00	27,000 00
Bills receivable	24,152 24	17,847 33
Military transportat'n		16,790 07
Due from R. R. Co.'s.	15,963 19	73,757 92
" individuals.	58,841 08	28,922 39
" P. O. Department	4,125 88	3,234 18
Stocks and bonds	207,417 33	176,089 65
D. & M. R. R. lessors account	171,845 51	36,002 16
Cash and cash assets.	97,844 97	90,034 84
	$5,996,576 81	$5,601,795 97
Capital stock	$3,000,000 00	$3,000,000 00
First mortgage bonds	379,000 00	379,000 00
Second "	1,250,000 00	1,250,000 00
Surplus earnings	547,076 76	498,133 59
Interest on bonds	2,862 30	18,159 32
Dividends unpaid	2,439 50	127,648 28
Dividend No. 22	120,000 00	
Due Railroad Co.'s	174,323 40	178,385 85
Due individuals	55,195 72	40,167 64
Due United States	14,436 14	
Due pay roll for March, C., H. & D. and D. M.	68,242 99	65,889 22
Bills payable	383,000 00	44,412 07
	$5,996,576 81	$5,601,795 97

President.—S. S. L'HOMMEDIEU.

Directors.—John W. Ellis, John Young, Geo. H. Hill, William Beckett, George T. Stedman, William Goodman and A. M. Searles.

Vice President.—JOHN W. HARTWELL.

Secretary and Treasurer.—FREDERICK H. SHORT.

General Sup't.—DANIEL MCLAREN.

Ass't Superintendent.—LEWIS WILLIAMS.

Southern Pacific Railroad of Texas.

It will no doubt be gratifying to the friends and stockholders of this enterprise to learn the present status and future prospects of the company. On the 1st of August next the road will be completed from Shreveport, on Red River, to Marshall, Texas, a distance of 42 miles. This, with 19 miles more graded west of Marshall, is valued at the sum of $1,500,000; due to the State of Texas, $150,000; floating debt, $50,000; first mortgage bonds, $150,000, owned by citizens of Louisville; transportation certificates, $15,000; capital stock, $650,000; total, $1,015,000; surplus value, $485,000.

The company have secured from the Shreveport road 21 miles of the road for the term of twenty years, without cost, only keeping the same in repair and turning it over to them at the expiration of that time in good order.

Two splendid passenger cars and six construction cars, will leave here to-day for Shreveport, to be there in time for the grand opening celebration to take place on the 1st of August.

It is the intention of the company to immediately commence the work west of Marshall. After grading six miles more (with the nineteen already graded) they will then be entitled to the land grant of 10,240 acres per mile, or 156,000 acres, and the loan of $6,000 per mile from the State of Texas. It estimated that *not less* than 1,500,000 acres of land and large sums in money will be donated by individuals and counties through which the road will pass. Such is the enthusiasm that nothing can hinder its progress. We may safely say that there is no other enterprise on the continent in a more favorable position than the Great Southern Pacific Railroad of Texas.—*Louisville Jour. June* 30.

Dayton and Michigan Railroad.

The income and expenses of this company, for the fiscal years ending March 31, 1865 and 1866, was as follows:

Income:	1865.	1666.
From passengers	$356,325 11	$409,739 74
" freight	658,101 56	495,663 43
" mails & express	51,291 22	44,322 87
" rents, etc	2,969 08	1,631 42
	$1,069,186 97	$951,357 46
Expenses, viz:		
Machine shop	$17,214 68	$17,849 49
Maintenance of way	156,327 76	188,713 07
Locomotive power	162,551 57	170,573 39
Train expenses	156,925 79	111,552 26
Station "	69,142 57	59,787 99
Office "	30,820 71	21,857 67
Rents to other roads	8,158 32	8,205 91
Mileage of cars	15,588 88	12,821 39
Miscellaneous expenses.	20,476 45	20,062 08
	$637,206 73	$611,423 25
Net earnings	$431,980 24	$339,934 21
Applied as follows:		
Interest on bonds	$264,734 97	
General interest account	1,908 73	
Taxes, State	32,253 51	
" National	22,538 33	
Insurance	2,500 00	
Renewals of trestle work, culverts and bridges	23,069 11	
		347,004 65
Making an excess of expenses over income of		$7,070 44
Amount due Lessee, as per last report, was		$36,002 16
Which has been increased.		
For construction	$48,476 69	
" fencing	3,737 16	
" real estate	684 07	
" equipment	9,150 00	
" Toledo improvement	28,873 81	
" sinking fund	30,000 00	
" coupons past due, etc.	14,921 62	
		135,843 35
Making amount due Lessee March 31, 1866		$171,845 51
Add interest on bonds accrued since commencement of lease, and uncalled for		7,326 80
Total		$179,172 31

The second mortgage bonds have been reduced since the last report $33,000 by the operation of the sinking fund, making in all, to this date, ninety-five bonds which have been cancelled by the Trustees. The Toledo Depot Bonds have been increased $7,000, to complete the payments for the purchase of the wharf property at Toledo. The Capital Stock (new) has been increased during the year $81,785 57 by the exchange of old certificates with interest thereon, leaving $111,357 01 of old stock outstanding.

The gross receipts of the road for the past five years have been as follows:

Year ending March 31, 1862	$400,168 37
" " 31, 1863	663,705 55
" " 31, 1864	768,246 20
" " 31, 1865	1,069,186 97
" " 31, 1866	951,357 46

Construction account has been increased during the year $81,087 66, and equipment account $9,150. There has also been expended for renewals the sum of $23,069 11.

BALANCE SHEET.

Construction account	$4,687,909 13
Right of way	102,767 55
Real estate	92,963 62
Stock interest account	459,553 13
Fencing account	3,737 16
Toledo depot grounds and improvments	252,919 62
Rolling stock	494,453 24
Lima shop equipment	12,145 31
Bills receivable	6,023 99
Telegraph line	1,469 55
S. S. L'Hommedieu, trustee	31,000 00
Town of Perrysburgh	12,000 00
Individual accounts	10,849 15
Railroad companies	2,209 76
Profit and loss	156,332 11
	$6,326,333 32
Capital stock, new	$2,262,627 96
" " old	111,357 01
" " not issued	10,955 88
First mortgage bonds	283,000 00
Second " "	2,622,000 00
Third " "	642,000 00
Toledo depot "	169,500 00
Funded interest "	34,230 00
Income bonds	3,900 00
Bills payable	200 00
Interest on bonds	12,071 94
Railroad companies	740 36
Individual accounts	1,904 66
Lessee account C., H. & D. Railroad	171,845 51
	$6,326,333 32

President.—S. S. L'HOMMEDIEU.

Directors.—W. R. Waite, H. S. Conklin, Preserved Smith, D. McLaren, George H. Hill, John Young, R. M. Shoemaker.

Vice President.—JOHN W. HARTWELL.

Sec. and Treasurer.—FREDERICK H. SHORT.

Gen'l Superintedent.—DANIEL MCLAREN.

Ass't Superintendent.—JOHN H. WELLER.

Tunnel under the Mississippi.

So much objection has been made to bridging the Mississippi river, that the railroads centering at St. Louis are said to have determed to construct a tunnel under the river at that city. Consent to construct the work will be asked of Congress, and as soon as it is obtained, it is proposed to begin the work. The cost is estimated at $3,000,000, and the time required for the completion of the work three years. The tunnel will not be more than three-fourths of a mile long.

☞ The Directors of the Pittsburgh, Fort Wayne and Chicago Railway Company, at their last meeting, created an additional office of Assistant President, and appointed Mr. Thomas D. Messler to the position. Mr. Messler for several years was Comptroller of the Company, and latterly has been connected with the banking-house of Winslow, Lanier & Co.

☞ The Concord and Claremont Railroad, now open to Bradford, twenty-six miles, was sold at auction at Concord, N. H., on the 9th inst., for one hundred thousand dollars, subject to mortgages. It was bid off by Hon. Josiah Minot.

☞ A contract, it is stated, has been made for the construction of a railroad between Alexandria and Fredericksburg, to be completed in eight months.

Journal of Railroad Law.

EVIDENCE FOR PLAINTIFF IN AN ACTION FOR INJURY TO EMPLOYEE ON RAILROAD.—WHAT AT THE TRIAL ARE HARMLESS.

The case of O'Donnell *vs.* The Allegheny Railroad, lately decided in Pennsylvania, decides that in action for negligence against a railroad company, it is error to reject any evidence tending to prove that the plaintiff, although in the service of the company was by the original contract a daily passenger on their road, that he was not out of place at the time of the injury.

Error to the Common Pleas of Armstrong Co.

This was an action on the case brought by Daniel O'Donnell against the Allegheny Railroad Company, to recover damages for personal injuries received while riding on its road. The accident occurred on the 2d of March, 1861, and under the following circumstances: The defendant employed a number of carpenters, under a master workman, in repairing bridges on the line of the road. These men were working on the Kiskiminitas viaduct at the time, but were boarding at Kittanning, where the plaintiff and some others resided, about fifteen miles from their work. As the downward train left Kittanning early in the morning, and the upward one returned late in the evening, it was convenient for the hands to ride to and from their daily work. In doing so they occupied the baggage car. They assisted in receiving the freight along the line, at the way stations, and paid no fare directly; but it was alleged to be part of the contract with the foreman that they should be carried thus to and from their work. On the day of the accident, O'Donnell, who had been at work, was coming home as usual in the train. Whether he was in front of or in the baggage car at the time of the accident did not clearly appear, but the weight of evidence seemed to be in favor of the latter. When the train was within two miles of Kittanning, a rail broke, and the baggage car was thrown off the track and upset. Mr. O'Donnell was afterwards found near the centre of the road under one of the passenger cars. He was very badly injured. Both legs were broken, and one of them had to be amputated. He was otherwise badly injured. He lay many months in the hands of his physician. Soon after his recovery, this suit was brought to compensate him for the loss. There was evidence that when the rail broke, which it was supposed threw the car off, a tie was rotten, and also that the chair at the end of the broken rail was broken.

The opinion of the Court was delivered by

WOODWARD, C. J.—We think there was manifest error in rejecting that part of Listen's deposition which is in the bill of exception. The plaintiff had been very badly hurt whilst riding in the baggage car of a passenger train, and the accident arose apparently from the defective condition of the railroad. But his action was resisted on the ground that he was an employee of the company, going to his proper work on the road, and that it was negligence on his part to place himself, even with the conductor's consent, in the baggage car. It would seem that Listen had the general supervision of the railroad from Pittsburg to Kittanning, for the building of bridges, trestle work, etc., and occasionally, says Listen, "myself and hands were employed in repairing the track. I was authorized by the company to employ all the hands under me. I employed plaintiff to work for me on the Kiskiminitas Bridge; he was living at Kittanning. I boarded at Kittanning and the other men from Pittsburg with me; we left Kittanning in the morning train for our work, and returned in the up train from Pittsburg in the evening; by my contract with the plaintiff I authorized him to do the same. Under and by virtue of my contract with him, he was carried by the company on their cars daily back and forth to Kiskiminitas the place of work." Then follows the rejected clause in these words: "It was the custom for myself and hands to ride in the baggage cars; this was done in going up and down town. By the request of the conductor, myself and hands always assisted in taking in and putting out freight."

It was primary and fundamental question in the cause whether the plaintiff was a passenger, entitled to all the rights of a safe transit which belong to passengers, or whether he was a servant in such a sense as to preclude an action at loan for a personal injury to himself resulting from the negligence of other servants of the company; and on this question the rejected evidence to have been received. It tended to prove that, though in the service of the company, he was, by original contract a daily passenger on their road; that he was not out of place in the baggage car, but was there in pursuance of a custom of the road; and that besides the original contract, there was a consideration rendered by him for his ride, in helping to take in and discharge freight. Had the jury been convinced that he was a paying passenger, it is fair to presume that he would have recovered a larger verdict. They must have regarded him as sustaining a relation to the company something more than a mere servant, else they could not have found for him at all under the instructions given them by the Court; and as his right of recovery, and to some extent the amount of the verdict depended on a clear definition of that relation, whatever evidence tended to elucidate it relevant and very important. If he was in fact a passenger who had paid for his transportation, he was entitled to the benefit of the fact, and all of its legal consequences. The cause must go back to secure to him this right.

It is quite possible that a majority of us would think that there was error also in admitting that part of Dr. Reynold's deposition, which undertook to fix the amount the plaintiff claimed, had it been excepted to and sent up under sealed bill. Plaintiff's paper book show neither exception nor bill, and all the defendant's paper book tells us about this piece of evidence is, that it was not objected to until after it was received, and it is not intimated that a bill was then sealed. The record is not at hand to be consulted, and if it were, and a sealed bill should appear upon it, the negligence of counsel in not furnishing it in our paper books, is reason enough for our not noticing it. The rules prescribed in 6 Harris, 577, for preparing paper books, are plain and simple, and if counsel mean to have their questions considered they must respect the mode prescribed for presenting them. Dismissing, therefore, the second assignment of error as baseless as founded on no bill of exceptions, we give no opinion about the remaining fifteen assignments, not merely because every one of them is informal, but because it is not legally manifest that the plaintiff was injured by the misrulings alleged. Notwithstanding the answers of the Court, the plaintiff recovered a verdict. Why then should we reverse these ruling at his instance? A vague conjecture may be indulged that had the answers been different, his damages had been larger, but judgments are not reversed on vague conjectures. How are we to know that more correct answers would have augmented damages a dollar? They never reverse for harmless errors, and all errors are harmless which the record does not show occasioned the complaining party a loss, inconvenience, or injury. If the jury undertook to reverse the Courts law, it was a great wrong, for which the proper remedy was a new trial and not a writ of error.

In the instance of Listen's deposition, there is ground for presuming injury from the error of the Court, for that part was an exclusion of part of plaintiff's case from the consideration of the jury; and in a suit for damages it is impossible to reject the most material part of a plaintiff's evidence without impairing his damages; but in the instructions given upon what evidence was received, the record afford no presumption that the plaintiff was injured, and therefore we inquire not into the soundness of those instructions. The great question of the cause was whether this plaintiff, in the peculiar circumstances of his case, comes within the rule of law that denies to a servant an action against his employer for the negligence of fellow servants, and it is a question on which we reserve our opinion until the record presents it in a shape fit for judgment.

The judgment is reversed, and a *venire de novo* is awarded.

Strong, J., dissented.

Atlantic and Great Western Railway.

At the meeting of the proprietors of the Consolidated Bank, held in London on the 18th ult., the following satisfactory explanation was made relative to the debentures of the Atlantic and Great Western Railway and the financial position of that undertaking:—

Mr. T. Fairbairn said he was glad to have the opportunity of removing an impression that had been prevalent in the city, that this bank had embarked to the extent of hundreds of thousands of pounds in the Atlantic and Great Western Railway. It was quite true that they had had some connection with that railway, and there was no doubt that it would continue to perform its engagements with the same exactness as it had hitherto done. They were under engagements in the shape of acceptance for £60,000 to the Atlantic and Great Western Railway Company, and they held good bills on perfectly solvent houses for £64,000. Those bills would fall due almost simultaneously. They had already paid acceptances to the extent of £65,000, the cover against which was not met, but they held £90,000 of claims against firms that had temporarily suspended. Not only would there be no ultimate loss, but he believed they would have to hand back some of the money. That was the full extent of their liabilities. Two years ago the Consolidated Bank guaranteed the interest for three years upon the sum of $2,800,000, and the terms of that negotiation were that the bank were to have one year's interest in hand in cash, and each six months the coupons were paid the railway company was to put them in possession of the exact amount of the money. For that they also had the guarantee of five of the largest of the banking and financial institutions of London. At the present time they had sufficient cash in hand to meet all their liabilities due on the coupons for

November next, and a portion of the money necessary for those which would fall due in May, 1867, but they had to rank either against the railway company or the guarantors for nearly one year's interest, which however was not claimable from them before May and November next year. During the past two years they had paid the interest, and the railway company had always met its remittances in time, consequently the bank had never yet had to call upon the guarantors for anything.

Central Argentine Railway.

The first section of this road from the port of Rosario to the Tortugas, in the province of Santa Fe, was opened for public traffic on 1st May last, and although the distance is only 70 miles, the railway will be found a great convenience, inasmuch as it saves passengers one night on the road, and the bullock-cartmen or public carriers in the provinces from being obliged to pass the Carcaranal river with their unwieldy conveyances. The Carcaranal bridge is stated to be one of the best specimens of English workmanship in South America. On the occasion of the opening of Congress on the 6th of May the Vice-President of the Republic, Dr. Don Marcos Pay, in his message to the Senate and Chamber of Deputies, remarked as follows:

"The great expenses caused by the war have deprived the Government of expending in useful works such as roads and bridges, and limited it to the continuation and completion of works already commenced. The important work in the country is the Central Argentine, the first section of which 70 miles to the river Tortugas, is complete and open to public traffic. Early in August the line will be finished to San Geronimo (Frayle Muerto), 120 miles from Rosario. The great activity of the contractors, Messrs. Brassey, Wythes, and Wheelwright, in pushing the works ahead, deserves especial praise, and particularly the untiring labors of Mr. Wheelwright, the concessionnaire. The Government has omitted no endeavor to fulfill its stipulations with the company, and I think it right to remark that Mr. Wheelwright has now commenced surveys for the continuation of the line from Cordova to the other province, a scheme of the greatest importance for this country and destined to work an important revolution in the social and industrial resources of the Republic by facilitating transportation and calling into demand many of the Argentine products as yet comparatively speaking unknown."

When the railway shall have been finished as far as the city of Cordova it will monopolise all the traffic, passengers as well as goods, between the extremities of the line, as also of the intermediate points. The line will not have competition from the *carretas*, or cargo carts, which the railways of Buenos Ayres have. It will take all the traffic of the interior for the coast and *vice versa*. The number of inhabitants on the line of the Central Argentine is admittedly less than on the Buenos Ayrean lines; but in Cordova and the other provinces there is a population of more than 500,000, who will have need of the Central Argentine as passengers, transport of merchandise, and produce. For several years to come the port of Rosario will be the only outlet to the coast for all the interior provinces, and when the line is open the entire distance to Cordova, 250 miles, the merchandise now sent from Chili and other ports on the Pacific will come by this railway. Moreover, the lands contiguous to the Central Argentine are being daily settled, which will cause much more traffic both in passengers, produce, and merchandise. It is confidently expected that when the line has been opened to public traffic in its whole length for one or two years it will not be required of the national Government to makeany disbursement whatever on account of their guarantee of 7 per cent., but rather the effect of this great enterprise will be to lighten the national expenditure by economising the subventions the Government at present pays to the provinces of Santa Fe and Cordova.

Boston, Hartford and Erie Railroad.

We learn that a contract has been made by the Boston, Hartford and Erie Railroad Company with N. C. Munson McNeil of Litchfield, Conn., and the Messrs. D. N. and I. C. Stanton, to complete the road from Boston to Fishkill. The road is to be completed to Willimantic in twenty months, and to Fishkill within three years. The contractors are to be paid in the bonds authorized by the legislation of Massachusetts, Rhode Island and Connecticut last winter. From the well known caution, energy and wealth of the contractors, there would seem to be no reasonable doubt that the success of the enterprise is now assured. Mr. McNeil is less known in this community than the others, but has been prominent as engineer, contractor and president of several Western railroads. This public improvement is of great importance to Boston as giving a new avenue to the West. To the towns and villages along the line it will open direct communication with the coal fields of Pennsylvania. The Erie Railroad and its stockholders, and some of the large coal companies in Pennsylvania, have a deep interest in the performance of this contract.—*Boston Advertiser.*

Railroads in Delaware and Maryland.

The engineers are now surveying the route for a railroad from Centreville, in Queen Anne's County, Md., to Massey's X roads in Kent County, Md., which is about twenty-three miles, and another route from mouth of Swan Creek to Massey's X roads—thirty-two miles. Here a junction will be formed, and the road extended from Massey's X roads eight miles to unite with the Delaware Railroad at Townsend. This is a very important road and will by means of boats on the Chesapeake and the local travel add largely to the business of the parent stem of our railroad system. That these branches will be built in a very short time we have no reason to doubt. The funds, in part, are to be raised as follows: The State of Maryland gives to Queen Anne's County $112,000, as soon as the people of the county subscribe an equal amount, which they are ready to do, or have done. The farmers along the line from Centreville to Massey's X roads are ready to subscribe $50,000, making $274,000. The State of Maryland gives to Kent County $102,000, when the county subscribes an equal amount; and the farmers along the line from the mouth of Swan Creek to Massey's X roads subscribed $5,000—making in all $528,000. The eight miles to connect with the Delaware Railroad, we understand, will be provided for by the farmers along the route and the Philadelphia, Wilmington and Baltimore, or the Delaware Railroad Company.—*Delaware Gaz.*

☞ The following gentlemen have been elected directors of the Chicago, Detriot & Canada Grand Trunk Junction Railroad Company: John W. Brooks, Samuel G. Ward, Boston; Charles G. Brydges, James Ferrier, William Molsom, Montreal; Lewis Moffat, Toronto; and Robert McClelland, Detroit.

☞ The bridge over the Tennessee river at Decatur is completed, and trains now run through to Memphis.

☞ S. G. Fry, Esq., has been elected President of the Philadelphia and Darby Railroad.

Portsmouth, Gt. Falls and Conway R. R.

At the annual meeting of the stockholders of this company, held at Portsmouth (N. H.) on the 10th inst., the recent acts of the Legislatures of Maine and New Hampshire in relation to the corporation were accepted by the stockholders, and the directors were empowered to take measures to construct the road in accordance with the terms of its charter. The Legislature of New Hampshire has recently given this road authority to increase its capital stock to a million and a half dollars and to extend its track to the Atlantic and St. Lawrence Railroad in Gorham, N. H. Geo. M. Browne, Nathaniel Hooper of Boston; Ichabod Goodwin, Wm. H. Y. Hackett of Portsmouth, and Geo. W. Burleigh of Great Falls were elected directors. The officers are: George M. Browne of Boston, President; John B. Parker, Salem, Treasurer, and William H. Hackett of Portsmouth Clerk.

Cincinnati and Charleston Railroad.

The Charleston *Courier* has been favored by President Andrews with the subjoined extract from a letter from the Chamber of Commerce Delegation, under date Cincinnati, June 17:

Messrs. Mordecai, Trenholm, Kerr, West and Courtney are all here. We have been received by the President and members of the Cincinnati Chamber of Commerce with great courtesy and kindness, and spent last evening at the Club House. We find that the Knoxville people are altogether in favor of the Blue Ridge route, and therefore we wait for the delegation to arrive here. They are expected to morrow, and we are to have a public meeting on Tuesday evening of the citizens where we shall be heard.

The plan of building railroads in this section of country is to get subscriptions to a road, to be paid as a bonus on construction of the road.

Already there has been subscribed $800,000, in Cincinnati, and it will reach one million. This is exclusive of what will be done in Louisville. Now if we put in the three millions already spent on our Blue Ridge Road as a bonus, the company will have four millions subscribed to complete a road to cost seven millions originally."

Ottoman Railway.

The Smyrna correspondent of the *Levant Herald*, writing on the 1st, says—"My telegram of Monday reported to you the opening of the great tunnel on the Aidin line on the previous day, when an engine first passed through the work, and crossed the plain beyond to within some six miles of the town of Aidin. The over-the-mountain temporary line had already been some time open to the contractors' engines, and the permanent way and bridges in the plain beyond have consequently been pushed on within recent weeks with an energy which has left nothing to desire. The great thing, however, was to get both the tunnels open, and this being now done, what remains to complete the line may be regarded as engineering child's work, which another month or five weeks will easily and certainly bring to a conclusion. It is now certain that the formal opening of the line to Aidin will take place in the first or second week of next month.

☞ The annual meeting of the Taunton Branch Railroad Company was held on the 9th inst. The report which had been printed and distributed prior to the meeting shows the net earnings for the year ending May 3, 1866, to have been $29,248 38. W. A. Crocker, N. H. Emmons, T. B. Wales, Jas. M. Beebe and Willard Lovering were chosen directors for the ensuing year.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna	25	11	20,000	----
Albany and Boston "	50	25½	20,000	----
Algomah ..... "	25	3	20,000	----
Allouez ..... "	25	1½	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20 000	----
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	12½
Beaver ..... "	25	2	20,000	--
Bedford ..... Ca.	5	----	125,000	----
Black River ..... "	25	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	----
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	----
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	----
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	40
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	1½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	----
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	----
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Francovia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	40
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	----
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	22½
Hanover ..... "	25	1½	20,000	----
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	4½
Hungarian ..... "	25	1	20,000	----
Huron ..... "	25	19	20,000	----
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	----
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20 000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	----
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	----
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	----
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	9½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	----
Native ..... "	25	2	20,000	----
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	4½
Pewabic ..... "	25	3½	20,000	33½
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	----
Pittsburg & Boston "	25	5½	20,000	46½
Pontiac ..... "	25	10½	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	46
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	2½	----	200,000	----
Rockland ..... "	25	12	20.000	6½
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	8	20,000	3½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	¼	20,000	----
Salem ..... "	25	½	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	½	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	½	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	----
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	----
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	----
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	----
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	60,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	----
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	8	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	----
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	----
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	----
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	13
Atlantic & G. C .. Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ..... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	5
Boston & Pictou .. N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain .. "	10	10	30,000	----
British American N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	45½
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	46½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	3
Fulton ..... "	5	5	60,000	6½
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	10½
Maryland Anth ... Md.	20	20	25,000	----
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	----	6
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	151½
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ..... "	50	50	16,000	22½
Shamokin ..... "	----	----	----	7
Somerset I. & C ..... "	----	----	----	----
Spring Mountain .. "	50	----	----	38
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	64½
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	20
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,0 0	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	----
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	2½
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	11½
Do. preferred ... "	100	100	57,744	23½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	9½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20 000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	800,000	----
Essex & Diadem . "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	51½
Santa Clara ..... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'n single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	27
30 Nov. '64	4.52	—	179	28	..	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	43½
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	.....	41,000	—	—	—	—	—	....	....
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metropoli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	..	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	....
30 Nov. '64	11.75	—	200	31	..	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	42
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	..	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	60
30 Nov. '64	6.84	—	263	41	..	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	....	48
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	....
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	....
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	....
30 Nov. '64	6.00	—	70	—	..	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	54,198	1,261	—	....	....
30 Nov. '64	—	—	411	63	..	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	9½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,589	—	—	....	....
30 Nov. '64	11.60	—	59	8	..	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '64	10.76	—	....	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	....	55
30 Sep. '64	24.00	—	....	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	....	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	....	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & B'k'w'y	90.000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	....	—	—	—	Buffalo Street	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	—	23.03	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	.....	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	....	32	..	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	....
30 Sep. '64	—	6 80	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
Sep.	'64	18.50	1.00	—	101	..	Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12	....	....
30 Sep. '64	12.00	1.00	....	50	..	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	....	....
30 Sep. '64	—	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	—	—	—	—	8	....	....
30 Sep. '64	4.52	—	....	....	..	Grand St. & Newtown (W'g'b)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	.....	34,660	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	796,360	67,000	—	90,108	loss.	—	100	....
30 Sep. '64	—	....	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	....	20	..	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	—	—	—	—	—	....	....
30 Sep. '64	17.50	—	....	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	.....	—	—	leased.	—	—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	..	Jersey City & Bergen Point	.....	.....	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	....	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	58
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	....
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	—	—	62,732	8,227	—	....	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150 000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	30
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	19½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'burg & E. L.)	.....	.....	—	—	—	—	—	....	....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75, 000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	....
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,835	120,000	63,300	—	41,787	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	86
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	60
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	.....	.....	—	—	143,038	38,435	5	50	22
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	40
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	356,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	622	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,857	50,000	.....	.....	.....	.....	.....	.....	.....
31Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	—	.....	.....	-
Malden & Melrose bonds	51,762	—	.....	.....	....
Real Estate	4,000	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	107
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	128½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	125
" " " ..... coupon		6	" "	1868	123
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	98½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	99
" " " ..... coupon		5	" "	1871	102½
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " ..... coupon		6	July.	1881	103
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109½
" " " ..... coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,314,500	6	" "	1881	109½
" " " " ..... coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	103½
" " " (5-20s) ..... coupon		6	" "	1882	107
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ..... registered	80,734,500	6	May & Nov.	1885	105½
" " " (5-20s) ..... coupon		6	" "	1885	105½
Loan of March 3, 1864, (10-40s) ..... registered	171,219,100	5	Mar. & Sept.	1904	98½
" " " " ..... coupon		5	" "	1904	98½
Pacific R. R. Bonds of (currency) ..... registered	5,402,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	512,221,600	7.3	Feb. & Aug.	1867	103½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	103½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	103
Debt Certificates	43,025,000	6	At maturity.	1 year	100½
Gold Certificates of Deposit	22,568,320	---	----------	----	----
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	124,561,486	---	" "	10 d'y	----
United States Notes (greenbacks)	402,128,318	---	----------	----	----
Fractional currency	27,384,965	---	----------	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	----------	---	----------	----	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	114
" —War bonds		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	97
" — " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	110
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	100
" — " " ..... registered	1,753,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,196	6	" "	'60-'79	----
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " ..... "	1,778,677	6	" "	1877	----
" — " ..... "	241,000	6	" "	1879	----
" — " War Loan	1,157,700	6	" "	1879	----
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	86
" — " ..... "	2,058,178	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	98
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	417,000	5	" "	'66-'73	----
" — " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	93
" —Fu de' Coupons	----------	---	----------	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds ..... coupon	4,400,000	6	Jan. & July.	1883	96½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	60
" — " " ..... coupon	1,727,000	6	"	1870	101
" — " " ..... inscribed	3,192,763	6	"	1890	----
" — " (sterling) ..... coupon		6	"	1890	----
Massachusetts—State Scrip	6,401,000	5	----------	var.	----
" — "	53,000	5	June & Dec.	'68-'72	124½
" — "	244,000	5	Jan. & July.	'70-'74	97½
" — "	375,000	5	April & Oct.	'72-'74	97
" — "	220,000	5	May & Nov.	1880	96
" — " War Loan	6,429,000	5	" "	1894	97
" — " Scrip	297,000	6	June & Dec.	'68-'77	107½
" — "	160,000	6	April & Oct.	1868	122
" — "	1,024,000	6	Jan. & July.	'71-'75	108½
" — "	2,030,000	6	" "	'76-'78	----
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " ..... "	1,750,000	6	" "	'78-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	----
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	80
" — " " (H. & St. R R.) "	3,000,000	6	" "	'72-'85	82½
" — " " (Pac. R. R.) ... "	7,000,000	6	" "	'72-'87	78
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds ... coupon	1,650 000	6	" "	'83-'85	95
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " " ..... general fund	1,139,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " " ..... general fund	500,000	6	"	1868	----
" — " " ..... canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	96
" — " " ..... "	2,250,000	6	"	1874	98
" — " " ..... "	500,000	6	"	1875	----
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	----
" — " "	909,807	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	90½
" — " " ..... general fund	900,000	5	"	1875	----
" — " "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	8½
" — " " (new) ... "	3,500,000	6	Jan. & July.	1900	62
Ohio—State Bonds ..... coupon	634,658	5	Jan. & July.	1865	----
" — " ..... "	536,798	6	" "	1860	----
" — " ..... "	379,866	6	" "	1863	----
" — " ..... "	2,183,532	6	" "	1870	----
" — " ..... "	1,600,000	6	" "	1875	----
" — " ..... "	4,095,309	6	" "	1881	----
" — " ..... "	2,400,000	9	" "	1886	----
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90½
" — " " ..... coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	97½
South Carolina—State Bonds (sterling) ..... "	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " (new) ... "	----------	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct.	'76-'90	80
" — " ..... "	239,167	5½	" "	'72-'79	----
" — " ..... "	1,706,000	6	" "	'82-'89	99
" —Railroad Loans ..... "	14,046,000	6	" "	long.	70½
" —Funded Interest ..... "	----------	6	" "	1892	71
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68
Virginia—State Bonds ..... registered	21,888,396	6	Jan. & July.	'84-'95	41
" — " ..... coupon	11,108,000	6	" "	'86-'95	67
" " (sterling) ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	----
" — " ..... coupon	----------	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----------	6	----------	----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates ...	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — "		6	"	1870	----
" — "		6	Jan. & July.	1873	97½
" — "	19,024,523	6	May & Nov.	1875	98
" — "		6	Jan. & July.	1886	98
" — "		6	quarterly.	1890	100
" — " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — "		5	Various.	'66-'70	125½
" — "		5	"	'71-'76	----
" — "	7,846,026	5	"	'76-'80	98½
" — "		5	"	'81-'86	143½
" — "		6	"	'67-'76	101
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	----
" — " " (sterling)	1,949,711	4½	" "	'72-'78	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	92
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	97½
" — " " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan ..... coupon	1,464,000	6	" "	1888	95
" —Sewerage Loan ..... "	1,184,000	7	" "	'78-'87	95½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	----
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F. M., A. & N.	'73-'75	----
" — "	4,714,000	6	" "	'76-'78	----
" — "	1,500,000	6	" "	1883	----
" — "	5,149,271	6	" "	1887	----
" — "	275,000	6	" "	1898	----
" —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" —Municipal Stock	150,000	5	F. M., A. & O.	'67-'69	----
" — "	3,125,200	5	" "	1870	----
" — "	319,000	5	" "	1873	----
" — "	1,000,000	5	" "	1874	----
" — "	334,700	5	" "	1875	----
" — "	2,016,000	5	" "	1876	----
" — "	2,375,000	5	" "	79-'80	----
" — "	900,000	5	" "	1890	----
" — "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " (new)	739,222	5	" "	'67-'82	----
" — " (old)	2,232,800	6	" "	'66-'93	93
" — " (new)	7,898,717	6	" "	'66-'99	96
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	95½
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	----
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'69-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	----
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	314,521	332,098	406,076	446,044	396,847	381,510	357,556	----
1865	289,400	327,269	399,870	343,408	399,364	521,174	595,523	758,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	388,480	394,533	451,477	------	------	------	------	------	------	------	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	295,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	365,270	385,985	409,251	401,280	357 956	307,919	236,824	3,840,093
1866	210,171	207,913	304,885	270,889	333,432	368,273	------	------	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160.306	210,729	216,030	196,435	201,134	1,969,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	326,617	321.037	3,085,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,251	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	------	------	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435.945	407 698	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114.566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,661	767,598	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	------	------	------	------	------	------	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26.334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37.440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,193	51,495	61,787	51,386	60,895	528 364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	60,415	79,430	111,102	107,072	120,460	118,960	------	------	------	------	------	------	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,384
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	------	------	------	------	------	------	------	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177.829	189.280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,646	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,567	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	------	------	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29.384	37.271	56,687	46,452	81,329	55.257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40.706	58,704	52,864	77,112	83.059	76.764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	106,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,661	106,315	------	------	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	------	------	------	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	------	------	------	------	------	------	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,601	460,641	490,094	447,670	328,969	4,504,549
1866	282,438	265,796	337,158	343,787	365,196	335,083	------	------	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,901
1866	131,707	122,621	124,175	121,904	245,511	242,560	------	------	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,006	246,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,005
1866	267,641	246,109	326,236	277,424	283,130	------	------	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234.456	276.209	291,763	278,219	2,905.839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	866,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,282	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,096	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	483,509	505,814	456,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	------	------	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	100,808	110,403	120,310	123,115	113,798	123,940	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,894	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	------	------	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,576	115,214	168,219	170,380	172,870	147,548	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	266,154	2,050,322
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	------	------	------	------	------	------	----
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,233
1866	45,102	36,005	39,301	43,332	56,913	102,918	------	------	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Tenn. Rivers;						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	95
" " " 1850	676,000	6	Jan. & July.	"	1880	93
" " " 1855	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	96
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	99½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	83½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	94½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1876	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	107½
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage prof. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	943,000	7	F. M. A. & N.	" "	1915	75
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	79
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	1872	
Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	1863	
C. and T. Dividend (convert.)	12,236	7	April & Oct.	New York.	1865	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	" "	1885	101
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,655,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	162,500					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (K. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1891	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	99
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	82
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	78½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040 500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95½
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	92
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		80
2d Land Grant	691,000			" "		
Income Bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,089	6				
1st Mortgage	171,000	7			1878	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	251,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1865	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93½
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	"	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	w Yo rk	'72-'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	91
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	96½
2d Mortgage (now stock)						45½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	77
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,095,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	108½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	161,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	600,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,230,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	767,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	86
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,598	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1883	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	74
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	110
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	84
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	98
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
19 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	.....	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	454,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,776	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,236,485	41,560	—	1,010,000	660,000	.....	.....	—	—	49,663	197,387	85,946	5½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861.135	*	10,607	700,000	132,814	18,746	871.742	66.0	202.567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	652,755	1,982,213	549,834	9	110
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,468,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	290.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	101½
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,618,232	1,306,347	8,376,510	5,924,969	525,259	16,464,265	400.0	1,963,105	5,728,910	2,762,273	20	124
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	35½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	96
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231.500	—	40,668.060	708.3	3,507,466	7,151,208	2,174,924	10	121½
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,[illegible]	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	31
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	—	.....	224.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	659,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,868	230,834	9	70
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	35½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	.....	.....	.....	*Burlington and Missouri Rive*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929.782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 °73,123	63,961	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,268	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '65	29.0	—	3.1	—	4	18	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736.513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	186.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,242,518	505,260	—	3,242,518	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	.....	206.0	45	37	613	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,737	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	.....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.233,015	248,999	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	.....	.....	9,008,366	188.6	.....	340,898	—	—	.....
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	329.3	1,582,793	4,121,213	1,715,063	—	106
31 Mar. '66	346.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,587,175	663,971	19,672,646	523.8	2,161,615	4,686,445	1,936,788	6	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	96.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,336	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	35
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,492	697,708	—	2,469,540	4,350,000	93,378	7,895,870	168.8	480,188	950,499	640,641	—	—
21 Dec. '62	152 0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	283.0	—	14.4	—	43	28	566	*Pacific*	10,115,728	1,101,971	—	2,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	—	3,883,402	114.0	100,562	197,744	1,895	—	—
28 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	259,189	399,291	[illegible]	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000			151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0	—	.....	—	---	---	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '63	379.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	112
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,498	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,316,510	1,328,793	8	44
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	473,218	752,605	172,232	6	101
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,384,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	122½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	138
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	157
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,560	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	5½	84
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	106
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	105½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	107
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	124½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,814,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	.....	—	.....
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,583	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	103
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er. by B.	& L.Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,897	2	46½
30 Nov. '65	166.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	463,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	143
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	184,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,748	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	62
31 Mar. '64	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	*	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	60,699	7	106½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	65
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	264,341	3,908,696	82.0	387,780	615,728	216,973	9	97
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	—	—	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	134
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	—	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	116
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,960	1,164,500	31,200	4,586,916	53.0	270,000	570,764	171,755	7	80
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000 000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	130
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	.....	—	65
31 Dec '64	18 2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	180,510	6½	46½
31 Dec. '64	38.5	—	—	47.	—	—	—	West Jersey	1,461,249	*	—	688.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '64	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '64	88.3	—	18.5	—	35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000	—	3,680,000	88.3	645,234	1,945,466	789,028	10	195
31 Dec. '65	460.0	97.0	382.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,839,028	15,434,775	5,066,511	4	74
30 Sep. '64	144.0	—	128.3	—	71	164	671	Hudson River	12,053,434	1,616,413	—	6,218,042	7,737,680	1,167	14,669,847	150.0	1,396,293	4,132,600	1,587,293	8	114½
30 Sep. '64	94.0	9.5	68.3	—	15	32	110	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	103.5	290,474	497,299	335,287	14	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,584	2,694,714	6	98½
30 Sep. '64	130.7	2.1	45.0	—	35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800	—	12,700,850	163.8	1,730,116	1,860,429	450,709	—	.....
30 Sep. '64	118.0	3.7	17.8	—	25	22	441	Northern (Ogdensburg)	3,859,853	784,203	—	—	4,571,900	—	4,571,900	121.7	458,311	726,343	176,640	—	.....
30 Sep. '64	35.9	—	2.2	—	6	13	61	Oswego and Syracuse	773,654	128,199	—	396,340	311,500	23,708	901,853	38.9	88,498	218,994	112,056	8	.....
30 Sep. '64	25.2	—	2.5	—	10	36	142	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,033,750	58.2	129 084	432,832	218,203	8	.....
30 Sep. '64	189.6	48.5	18.2	—	26	34	398	Rome, Water'n & Ogdensb'g	3,095,871	368,305	—	1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9	—	8	17	90	Saratoga and Whitehall	824,723	105,601	—	500,000	360,000	—	960,324	51.3	114,725	257,035	91,060	—	.....
30 Sep. '64	13.0	—	0.3	—	2	6	6	Staten Island	282,317	34,237	—	628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553	—	.....
30 Sep. '64	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	—	.....
30 Sep. '64	34.9	—	6.5	—	12	15	185	Troy and Boston	1,689,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '65	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	4,341,780	593,209	138,147	3,000,000	1,629,000	—	5,601,796	202.0	.....	.....	1,241,857	508,228	19	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '64	135.4	55.8	.....	—	44	27	806	Cleveland, Columbus and Cinc.	4,000,000	750,000	1,131,750	6,000,000	491,500	—	6,919,436	191.2	1,032,368	2 499,348	1,235,162	15	117
31 Dec. '62	67.0	—	.....	18.0	18	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '65	95.5	—	33.5	1.0	26	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	83½
31 May '65	109.2	79.4	.....	—	37	37	658	Cleveland and Toledo	6,699,578	724,449	56,737	4,690,600	2,614,810	—	8,070,880	188.6	2,104,098	1,691,266	834,780	10	110
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	79.0	144,000	84,000	17,760	—	99
30 Nov. '64	54.5	61.5	12.5	—	14	13	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	248,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '65	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,496,811	485,303	.....	2,366.705	3,782,430	.....	6,214,825	142.0	.....	.....	1,069,187	431,980	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000	—	5,111,625	188.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '64	173.8	77.6	13.1	—	46	27	594	Marietta & Cincinnati, re-org.	15,233,782	*	—	12,047,731	3,011,293	—	15,805,315	250.8	456,408	1,038,165	427,405	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
3 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	158.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595.400	251,867	3,343,966	1,841,068	14,202	5,172,133	205.9	355,409	719,924	145,900	—	15½
Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	32 0 7	189,488	—	—
Dec 64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,368	—	10,243,015	250.0	1,244,358	2,050,322	946,492	3½	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	460.0	2,647,709	5,811,283	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	50
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,356	74.0	180,698	461,711	140,779	8	85½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	145
31 Oct. '65	36.0	1.7	7.7	—	9	5	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	880,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,932	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	63
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	39½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,486	6,529,199	69.8	318,861	875,064	412,353	—	38½
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	521.0	5,846,778	17,459,169	4,189,111	10	55½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristt'n	1,139,079	268,499	—	1,476,300	183,000	—	1,659,300	24.0	311 (91	656,739	336,376	8	55
31 Oct. '65	287.6	—	56.0	—	—	—	—	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	31½
30 Nov '65	93.0	69.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,561,353	20 240.673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	63½
31 Oct. '65	26.5	—	26.6	—	—	—	—	Philadelphia and Trenton	1,236,286	—	246,995	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744.425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,468	3,884,609	1,046 804	10	55½
31 Oct. '65	59.5	—	31 4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1 774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec '65	468.3	15.0	128 0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,188.381	*	3,362,812	9,312,442	12,573,060	1,597,620	26,545,693	483.3	4,623,078	8,489 062	3 2-3 547	10	98½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn	Cen.	144,006	316,498	116 006	4	40
31 Oct '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	884,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	*	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	110
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	841,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318.718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	38	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,958	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32.670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	633,500	.....	3,063.466	105.0	164,794	428,180	184,476	—	—
31 Aug. '65	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '65	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941.045	262,887	—	½
31 May, '65	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	.....	8	96½
30 Jun. '65	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '65	59.0	5.5	3.0	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	.....	—	5	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326.554	213,852	—	7½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,654,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,752	79,586	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	86,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,068	7	—
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	828,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,196	740,459	347,967	—	—
								WISCONSIN.													
31 Dec. '64	196.0	175.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,681	—	—
10 May, '64	108.9	—	10.6	—	20	22	557	Racine and Mississippi	3,302,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236.796	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	15
30 Jun. '65	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,516	1,154,85[illegible]	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,866	1,649,510	1[illegible]	—
11 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,12[illegible]	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,09[illegible]	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,799,232	60 0	.....	138 55[illegible]	36,87[illegible]	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,18[illegible]	—	—
								NEW GRANADA.													
31 Dec 63	[illegible]	—	—	—	11	22	120	Pan ma	9,900,000	[illegible]	658	5,000,000	76,000	—	10,763,723	48.7	.....	[illegible] 127,438	1,328,92[illegible]	—	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	35½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	47½
Chicago & Alton (preferred)	2,425,400	7	7	102
Chicago & Northwestern (pref.)	12,994,720	7	7	62½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	77
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	44
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,099,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	95
" " " (2d pref.)	1,014,000	7	7	95
Milwaukee & St. Paul (preferred)	2,400,000	7	---	70
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	64½
Toledo & Wabash (preferred)	984,700	7	7	63
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	100
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	96½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	92½
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,862	6	----	----	90
North Branch: 1st Mortgage	690,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60½
Preferred Interest b'ds.	227,589	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	25½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	82½
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	105
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	56
Delaware and Hudson	100	10,000,000	10	158
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	6,091,700	10	58
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	86
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	27½
" " (preferred)	50	2,888,988	—	35½
Susquehanna and Tide Water	50	2,048,260	—	16½
Union	----	----	—	2½
Union (preferred)	50	2,787,000	—	5
West Branch and Susquehanna	100	1,100,000	6	29½
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ....(cash)..... per ton 47 — @ 50 —
Pig, American, No. 1 ..... 46 — @ 48 —
Bar, Refined, English ..... 95 — @110 —
Bar, Swedes, assorted sizes ..(in gold)..... 95 — @105 —

Store Prices.

Bar, Swedes, assorted sizes ..... 170 — @ — —
Bar, English & American, Refined ..... 125 — @130 —
Bar, English & American, common ..... 115 — @120 —
Scroll, English ..... 155 — @205 —
Ovals and Half round ..... 150 — @160 —
Band, English ..... — — @155 —
Horse Shoe ..... 150 — @160 —
Rods, English ..... 122 50 @180 —
Hoop, English ..... 165 — @225 —
Nail Rod ..... per lb. — 10½ @ — 11½
Sheet, Russia ..... per lb. — 27 @ — 28
Sheet, English, Single, Double and Treble — 7 @ — 9
Sheet, Am., Single Double and Treble ..... — — @ — —
Rails, English ....(gold)..... per ton.. 55 — @ — —
Rails, American ..... 85 — @ — 90

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast ....(1st & 2d qlty.)..... per lb. — 18½ @ — 24
English Spring ..... 1st & 2d qlty.)..... — 11½ @ — 13
English Blister ....(1st & 2d qlty.)..... — 12½ @ — 20
English Machinery ..... — 14 @ — 16
German ..... — 15½ @ — 17½
American, Blister ..... — 11½ @ — 13½
American, Cast, Hammered ..... — 18 @ — 22
American, Cast, Rolled ..... — 13 @ — 15
American Spring ..... — 11 @ — 12½
American Machinery ..... — 14 @ — 15
Milan (in bond) ..... — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New ....(suits)..... per lb. — 43 @ — 45
Sheathing, Yellow ..... — — @ — 33
Pig, Chile ..... — — @ — —
Bolts ..... — — @ — 45
Braziers' ..... — — @ — 45
American Ingot ....(cash)..... — 52 @ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena ..... per 100 lb. — — @ — —
Spanish ..... — 7 @ 7 50
German Refined ..... — 7 @ 7 50
English ..... — 7 @ 7 50
Bar ..... per lb. — — @ 11 50
Pipe and Sheet ..... — — @ 11 44

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca ..... per lb. — 19½ @ — 20
Straits ..... — 18½ @ — —
English ..... — 18½ @ — 19
Plates, Charcoal I. C ..... per box. 15 — @ 16 —
Plates, I. C. Coke ..... — 11 — @ 13 50
Terne, Coke ..... — 10 75 @ 11 —
Terne, Charcoal ..... — 14 50 @ 14 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d ....(cash)..... per 100 lb. 6 75 @ 7 —
Clinch ..... (cash)..... — — @ 8 50
Copper ..... — — @ — 50
Ausable Horse, Norway Iron, Forged ..... — — @ — 35
Zinc Nails ..... (6 mos.)..... — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity ..... — 24 @ — 24½
Refi'd, free, L.S. to pr. Wh. (110@120 test).— 75 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test).— — @ — —
Naptha, Refined (60@63 gravity) ..... — 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending July 11.

	Th 5.	F 6.	Sat. 7	M 9.	Tu. 10	W. 11
Atlantic M. S. S. Co	125½	124	121½	121	121	120
At. & Gt. W. (O) 1st m'g.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	115
Canton Co.	55	55½	55½	----	54	54
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	99½	----	----	102	----	101½
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	98	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	124	124	----	----	----	124
" " 8 p.c.	107½	----	----	----	----	----
Chic. & Northwest'n	31	31½	31½	32½	32½	34½
" " pref.	60½	61½	61½	62½	62	62½
" " 1st M.	----	89½	----	----	----	89½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	95x	96	95½	96	96½	97
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	117	117	117	117	----	116½
Clev. and Pittsburg	83½	83½	83½	84	84½	85
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	75	----	----	----	----
Clev. and Toledo	107½	109	109	110	111	111
" " S. F. 7 p.c.	----	----	----	----	----	101
Cumberland Coal, pref	45	45½	----	46½	46	46½
Del. & Hudson Canal	----	----	155	----	----	158
Del., Lack. & West.	142	142	----	----	----	145
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	65½	69	68	71	71½	72½
" pref.	75	75½	----	76	77	77½
" 1 M. 7 p.c. '67	100	----	----	----	----	----
" 2 M. 7 p.c. '79	----	100	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	100	----	----	----	----	----
Hann. & St. Joseph	----	----	----	35	----	37
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	112½	----	----	114	114	114½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	103	----	103
" 2M. S. F.	101	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	121½	122	122	122	122	122½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	46	45	45½	45½	45½	45
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	10½	----	----	----	11½	11½
Michigan Central	105x	105½	----	----	----	106
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	80½	79½	80½	80	82
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	95½	----	----
" " 2 M.	91	----	91	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	85	----	----	----
" 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	60
Missouri 6s	78½	78	----	----	----	80
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	99	99½	99½	99½	99	99½
" Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	93	----	----	----
" 6s, S.F. '87	----	----	93	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	84½	84½	85½	85½	85	----
Ohio & Miss. cer.	27½	27½	27½	27½	27½	27½
" pref.	----	----	----	----	----	78
Pacific Mail S.S. Co.	----	----	214	----	----	----
Panama	----	----	250	----	----	----
Penn'a Coal Co.	150	151½	----	----	----	----
Phila. and Reading	106½	107½	107	107½x	106½	107
Pitts. Ft. W. & Chicago	96½	97½	97½	98	97½	98½
" 1M. 100	100	----	----	----	----	100½
" 2M.	----	95	----	----	----	95
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	48	47½	48	49½	52	52
St. L., Alton & T. H.	31	31½	32	34	----	----
" " pref.	----	----	----	----	----	64½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	82	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	93	91	----	92	----
Tol. Wab. & Western	----	36½	38½	40	40	40
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	67	67	66	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 11.

	Th.5.	F.6	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	102⅛	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	98⅛	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	97⅛	97⅛	98⅛	98⅛	98⅛	98⅛
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	109	109	109	109⅛	----
U. S. 6s, 1881, cou.	107⅛x	108⅛	108⅛	109	109⅛	108⅛
U. S. 6s, '81, O.W.L.y.	105	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	129⅛	129⅛	129⅛	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	123	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	105⅛x	105⅛	105⅛	106⅛	106⅛	106⅛
U. S. 6s, 5-20s, c. 1864.	103⅛	----	----	105⅛	----	105
U. S. 6s, 5-20s, c. 1865.	104x	104⅛	105	105	105⅛	105
U. S. 6s, " reg.	104	104⅛	----	----	----	105⅛
7.30 Notes, 1st series.	103⅛	103⅛	103⅛	----	103⅛	103⅛
" " 2d series.	103⅛	103⅛	103⅛	103⅛	103⅛	103⅛
" " 3d series.	103	----	103⅛	103⅛	103⅛	103⅛
American Gold	----	----	153⅛	----	149⅛	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Cattawissa	----	----	----	33⅛	----	35⅛
" preferred	37⅛	35⅛	33⅛	36⅛	35⅛	
Camden & Amboy	----	----	----	134⅛	----	134
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	88⅛
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	94	93⅛	----	----	95
Ches. & Del. Canal 6s '86	----	105	----	----	----	----
Del. Div. Canal	----	----	----	----	56	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	70
Lehigh Navigation	58	----	----	----	----	----
" " 6s,'84	----	----	----	----	86⅛	86⅛
Lehigh Valley R. R.	----	----	----	----	61⅛	62
" " 6s	91⅛	----	----	----	91⅛	91⅛
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57	----	55	55	----	----
Morris Canal	90	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	115	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	55	56	56	----	----	56
" 1st m.	----	99	99	----	----	99
" 2d m.	----	----	----	----	----	95⅛
Penn. State, 5s	90⅛	91⅛	----	95	----	----
" " 5s, coupon	----	----	----	----	----	95
" " 6s, W. L.	----	----	----	----	103⅛	----
Philadelphia City, 6s	93	----	93	93	93⅛	
" " new	96⅛	96⅛	96⅛	96⅛	97	
" " muno	96⅛	96⅛	96⅛	96⅛	97	
Philad., Germ. & Nor.	56	----	----	----	----	----
Phila. & Reading	53⅛	53⅛	53⅛	53⅛	53⅛	
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	94	----
Philadelphia & Erie	31⅛	31⅛	31⅛	----	31	
" " 6s	----	----	----	----	92	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27	27⅛	----	27⅛	----	
" " pref.	35⅛	----	35⅛	35⅛	35⅛	
" " 6s '82	79⅛	79⅛	79⅛	----	79⅛	
" " 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Susq. Canal	----	15⅛	----	15⅛	----	
" " 6s '78	----	60	----	60	60	
Union Canal, pref.	----	----	5	----	----	----
" " 6s '83	----	----	25	25⅛	----	
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	19⅛	19⅝	19⅛	20	19⅛	
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	40	40	----	38	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	----	98⅛	99	----	----	----
" " 1886	----	----	----	----	98⅛	----
" " 1870	----	95	----	----	----	----
" " 1890	----	100	100⅛	100⅛	100	100⅛
Balt. and Ohio	----	112	112	112	----	111⅞
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	93⅞	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	95
Northern Central	----	----	----	----	44	44
" " b'ds, '85	----	----	85	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 11.

	Th. 5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	122⅛	----	----	----
Boston and Providence	----	----	----	136	----	----
Boston and Worcest.	----	----	137	----	----	----
Cheshire, pref.	47⅛	----	47⅛	----	----	47⅛
Concord	----	----	----	----	62	----
Connecticut River	106	----	----	----	----	----
Eastern, Mass.	106	106⅛	----	105⅞	105⅛	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	107	107	----	----	----	----
Manchester & Lawr'ce	----	106⅛	----	----	106⅛	
Michigan Central	----	----	105	----	----	----
Northern, N. H.	96⅛	97	----	----	----	----
Old Colony and Fall R.	103	----	103⅛	103⅛	103	103
Ph., Wil. & Baltimore	57	57	56⅛	56	56	
Portl'd, Saco & Ports.	100	----	----	----	----	----
Vermont & Canada	97⅛	----	97⅛	98	----	96⅜
Vermont & Mass.	46⅛	46⅛	46⅛	46⅛	----	----
Western	143	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	93⅛	----	----	----	----	----
Metropolitan "	50	50	50⅛	----	50⅛	50
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	41	----	----	----	----	40
Franklin "	----	----	41⅛	40	----	40
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	9⅛	----	----	----	----	----
Pewabic "	----	----	35	----	35	33⅛
Pittsburg "	----	----	----	----	----	----
Quincy "	46	----	----	----	----	46
Rockland	6	----	----	----	----	6⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of June.

United States 5-20 yrs., 1882, 6 per cent	64 @ 64⅛
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	38 @ 42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 68
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1890	48 @ 50
Erie shares, $100 (all paid), 8 p. c	38 @ 38⅛
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	74 @ 74⅛
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. $50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, July 14, 1866.

Stock Exchange and Money Market.

The real difficulties before us as a people just now, are high prices and the fluctuations in our excessive paper money in its purchasing value. These concern us all, and tell on our pockets and comforts. And though we have a large number of persons, skilful, active and prosperous, who have done well, have made fortunes perhaps, and to whom money has become a very common acquisition, yet by far the greater part of the nation is still compelled to resort to labor, economy and self-denial as the usual methods by which life is supported, or independence obtained. This is the great law which follows existence, and is the verification of the declaration, that bread must be gained by the sweat of the brow. When obtained otherwise, it is the exception and not the rule. It is therefore of the highest importance that prices should not from any cause be so high or so inflated as to place the necessaries and comforts of life beyond the reach of the industrial masses, or prevent their use in trade and commerce. This has been our case for some time past. Everything we eat, or drink, or wear, has been dear and costly, far beyond the usual rates, and the prices of our products have been artificially kept up so high, that they could not be exported to be sold abroad. They must be sold at home at high rates, or not produced, consumed, or exported at all.

One of the bad effects of an undue abundance of paper money, passing at a nominal value which it is impossible to realize, is the rise in prices; and when these are once established every means is resorted to to keep them up. Holders of stocks and ordinary producers when they can make a large profit on what they have, are unwilling to take less, and resort to every method to retain their advantages. The only equivalent they can return to the nation at large is in the amount of taxation they pay to the public revenue, but this is added to the price of the article, and comes out of the consumer. Though gold had fallen from 280 to 125, yet prices have been slow in falling; in a large number of instances they are higher than ever; and now that gold has gone up again to upwards of 50, the market has stiffened in many articles, and holders have taken advantage of it to increase their profits. When this thing is to end, no one can now see. There is a sturdy and interested opposition to a return to a sound currency and moderate prices, as disturbing too many powerful interests, and effecting the profits of too many dealers in securities, yet it may be safely asserted, that until a paper dollar is really convertible into its equivalent, at the pleasure of the holder as it professes to do, if not exchangeable into the universal value of a dollar and good in specie to that extent, a paper currency unsettles all the principles of truth and justice in human dealing, disturbs trade, inflates prices, renders property and earnings insecure, and while redundant, weakens the morality of a people. It is for this reason that we so often allude to the subject, so often appeal to past experience, and so frequently urge retrenchment and resumption. An honest press does less than its duty if it conceals these truths.

We cannot too earnestly recommend to Congress economy in its measures. Extravagant expenditure is anti-republican, it is unwise and dangerous; and though it sustains a host of office holders, it tells upon the industry of the country in a most oppressive manner. All the schemes which, in one shape or another, are got up to expend the public money are a fraud upon the people of this country, who are not born to work for a political class, and do not desire to do so. If the 550 millions which we are now paying in our necessities, or to a class of creditors who live on the earnings of others and never toil themselves, were retained in the pockets of this people, we should be the most prosperous nation in the world, the best off, and the most contented. But at present it taxes the whole efforts of industry to accumulate enough to meet the tax gatherer, though done ever so cheerfully and patriotically. We are taxed as much as we can bear, money goes but a little way, prices keep up, and our paper currency is still largely below par. It is due to the people that this policy should be changed, and that economy in public expenditure should be imperiously insisted on. In the facility with which money is paid into the Treasury, and the enormous amount of the revenues, lurks a danger of extravagance and heedless legislation against which we should set our faces.

The Money Market continues to be easy. Interest is low, and loans are easily effected. It is certain that what we consider money is more plentiful here, and more easily obtained than in any other Money Market in the world at this time. The last week's report of the associated banks, showing their condition on the 7th of July, gives us the information that their loans had increased $6,650,665, their specie, $2,068,048, their circulation, $589,903, and their deposits, $1,442,339, while the amount of legal tenders had decreased by $2,281,002. This report is not of much interest, beyond the fact that the amount of specie increased and of legal tenders decreased, was quite reciprocally the same. On Monday, the amount of specie in their vaults was increased by the arrival from Aspinwall of a California remittance by the steamer North Star, of $1,429,833 06. Thus the supplies keep steadily coming in from certain sources. The receipts at the New York Custom House continue large. From the 2d of July to the 7th, inclusive, the amount of duties received, is given at $2,471,626 56, (for the week including both dates.) During the same number of days all the payments made into the Sub-Treasury were $25,259,144 81, and the disbursements $18,039,083 43; so that the balance on Monday morning, of what was on hand with the week's added receipts, amounted to $95,285,863 99.

We know on the latest authority that the Treasury is in the best possible condition, and the Secretary considers its position one of great ease. If undue expenditure is not indulged in by Congress, the finances of the country are in the very safest position, and we could well afford to largely reduce our direct taxation, instead of increasing it. It is said by some fault finders that Mr. McCulloch is no Statesman. If this be true, it is enough to say that he has now no harder task than to be careful and exact, to be watchful of his accounts, and keep out errors. He does not want any more money, he is not a borrower, he may well and wisely employ his talents as a Banker and financier legitimately and with effect.

We notice that an idea we put forth some weeks since, has been taken up in some of our cotemporaries, that in her late commercial distress, the only relief that England received was from the United States, and that in fact our shipments alone saved her. She could not have obtained them from any other customer! We are also of the opinion that the assistance, was gained by extraordinary efforts on her part, through her agents here, and not as a creditor nation. By-and-bye it will be seen that of all her commercial friends the United States are the strongest, readiest, and the most to be relied on in an emergency. We would suggest a change in the tone of the British press forthwith, and a relaxation from that supercilious judgment and criticism which it is want to indulge in, when speaking of this country. It is time that the assumption of superiority was abandoned.

The exports of specie from the port of New York for the week ending July 7 1866, were $1,630,730; previously reported, $45,493,138—total since January 1, 1866, $47,123,868; against same time in 1865, $18,015,784; in 1864, $29,755,185; in 1863, $21,044,601; in 1862, $30,623,411; in 1861, $3,251,638; in 1860, $23,199,382.

Foreign exchange has again dropped under par, for the best bills. The truth is, there is no pressure to remit by American houses. Bill drawing is a business mostly in foreign hands very skilfully managed, and very much the creature of combination and foreign necessities.

The stock market is reported strong and active. Speculation is again at work in the Erie. It is said new parties are trying to get control of the stock for a change in its policy, and the consequence is seen in a large advance in the price of shares. Much complaint has been made of its management, and it is claimed that there is a considerable deficit in the receipts. Other railway shares are also in demand from purely business reasons of increase in earnings.

The miscellaneous stocks are firm and active. Governments are steady and in demand. The latest arrivals from abroad state a trifling decline in the 5-20s, but this information had no effect on prices here. On the contrary, a rise being anticipated, large foreign orders to purchase, have been received and will have been executed during the present week. It is of no use to cry down the value of our securities any longer. They must take the first place among national obligations. We have shown our power in a great war, we are now showing it in peace. When our enormous annual revenue of five hundred and fifty millions is reported in Europe, the doubters there will be roused to a just conception of our resources, and the extent of our ability, other stocks may go down, but the capitalists of the old world will not be slow in transferring to this country a large share of their surplus for safe keeping and certain returns. To this complexion they must come at last.

Gold fell again at the beginning of the week. There is no doubt but that the London market is manipulated with reference to that in New York. Communication is so easy, so constant and so direct, such are the arrangements and such the confidences between the chief managers in both, that combinations, reports, rumors, prices and sales are made for particular objects with considerable success. We must be careful not to give credence to everything we hear from the other side. This market if not yet, is sure to be in the end an independent one; and the day is not far distant when our operations will be thoroughly free from those of the London or Paris Bourse. They are even so now to a considerable extent, as is seen by the firmness of our stocks notwithstanding the unfavorable news we have been receiving from abroad, and which is sure to be sent us as often as possible.

The dry goods market is reported dull and without change. If there is any particular profit in any of the branches, it is found in what are called *seasonable* articles, which our people will have, cost what they may. The flour and grain market is also dull; prices not having declined so much as to induce heavy shipments to Europe. After a few months of war there, we may expect a demand even at present prices.

The cotton market is also very quiet and the inquiry is limited. It is yet quite uncertain what the coming crop will amount to. Freights are dull and heavy outward. Provisions for shipping are more firm, and speculation is on tiptoe with the expectation of a rise. The Austrians, Prussians and Italians, are likely to want our supplies. Fighting does not furnish provisions as fast as they are consumed and wasted by large armies.

The New York exports, exclusive of specie, for the week ending July 10, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$1,757,283	$2,094,882
Prev. reported	78,936,439	107,084,227
Since January 1	$80,693,722	$109,179,109

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,369,009	$1,413,181
Gen. merchandise	2,422,082	1,789,317
Total for the week	$3,818,091	$3,292,498
Prev. reported	75,734,129	165,455,014
Since January 1	$79,552,220	$168,657,512

The balance in the Sub-Treasury on Wednesday was $89,847,059 89.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Tennessee 6s, new, 71; New York State 6s, 1874, 97; do., 7s, Bounty Loan, 104¼; North Carolina, 6s, new, 63½, Illinois Canal reg., bonds, 95; Minnesota 8s, 100; North Carolina 6s, issued to W., C. & R. R. R. Co., 68; Georgia 6s, 110; New York and New Haven R. R., 110; N. J. Central, 116; Stonington, 110; Milwaukee and St. Paul, 55; do., pref., 70; do., 1st mort., 92; Cattawissa, 79; Morris and Essex, 80; Indianapolis and Cincinnati, 76; New Jersey R. R., 130; Ohio and Miss. 1st mort., 91; Chicago and N. W., consolidated bonds, 75; Galena and Chicago 2d mort., 96; Wyoming Valley Coal, 40; Central Coal, 45⅛; Spruce Hill Coal, 4; Ashburton Coal, 13; Mariposa pref., 23⅛; Brunswick Land, 9½; Boston Water Power, Co., 32; Western Union Tel., 52; do., Russian Extension, 106½; Bank of Commerce, 109½; Ocean Bank, 98; Importers' and Traders' Bank, 110; Central Bank, 107; 4th National Bank, 102; Am. Ex. Bank, 113; Merchants Bank, 109; Metropolitan Bank, 119; 9th National Bank, 108; Phœnix Bank, 106; Shoe and Leather Bank, 110.

Philadelphia.—Belvidere Delaware bonds, 80; Reading mort. 6s, 90; 13th and 15th streets R. R., 22; Phila., Wil. and Balt. R. R., 55½; Union R. R., 40; 8th street, 20⅛; Chesapeake and Delaware Canal, 105; St. Nicholas Coal, 2⅞; Fulton Coal, 6⅜; Big Mt., 5; N. Y. and Middle Coal Fields, 6; Mechanics' Bank, 82; Central Bank, 120; 1st National Bank, 140; Girard Bank, 53⅛; Bank of North America, 225; Western Bank, 90; City Bank, 65½; Curtin Oil, ¾; Ocean, 5½; McKean, 5½; Dalzell, ⅞; Mingo, ⅞; Irwin, ½; Caldwell, ⅜; Corn Planter, ⅝. The latest quotations are: City 6s. 93⅜@93½; do., new, 96¾@97; State 5s, 91½@92; do., coupon, 93@94; do., 6s, W. L., 103@103¾; Phila., Wil. and Balt., 56; Reading, 53½@53⅝; do., 6s, 1870, 95@95⅝; do., bonds, 90@90¼; do., con., 109@110; Camden and Amboy, 133@134; Penn R. R., 55⅝@55¾; do., 1st mort., 99@100; do., 2d mort., 95½@96; Little Schuylkill R. R., 38@38½; Morris Canal, 90@95; do., pref., 120@121; do., bonds, 87½@90; Wyoming Valley Canal, 69@70; do., 6s, 80@85¼; Susquehanna Canal, 14¾@15¾;

do., 6s, 59@61; Sch. Nav., 27@27¼; do., pref., 35¾@36¼; do., 6s, 1882, 79¾@80; Union Canal bonds, 24¼@25; Delaware Div. Canal 56@57½; do., bonds, 86@90; Elmira and Williamsport, 30@32; do., pref., 42@43; do., 7s, 1873, 95@97½; Lehigh Coal, and Navigation, 57⅞@58⅛; do., bonds, 1884, 86½@87; North Pennsylvania, 37¾@38½; do., 6s, 87½@88; Philadelphia and Erie, 31¼@31½; do., 6s, 91½@92; Minehill, 55@56; Catawissa, 31@37; do., pref., 35⅝@35¾; Lehigh Valley, 61¾@62; do., bonds, 91¾@92; Fifth and Sixth streets, (horse,) 42@50; Second and Third, 89@90; West Philadelphia, 72@75; Spruce and Pine, 38@40; Green and Coates, 30@30; Chestnut and Walnut, 66@67; Thirteenth and Fifteenth, 21@22; Girard College, 27@29¼; Tenth and Eleventh, 57@60; Norristown, 57@60; Union, 39¾@41; Hestonville, 19¼@19½.

Boston.—Vermont Central and Vermont and Canada 8s, 1876, 104; Vermont Central 1st mort., 110; do., 2d mort., 34; Boston, Hartford and Erie 7s, 46¾; Boston and Lowell 6s, 99¼; Rutland and Burlington 1st mort., 86; Eastern R. R. 6s, 99; Ogdensburg and Lake Champlain R. R., 47½; do., pref., 100; Conn. and Pas. Riv. pref., 75¾; Troy and Greenbush R. R., 49¼; Union Railway, 95; Worcester and Nashua, 110¼; Granite Railway, 55; Massachusetts 5s, 1879, gold, 96; do., 1894, 98; do., 6s, 1868, 122; New Hampshire 6s, 1868, 99; Albany 6s, 1896, 94; do., 1889, 96; Hartford 6s, 1890, 96¼; St. Louis 6s, 1886, 86½; Boston 6s, 1867, gold, 138½; do., 1868, 130; do., 6s, 1876, currency, 102¼; Chicago 7s, sewerage, 96¾; Roxbury 5s, 1868, gold, 124¾; Boston Water Power Co., 31; Cary Imp., 12¼; Essex Co., 95; Boston and Roxbury Mill, 45; Short Mt. Coal, 22¼; Franklin Coal, 3; Mammoth Vein Coal, 10¾; Summit Branch Co., 13¼; Adams Express, 118; Quartz Hill Gold, 4⅞; Consolidated Gregory Gold, 20; Hope Gold, 2¼; Boston Gas, 750; Market Bank, 104; Everett Bank 96¾; Traders' Bank, 100¾; Merchants' Bank, 120; Atlas Bank, 114¾; Old Boston Bank, 67; Hamilton Bank, 123¼; New England Bank, 122½; Tremont Bank, 116; Washington Bank, 121; Globe Bank, 127¼; State Bank, 109½; Bank of Commerce, 117⅛; Maverick Bank, 102¼; Bank of North America, 103; Blackstone Bank, 123¾; Bunker Hill Bank, 114¾; Exchange Bank, 137; Stewart's Run, Pet., 28c.; Mass. and Oil Creek, 80c.; Pit Hole Creek, 2½; Tremont, 3; United States, 8⅜; Oil Creek, 38c.; New England, 6c.; Everett, 10c.; Pepper Well, 2; Buchanan Farm, 30c.; Allouez Mining Co., 2; Bay State, 12¾; Calumet, 8½; Dana, 1¾; Hancock, 22¾; Humboldt, 4¼; Petherick, 4¼; St. Clair, 3⅞; South Side, 1¾.

Baltimore.—Marietta and Cincinnati bonds, 79; Central Ohio R. R., 21; Virginia 6s, registered, 40½; Bare Hill Mining Co., 0.70; Am. Gas Coal, 0.55; Lake Chrome, 0.10; Bank of Baltimore, 104; Marine Bank, 32; Mechanics Bank, 17¾. The latest quotations are: Balt. and Ohio, 111¾@112; do., 6s, 1867, 98@98½; do., 1875, 93@94; do., 1880, 94@96; do., 1885, 95@96; Northern Central, 44@44; do., bonds, 1885, 85@85; N. W. Va. 1st mort., 1873, 94@96; do., 2d mort., 90@92; do., 3d mort., 87@87½; Marietta and Cincinnati 7s, 1891, 79@79½; Central Ohio, 21@30; do., 1st mort., 82@90; Western Md. bonds, 75@80; do., guar., 97@97¼; Maryland 6s, coupon, 1870, 99@101; do., Ins., 101@101½; do., 1890, 99@100; Baltimore 6s, 1870, 95@98; do., 1873, 96@96; do., 1875, 98½@99; do., 1886, 98@98¼; do., 1890, 100@100⅛; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18¾@19; Canton Co., 59@61; Gardner, 0.30@0.35; Am. Gas Coal, 0.45@0.60; Maryland, 0.15@0.20; North State, 0.10@0.15; Springfield, 0.10@0.25; George's Creek, 99@105; Santa Clara, 8@10; Balt. Chrome, 0.65@0.90; Bare Hill, 0.70@0.75; Atlantic Coal, 0.75@0.90; Mineral Hill, 0.60@0.70; Baltimore Coal, 140@200.

Catawissa Railroad.

The Philadelphia *News* of July 6th says: "The excitement in regard to Catawissa has died out, and there were but moderate transactions yesterday at 37½. Reflection and a further knowledge of the plans and purposes of the Atlantic and Great Western railway are suggestive of the fact that the stock has already been run up to a higher figure than the prospects of the company will warrant. The lease with the Atlantic and Great Western is practically abandoned, and, judging from arrangements recently made by it for other working connections, it is more than doubtful if it will ever be revived. The ground west, which, according to the programme that excited so much attention some time ago, was to be occupied for the benefit of the New York scheme, has been entered on by the surveyors of the Philadelphia and Erie company, under the authority obtained at the last session of the Legislature. The decision of the Supreme Court at Wilkesbarre, although directly in the face of one made by Judge Woodward and sustained by the full bench, is, therefore, not likely to amount to much in the present case."

Washington County Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 7th inst. The estimates of the Engineer of work done by the several contractors were received, approved and paid. It was found that a large increase of work had been performed in June over any preceding month. With a corresponding increase in each succeeding month, the entire route of 23 miles can be completed by the 1st of January next. It is understood that material for the entire line has been contracted for, and a portion of the road is being laid. This line of road, when completed, will give to the citizens of Washington Co., Maryland, and Franklin County, Pennsylvania, a direct line of railroad to Baltimore, and upon the completion of the Point of Rocks road, which is at this time under contract, very much the shortest and consequently the cheapest route to Washington.

☞ We learn from Omaha that the Government Commissioners examined and accepted an additional twenty miles of the Union Pacific Railroad on the 3d inst. One hundred and twenty-five miles are now in running order. Regular passenger trains, carrying the daily overland mail, commenced running to Columbus the first of July. At Columbus the daily line of overland stages connect with the railroad.

☞ The Central Pacific Railroad is completed to Dutch Flat, sixty-seven miles beyond Sacramento, at an elevation of 3,416 feet.

East Indian Railway.

The works of this vast and rapidly improving undertaking are drawing near a close, and probably in the course of another year the entire work will be placed in the hands of proprietors in a completed state in so far as the main line and its Jubbulpore Extension are concerned. The Chord line is begun, and is likely to be prosecuted ere long with vigor. The gross receipts for the *year* ended 31st December, 1865, were 1,678,943*l.*, against 1,272,576*l.* for the year 1864, showing an increase of 406,367*l.* The *net* receipts since the opening of the line have been as follows:

15th August, 1854, to 31st Dec., 1862	£1,122,426
Year ended 31st December, 1863	439,964
" " " 1864	625,894
" " " 1865	928,751

The working expenses for the *year* ended 31st December, were 44.95 per cent., against 50.81 for the previous twelvemonth.

Perkiomin Railroad.

At a recent meeting of the Directors of this road a committee, including President Markley, was appointed to settle the damages with the landholders. The engineer corps of the Reading Railroad Company will proceed, as soon as the grain is cut, to review the route, and finally locate it. Proposals will be invited for placing under contract the first twelve miles, as soon as the engineers complete their labors. Twelve miles will take the road to about the mouth of Swamp Creek. The subscriptions of stock are all conditional that that distance shall be at once put under contract.

Northern Central Railway.

The Williamsport *Bulletin* says that this company designs extending its line of running to Rochester; passenger cars being attached to the New York Central trains between Elmira and Canandaigua. Trains between Rochester and Canandaigua will be drawn by engines of the New York Central road. By the above arrangement the Northern Central hope to increase greatly their through passenger business between the West and Baltimore and Washington. Judging from their experience during the short time they have been running the northern branch to Canandaigua, their expectation as to increased business and profit will be abundantly realized.

☞ The Fox and Wisconsin River Improvement Company has been reorganized under the name of the "Green Bay and Mississippi Canal Company." Captain N. M. Edwards has been appointed Chief Engineer, and George McDonald and A. L. Smith continued respectively as General Superintendent and Secretary.

☞ The Easton, Md., *Star*, says that the trains commenced running on this road on the 9th inst., from Halltown (Maryland and Delaware State Line.) The Superintendent hopes to reach Greensborough by the 1st of August, the material for laying the track having been purchased.

☞ The Railroad from Northampton to Williamsburgh, Mass., has been put under contract. Willis and G. B. Phelps, of Springfield, are the contractors.

☞ John H. Bradley, of West Chester, Penn., has been elected to the Presidency of the Huntingdon and Broad Top Railroad and Coal Co., in place of Lewis T. Wattson, resigned.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending July 6th, 1866, were $53,288 61
Corresponding week of 1865 ..... 51,861 83

Increase..... $1,426 78

The earnings of the Grand Trunk Railway of Canada for the week ending June 30th, 1866, were $119,844 00
Corresponding week of previous year.. 116,317 00

Increase..... $3,527 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in June, 1866.. $35,118 00
Corresponding week previous year..... 34,380 23

Increase..... $737 77

The earnings of the Western Union Railroad for the week ending June 30, 1866 ..... $30,913 45
Corresponding week previous year..... 27,532 01

Increase..... $3,381 44

The earnings of the Chicago and Great Eastern Railway for 4th week in June were..... $33,947 50
Same period last year..... 23,431 39

Increase in 1866..... $10,516 11

The earnings of the Chicago and Rock Island Railroad for the 4th week in June, 1866, were $65,076 00
Corresponding week of previous year.. 72,743 00

Decrease $7,667 00

Illinois Central Railroad.

The statement of this Company for the month ending June 30, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold.....	7,110.35 for	$79,584 49
Acres Int. Fund Lands sold.....	240 00 for	3,971 00
Acres Free Lands sold..	751.73 for	8,129 70
Total sales during month of June, 1866.....	8,102.08 for	$91,685 19
To which add Town Lot Sales.....		1,571 35
Total of all		$93,256 54
Cash collected in June.....		$137,321 75

TRAFFIC DEPARTMENT.

Receipts from	Passengers.....	$144,417 30
do.	Freight.....	360,249 00
do.	Mails.....	6,358 33
do.	Rent of Road.....	4,000 00
do.	Other Sources.....	45,000 00
Total Receipts in June, 1866		$560,024 63
Total Receipts in June, 1865		$589,702 66

Philadelphia Coal Trade.

The following statement, carefully compiled, will show the state of the trade for the first six months of 1865 and 1866, on the four principal routes from the Schuylkill and Lehigh Anthracite fields:

Coal brought down—	1866. Tons.	1865. Tons.
By Reading Railroad.....	2,076,171	1,379,014
By Schuylkill Canal.....	595,533	241,143
By Lehigh Canal.....	357,221	241,722
By Lehigh Valley R. R	897,950	644,169
January to July, 1866.....	3,926,876	2,506,053
January to July, 1865.....	2,506,053	
Increase, 1866.....	1,420,823	

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th June, inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865..	189,200	1,465,300	1,700,200	150,700
1866..	57,700	617,500	4,200,000	50,800
Dec.	131,500	847,800	*2,499,800	99,900

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 301,060 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1.
Flour, bbls.....	324,100	189,200	57,700
Wheat, bush.....	5,628,300	1,465,300	617,000
Corn, bush.....	1,737,100	1,700,200	4,200,000
Barley, bush.....	137,000	150,700	50,800
Oats, bush.....	2,646,200	2,671,400	1,919,700
Rye, bush.....	64,500	90,500	125,800
Malt, bush.....	.....	167,700	86,300
Beef, bbls	5,000	6,690	100
Pork, bbls.....	45,200	13,750	7
Bacon, lbs.....	559,300	1,900,900	.....
Butter, lbs.....	23,600	40,600	29,100
Lard, lbs.....	694,300	1,423,200	54,700
Cheese, lbs....	41,200	199,400	78,600
Wool.....	23,200	88,500	61,500

☞ The Earnings of the Western Union Telegraph Company in May, 1866, were.. $343,138 16
In May, 1865 ..... 250,463 48

Gain in 1866..... $92,674 68

The May earnings are on a capital of $28,000,000—the consolidation with the American Telegraph Company having been completed after June 1st, 1866.

☞ The earnings of the Louisville and Frankfort and Lexington and Frankfort Railroads in May, 1866, were..... $38,851 42
And the expenses 30,788 92

Leaving $8,062 50

Bills Approved by the President.

The President has approved the following named bills:

A bill to extend the time for the reversion to the United States of the lands granted by Congress to aid in the construction of a railroad from Amboy by Hillsdale and Lansing to some point on or near Traverse Bay, in the State of Michigan, and for the completion of said road.

A bill authorizing the Union Pacific Railroad Company, Eastern Division, to designate the general route of their road. They are to connect their line of railroad and telegraph with the Union Pacific Railroad, but not at a point more than fifty miles westwardly from the meridian of Denver, in Colorado.

A bill granting certain lands to the State of Michigan, to aid in the construction of a ship canal to connect the waters of Lake Superior with the lake known as Lac la Belle, in that State.

A bill, granting lands to the State of Michigan, to aid in the construction of a harbor and ship canal at Portage Lake, Kewenaw point, Lake Superior, in said State.

A bill making a grant of lands in alternative sections to aid in the construction and extension of the Iron Mountain Railroad from Pilot Knob, in the State of Missouri, to Helena, in Arkansas.

Agricultural Railways.

The following is an extract from a communication "on Railway Legislation," recently published in the London *Times*:

Suppose an ordinary agricultural district lying beyond the limits of an existing main line. I will assume the *maximum* distance of the area to be served to be, say 19 miles, and at a distance of ten miles from the existing main line a moderate sized country town. The promoters of the line introduce a bill for a line ten miles in length, joining this town to the main line. I will suppose the works to be heavy, and the line to cost £20,000 a mile—a high average—or £200,000 for the whole line. Let us consider—what indeed Parliament has to consider—what will be the public effect of this line if authorized and constructed. First of all the country town will become a little emporium for the whole surrounding district. Commodities will come to and go from it cheaper and more easily. It will have access to better and cheaper markets for the goods which it buys, to better and dearer markets for the goods which it sells. It will get its coals, its lime, its timber, at lower prices and of better quality. The town will grow; there will be more trade, more building, more business. The value of the adjoining land will rise in price because it can be more profitably employed as building land, &c. So much for the terminus. Now let us consider the course of the line. It will traverse or approach various villages and farms. The villagers will get their coals from 5s. to 10s. a ton cheaper. They will therefore be able to buy more food or more clothes. They will be able to send their wives to market to buy what they want in the towns of better quality and at lower prices, instead of dealing with the dear and bad village shop. The farmer is, perhaps, the man who will reap the greatest advantage. He will get by the line—within, let us say, a circle of three miles—goods which before he had to cart eight, ten or thirteen miles, or possibly was not able to get at all from the expense of carriage. It is usually calculated that on average the cost of carting a ton of goods may be taken at a shilling a mile. If he lives three miles beyond the terminus he saves 13s. on every ton of coals, lime, guano, oilcake, or artificial manure which he imports, and the same amount on every ton of wool, corn, or hay that he exports. He gets to markets where he never went before, at which he can buy cheaper and sell dearer. He may send to the great towns milk which he before, at a less profit, was obliged to make into butter. He buys sheep and cattle where he could not buy before. The result of all this is that he saves money or improves his tillage, or probably both, having to pay less for his manures or his tiles, he can buy more manure and do more drainage. Having less cartage to do, he either keeps fewer horses or employs those which he keeps more profitable. Having to pay less for the carriage of his wool and corn, he has more money either to save or to spend. The result of the whole is a greater profit to the farmer, and every one knows—at least the House of Lords should know—that greater profits to the farmer means a rise of rents. It means another thing, too, and that not an insignificant one—viz., greater employment of labor and better wages.

But, then, it is said, if this is a good thing for the district, why does not the district find the money for itself? To this there are two sufficient answers. First of all, the district cannot find the money. Secondly, why should it find the money if some one else will find it? Suppose the line traverses the property of one landowner, is it likely he can find £200,000? If it traverses that of 20, can they find £10,000 apiece? One is up to his neck in mortgage, another has 13 children, a third keeps a racing stud, a fourth thinks a railroad brings poachers, &c. Is it denied that the railroad will be a benefit to the farmers? Yet who will expect a farmer with a yearly tenancy to put down £10 for a line in a district which he may have to leave long before it is constructed? Is the £20,000 to be found by the country parson, the country doctor, and the tradesmen, &c., who will

contribute their shillings and half-crowns by their use of it, or by the day laborer, who will feel its blessings at every moment of his life and in every article of his consumption? It is idle to say that the true test of whether a man wants a thing is whether he is willing to find the capital necessary to produce it. Every man in the district I have supposed wants cloth clothes, cotton shirts, hats more or less silk, and boots. Are they, therefore, not to have them unless they are prepared to enter into subscription contracts for cloth manufactories, cotton-mills, tanning yards, or silk works? But this is exactly Lord Redesdale's contention, who says that no district ought to have a railroad unless it subscribes for it itself. The truth is the landowner, the farmer, the tradesman, the manufacturer, and the mineral owner have other calls on their capital which they much more advantageously, both for themselves and the nation, employ in their own business. To set up as railroad capitalists would destroy both businesses. The proper people to find capital for railroads, as for all other trades, are those whose special trade it is. They know most about it, and will transact the business best—in the first instance for themselves, and in the end for the public.

French Railways.

The Minister of Agriculture, Commerce, and Public Works has just issued one of his quarterly statements, showing the progress of traffic upon the French systems. The return is brought down to March 31 this year, and is compared with the corresponding period of 1865. The average mileage worked and the amounts acquired upon the old and new networks were as follows in the three months ending March 31 in each year:

	1866. Miles.	Receipts.
Old network	4,740	£4,280,808
New network	3,643½	1,163,527
Total	8,383½	£5,444,335

	1865. Miles.	Receipts.
Old network	4,773½	£3,866,256
New network	3,371½	960,306
Total	8,145½	£4,826,562

This shows an increase of 617,773*l.* in the receipts, with 237½ additional miles worked. The increase in the receipts per mile worked on the old network was 11.51 per cent., and upon the new network 12.13 per cent., giving an average for the old and new networks combined of 9.60 per cent.

Buffalo and Lake Huron Railway.

The following report of this company for the half-year ending 31st December, 1865, has been just published:

The report and accounts of the Grand Trunk Railway Company, which accompany this statement, exhibit a balance to the credit of the Buffalo and Lake Huron Railway Company of 16,863*l.* 15*s.* 3*d.* This amount is materially affected by the loss on American currrency and very heavy renewals. The directors have every reason to believe that these items will be much less onerous in future.

As before stated, these accounts are subject to such verification of amounts and appropriation of items as may be shown to be in accordance with the agreement.

The bill for confirming the agreement with the Grand Trunk Company will again go before the Legislature in the present session of the Canadian Parliament, and no doubt is entertained of its being sanctioned.

A bill is also before the House for the consolidation of the arrears of interest due to the preference shareholders, in conformity with the resolution passed at the last meeting of proprietors.

Coupons can be presented at the office for payment as heretofore on or after August 1.

Imperial Mexican Railway.

The report of the directors of the Imperial Mexican Railway states that great progress has been made in the construction of the railway. Mr. Samuel, the consulting engineer, had informed them that the earthworks had been completed on two hundred and seventeen miles of the railway; that it was probable from recent despatches that the section between the city of Mexico and the junction with the branch line to Puebla at Apixaco, a distance of eighty-five miles, had been completed. The engineer's estimate of the traffic receipts on the Mexico and Puebla division showed a probable *minimum* of upwards of £50 per mile per week, and an estimated rate of working expenses of thirt-three and one-third per cent., and that the additional expenditure to expedite the completion of this portion of the railway it was expected would be amply repaid. The electric telegraph was now completed on one hundred and thirty-three miles of railway. Considerable progress had been made in the erection of the workshops at Vera Cruz and Orizaba. The receipts from traffic on the Vera Cruz section, forty-seven miles in length, for twelve months ending the 81st of March last, amounted to £86,703, or an average of £35 9s. 6d. a mile per week. During the last three months of the twelve—namely, January, February and March last—the receipts had been £29,636, or an average of £48 10s. 1d. per mile per week. Upon the Guadaloupe section, three and three-quarter miles in length, the receipts for passenger traffic in the twelve months amounted to £7,647, or an average of £39 6s. 9½d. per mile per week. On the Vera Cruz section the actual amount of profit had not been finally ascertained, but was estimated for the year at about £17,000, to be shared between the company and the contractors. On the Guadaloupe section the profits had amounted to £4,074, three-fourths of which belonged to the company, and one-fourth to the contractors. It was estimated that the local and through traffic on the Mexico and Puebla division, one hundred and twelve and a half miles in length, would average £52 per mile per week, or more than £303,000 a year, the working expenses £101,000, and the net revenue more than £202,000 a year. The directors felt that their report would have been entirely satisfactory to the shareholders but for the Mexican government having unfortunately allowed their payments to the company to fall recently into arrears to the extent of about £220,000, and for the political state of the continent, which, with the condition of the money markets of London and Paris, had made it impossible for the company to proceed with the arrangements for raising part of the capital on bonds. It would be necessary to raise immediately by debentures the funds required for the completion of the upper portion of the railway. The expenditure on the railway to the 31st of December last amounted to £1,534,241.

☞ At a recent meeting of the directors of the Atlantic Mail Steamship Company, the capital stock was increased from $4,000,000 to $8,000,000. The increase of capital represents the New York Mail Steamship Company, the West Indian and Brazilian line, which are all absorbed into the new organization.

☞ It is stated that the New York and New Haven Railroad Company will increase its capital stock $1,000,000, and that the new stock will be offered to the shareholders at par in the proportion of one new share to five of the old.

Tunneling Chicago River.

The Common Council of Chicago has ordered the construction of a tunnel under the South Branch of Chicago river at the crossing of Washington street. The *Tribune* says the time it will save to teamsters and pedestrians in crossing the river will be of more value, each year, than the total cost of its construction. As the commerce of Chicago increases, the bridges have to be swung open oftener and kept open longer each year. The enormous travel over them and their constant swinging speedily wears them out, so that some of them are out of repair or being rebuilt nearly all the time. There is no remedy for this growing evil but a tunnel under the river. This tunnel will relieve three bridges and enable the 10,000 vehicles and 50,000 persons who daily cross those bridges to pass and repass the river without obstruction or loss of valuable time. The *Tribune* urges the construction of another tunnel, to accommodate the travel between the north and south divisions of the city.

Woonasquatucket Railroad.

The Woonsocket *Patriot* says that the project of building a railroad from Providence to Woonsocket through the Woonasquatucket valley is again revived, and the prospect is reported quite flattering. An extension of the charter was granted by the General Assembly at its January session. The distance is about 18 miles, but by using the track of the Boston, Hartford and Erie Railroad at Woonsocket, and that of the Providence, Hartford and Fishkill at Providence, only 14 or 15 miles of new rail will be required, while the expense of depots at the termini will be saved. The road is easy of construction; an estimate, made before the war, placed it at $25,000 per mile. The friends of the enterprise are now busily at work.

Mt. Washington Railroad.

We learn from the Boston *Journal* that the engine for the steam railroad up Mount Washington passed up the Boston, Concord and Montreal Railroad on the 29th ult. This invention, or, perhaps, more correctly stated, the new application of a principle in mechanics by Sylvester Marsh, will be of great value in many ways besides overcoming the steep hills of Mount Washington and carrying in comfort and safety a car load of passengers up and down its fearful grades. The work is progressing. The old White Mountain Notch is alive with Mr. Marsh's men, constructing for a first trial a section of this railroad and preparing for the laying out of the immense hotel, which is to be the starting point of the mountain railroading.

☞ The books of the Auditor of Indiana show the total debt of the State to be $8,316,950. Of this, $5,342,500 is in 5 per cents., $2,076,460 in 2½ per cents., and $898,000 in 6 per cents. On the 1st of July $500,000 of the 2½ per cents, were to have been redeemed, making the debt $7,816,960.

☞ The Indianapolis and Cincinnati Railroad Company have taken possession of the Lafayette and Indianapolis Railroad. Both roads will be hereafter operated under one management.

☞ Ohio has paid off a million and a half o her debt, through the sinking fund, in about a year.

Uniontown and Newbern Railroad.

A meeting of the citizens of Greensboro, Ala., was held on the 16th ult., for the purpose of raising capital. It was stated there that a subscription of $50,000, within the town, would be sufficient to justify the directors in putting the work under immediate contract. Mr. T. M. Thompson, agreed to take $5,000, and two other gentlemen agreed to grade the road and take one-third of the cost in stock. A committee was appointed to solicit subscriptions. The *Beacon* thus briefly describes the work:

Some nine or ten years ago the project of constructing a railroad from Uniontown to Greensboro was started. A few wealthy and enterprising citizens of Newbern backed by a most liberal subscription from Selma, resolved to have a railroad connection with Uniontown, and soon accomplished the object. The project of extending the road to Greensboro was then revived, and would probably have been consummated had not another scheme been proposed, for placing Greensboro in railroad connection with Selma, that of extending Cahaba and Marion road to this place. That scheme was finally adopted, and the one for connecting us with Newbern abandoned. For a year or two the work was prosecuted with vigor, but pecuniary embarrassments and the war stopped operations.

A few of the citizens of Greensboro, after consulting some weeks ago with stockholders in the Uniontown and Newbern road, determined to make another effort to have the Uniontown and Newbern road extended to this place—hence the meeting.

Pacific Railroad.

The fourth section of 20 miles of the Pacific Railroad, Eastern Division, having been completed and a report to that effect having been made by the Commissioners, the Secretary of the Treasury has ordered the issue to the above Railroad Company of bonds to the amount of $320,000, to which they were entitled on the completion of this section of their road. The Secretary has also ordered the issue of bonds to the amount of $640,000 to the Central Pacific Railroad Company of California, which had fallen due owing to the completion of one-quarter of the work on a section of 20 miles of the road, the cost of which has exceeded $1,015,000.

☞ At a meeting of the Directors of the Manitowoc and Mississippi Railroad at Doty's Island, on the 20th ult., George Reed of Manitowoc, was elected President; Jos. Vilas, jr., of Manitowoc, Vice President; and Henry Hewitt, of Menasha Treasurer.

☞ The chains and iron work of the Charlotte and Columbia Railroad bridge, over the Catawba river, South Carolina, are made from the muskets, bayonets, shell, &c., picked up on Virginia battle fields, and which were stored in the Confederate armory in Richmond when that building was burnt at the time of the evacuation.

☞ The product of the Pittsburg and Boston Mine for six months ending June 1, 1866, was 639 tons, against 562 tons in 1865—an increase of 77 tons. The expenses during the same period were $117,272 91—a decrease from those of the corresponding period of 1865 of $38,869 70.

☞ The Common Council of Buffalo have adopted a report in favor of loaning money to the Buffalo and Washington Railroad, and ordered an election in which the citizens were to decide on the matter.

Vicksburg, Shreveport and Texas Railroad.

Messrs. John T. Ludeling & Co., the owners of this road, are pushing the road with rapidity and energy. A large number of laborers is now employed on the road, and many more are daily expected to arrive with Mr. Jacob C. Seale, an agent of the road, who has visited Vicksburg and Natchez and other places, to procure their services. One of the old locomotives has been thoroughly repaired at the machine shop, near the Monroe depot, and is as good as new, and others are being repaired by skillful machinists under the employ of the present company. The cross ties are being entirely renovated, and are made of the best and most durable timbers, and the trestle work for Lafourche Swamp, and Crew Lake, is rapidly progressing.—*Monroe Intelligencer.*

Florida Railroads.

Mr. Houstoun, President of the Pensacola and Georgia Railroad, returned to this city a few days since from a visit to Savannah, Charleston and Augusta. We are gratified to learn that arrangements have been made or are now pending which promise the establishment of continuous railroad communication between Tallahassee and Savannah, to go into effect not later than next fall. On the other hand, Mr. Yulee, President of the Florida Railroad, is, we understand now in New York on business connected with that road, which, we have been assured, will be in running order throughout its whole length by September or October. If these anticipations are to be realized, our Middle Florida friends may congratulate themselves on the prospect of being able, at an early day, to choose between the three Atlantic shipping ports of Savannah, Jacksonville and Fernandina.—*Floridian, Tallahassee.*

☞ The Grand Trunk depot at Point St. Charles, Montreal, was consumed by fire on the evening of the 4th inst. The building was a large passenger and freight depot, and the loss must be heavy.

☞ Benjamin T. Reed, George M. Browne, Robert W. Hooper, William H. Y. Hackett and William M. Shackford, have been re-elected directors of the Eastern Railroad of New Hampshire.

☞ Tappan Wentworth, of Lowell, has been elected President, and S. W. Stickney Clerk and Treasurer of the Stony Brook Railroad Company.

☞ From January 1, 1865, to July 1, 1865, there was exported from Philadelphia, 539,868 gallons of petroleum, valued at $303,398; from the 1st of January to the 1st of July, 1866, 9,937,193 gallons, valued at $3,949,985.

Telegraph in Persia.

Lieutenant Colonel F. I. Goldsmid, Director General of the Indo-European Telegraph, and Major Murdoch Smith, of the Royal Engineers, Director of Telegraphs in Persia, have lately passed the station *en route* for Kurrachee. Their present visit to India has been, we understand, in connection with a proposal to construct a telegraph line from Guader, on the Mekran coast, to Bunder Abbas, and thence *via* Kerman and Yezd to Ispahan, so as to join the Indo-Persian line between Teheran and Bushire, and thus serve as an alternative line, to be used for Indo-European messages in the event of injury happening to the sub-marine cable between Guader and Bushire. They advocate the adoption of the inland route above described, for the alternative line in lieu of a line hugging the sea coast, as formerly proposed, because the new route lies through a tract of country far superior in point of climate and populousness to that by the sea coast, while the line would place Kirman and Yezd, two important commercial towns, in telegraph communication with Teheran and India; a circumstance which will tend greatly to develop the commercial relations of those places with India, and at the same time give the Persian government a material interest in the undertaking. The proposed line has the further advantage of securing an alternative line to support that portion of the Persian line which traverses the hilly and difficult country between Bushire and Shiraz. We trust the exertions of these gentlemen will be attended with every success.—*Lahore Chronicle.*

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American Railroad Journal.

New York, Saturday, July 21, 1866.

Mississippi and Missouri Railroad.

We learn from the Davenport (Iowa) *Gazette* that the foreclosure of the Mississippi and Missouri Railroad mortgages, as decreed by the United States Supreme Court, was completed on the 9th inst., under the superintendence of Thos. F. Witherow, Master in Chancery. The sale took place at ten o'clock, at the Court House, and was largely attended, there being at least a hundred persons present. The road was sold in divisions. The First Division, consisting of the road between Davenport and Iowa City, and Wilton Junction and Muscatine, together with all the rolling stock, shops, &c., started the sale. The first bid was $800,000, by Mr. E. Cook, who represented the Chicago and Rock Island and Pacific Railroad Company. Mr. John Elliot, of New York, bid $900,000. Mr. Cook then bid $1,000,000, at which figure it was struck off.

The Oskaloosa Division, from Muscatine West, was next offered for which Mr. Cook bid $300,000, and got it.

The next offered was the lands granted to the M. & M. R. R. by the United States, estimated at about 475,000 acres, was knocked off to Mr. Cook for $200,000.

The last offered was the Western Division of the road, from Iowa City West. This sold for $600,000, Mr. Cook's bid. Making the whole purchase money $2,100,000. The only competition beside that noticed for the First Division was upon one quarter section of the land, which was started at $1 per acre by a gentleman from Polk County, and it was run up to $3 per acre, and struck off to Mr. Cook.

The Canadian Canals.

In discussions, debates and reports, many misstatements occur in relation to the extent, size and capacity of the main line of traffic from the head of Lake Superior to the seaboard, through the Canadian Canals. The facilities offered by this route, described in detail, may not at this time be uninteresting.

The distance in statute miles from Fond du Lac, at the head of Lake Superior, to the head of tide water in the St. Lawrence River, at "Three Rivers," is 2,385 miles; and from the head of tide water to Liverpool *via* Belle Isle and Malin Head, north of Ireland, 2,234 making the total distance from head of Lake Superior to Liverpool 4,619 statute, or 4,017 geographical miles, made up in detail, as follows:

	Miles.
Fond du Lac to Sault St. Marie Canal	397
Length St. Marie Canal	1
From St. Marie Canal to Welland Canal	625
Length Welland Canal	28
Welland to Galaps Canal	236⅜
Length Galaps Canal	7⅝
Galaps to Rapide Plat Canal	4½
Length Rapide Plat Canal	4
Rapide Plat to Farran's Point Canal	10⅛
Length Farran's Point Canal	¾
Farran's Point to Cornwall Canal	5
Length Cornwall Canal	11½
Cornwall to Beauharnois Canal	32¾
Length Beauharnois Canal	11¼
Beauharnois to Lachine Canal	15¼
Length Lachine Canal	8½
Lachine to Head Tide Water (3 Rivers)	86
Head Tide to Straits of Belle Isle	900
Straits Belle Isle to Malin Head, north of Ireland	2,013
Malin Head to Liverpool	221
Total	4,619

Of the 4,619 miles, 715⅝ is canal, 1,258 lake, 1,056 bay and river, and 2,234 ocean navigation The total distance in statute miles from Fond du Lac to Liverpool *via* the Erie Canal and New York City is 4,546 miles. Of this distance 351 miles is canal, 1,022 lake, 150 river, and 3,023 miles of ocean navigation. Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence at "Three Rivers." The size and capacity of canals on the main line to the seaboard on the Canadian route are as follows:

SAULT ST. MARIE CANAL.—This is an American work, and connects Lake Huron with Superior. It is 1-17 miles long with 18 feet lockage. The locks are 350 feet in length between quoins, 64 feet wide, with 12 feet depth of water on the sill, capable of passing vessels of over 900 tons burthen.

WELLAND CANAL.—The length of main line is 28 miles, with a feeder 21 miles long. There are 27 locks upon the main line, 3 of which are 200 feet in length and 45 feet wide, and the remaining 24 are 150 feet long, 26½ feet wide with 10½ depth of water on sills. From the last Canadian report this canal has cost $4,855,141. It is now in process of enlargement, doubling the sectional area and capacity of locks. The total rise of lockage is 330 feet. Its present capacity will pass vessels of 400 tons, and when enlarged nearly 700 tons burthen. Present size of vessels 142⅛ feet long, 26¼ wide with 10 feet draught. Twelve miles of the Lake Erie level is enlarged. The original size of prism of 26 feet in bottom has been increased to 50 feet and the depth 2 feet.

The following are the amounts of toll, collected:

In 1860	$165,220	In 1863	$225,442
In 1861	229,769	In 1864	.....
In 1862	271,885	In 1865	.....

The construction of this canal was commenced in 1818. Navigation opens between March 25, and April 15, and closes betweeen Dec. 12th and 15th.

ST. LAWRENCE CANALS.—The Canals of this river are: The Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat and Galaps Canals. The dimensions and capacity of each are embraced in the following statement. Navigation opens between May 1st and 15th, and closes about Dec. 15.

CANAL.	Length in miles.	No. of locks.	Dimensions of Locks. Length in the clear.	Width in the clear.	Depth of water on sills.	Feet lockage.	Size of Prism. Width of bottom.	Depth of water.	Tonnage of vessels.
Lachine Canal.....	8½	5	200	45	9&16	44¾	50	9½	600
Beauharnois Canal.....11¼		9	200	45	9	82½	50	9½	600
Cornwall Canal.....11½		7	200	15	9	48	50	9½	750
Farran's Point Canal...	¾	1	200	45	9	4	50	9½	600
Rapide Plat Canal	4	2	200	45	9	11½	50	9½	600
Galops Canal.....	7½	5	200	45	9	15¾	50	9½	600
Totals and av....43⅝		29	200	45	9	206½	50	9½	600

THE LACHINE CANAL passes around the St. Louis Rapids. It forms the eastern section of the St. Lawrence Canal, terminating at Montreal the head of ocean navigation. The depth of water on the sills of the three upper locks are 9 feet, and 16 feet on the two lower, which were constructed for this depth to accommodate the shipping. Its construction cost $2,125,554, to July 1st, 1865.

BEAUHARNOIS CANAL.—This canal is on the south side of the river and next above the Lachine. It lies at the foot of Lake St. Francis, and passes around the rapids of Coteau, Cedars and Cascade, This canal cost, July 1st, 1865, $1,598,353.

CORNWALL CANAL.—This is the largest of the St. Lawrence series, being nearly double in width of prism of those above, and ¼ larger than those below. Its construction cost $467,150. The remaining canals of the St. Lawrence series cost in the aggregate $1,320,536.

THE CHAMPLAIN ROUTE VIA CANADIAN CANALS.—This third line of navigation extends from Sorel, a point 46 miles below Montreal, and 114 above Quebec, through the American Canals and Hudson River to New York. The canals on this route are the St. Ours and Chambly, the Champlain and a portion of the Erie Canal. The total length of canal navigation between Montreal and New York is 85 miles, and the total lockage 283 feet. The total distance from Montreal to New York *via* this route is 456 miles as follows:

	Miles.
Montreal to Sorel	46
Sorel to St. Ours Lock	14
St. Ours Lock to Chambly Canal	32
Chambly Canal	12
Chambly Canal to Province Line	23
Boundary Line to Champlain Canal	111
Champlain Canal to its junction with the Erie.	64
Erie Canal to Albany	9
Albany to New York	145
Total	456

The dimensions of St. Ours Lock is 200 feet between quoins, 45 feet wide and 7 feet depth water on sill. The rise of lockages is 5 feet. This lock and dam retain the water of Richelieu River, and give an increased depth, as far as the lower entrance into the Assembly.

CHAMBLY CANAL.—The length of this canal is 12 miles, [illegible] locks 122 feet between quoins, 23½ feet wi[illegible] with 7 feet depth of water on the sills. It overcomes a fall of 74 feet in the Richelieu River between St. Johns and Cha[illegible]asin. Boats of 230 tons pass this canal. The Canadian reports strongly recommend the enlargement of this canal so as to bring the large class of vessels from Chicago into Lake Champlain.

The total distance in statute miles from Fond du Lac to Liverpool *via* Champlain Canal is 4,882 miles. Of this 168⅞ is canal, 1,641 river and lake, and 3,028 miles of ocean navigation.

CHAMPLAIN CANAL.—This canal from its junction with the Erie to Whitehall is 64 miles. The summit level is 150 feet above tide, making the ascent from the Erie 125¼ feet, and descent to Lake Champlain 56⅛. The former elevation is overcome by 18 locks, and descent by 7 locks. The unenlarged portion of the prism is 28 feet on bottom, with 4 feet depth of water, and the locks 97 between quoins and 14 feet wide, capable of passing boats of 80 tons. This canal is now under process of partial enlargement to 35 feet width at bottom and 5 feet depth of water, and the locks to 110 feet between quoins and 18 feet wide, capable of passing boats of 120 to 130 tons.

THE RIDEAU CANAL.—This canal is 126¾ miles long, and extends from Ottawa City to within 6 miles of Kingston connecting the Ottawa River with the lower end of Lake Ontario at a point above the rapids of the St. Lawrence. It has 47 locks 134 feet between quoins, 32 feet wide and 5½ feet of water on the sills. The total lockage is 446¼ feet, and capable of passing boats of 250 tons.

The Canadians, to control the commerce of the west, are agitating the construction of a canal *via* French Creek and Ottawa River at an expense of 24 million dollars, of capacity to pass the largest class of lake vessels. The following shows the distance saved from Chicago to Montreal:

Chicago to Montreal *via* Welland Canal 1,348 miles and 196 hours.

Chicago to Montreal *via* Toronto and Georgian Bay 1,050 miles and 176 hours.

Chicago to Montreal *via* French and Ottawa Rivers 980 miles and 152 hours.

Making a saving on the first route of 368 miles and 44 hours, and on the second of 70 miles and 21 hours.

From Chicago to New York *via* Welland Canal, 1,721 miles.

Chicago to New York *via* Toronto and Georgian Bay, 1,423 miles.

Chicago to New York *via* Ottawa and French Rivers, 1,353 miles.

In estimating the time, a speed of eight miles an hour through lake and river, 3 miles on canal, and allow 1½ minutes for each foot of lockage. The total lockage on first route is 535 feet to Montreal, 805 on the second, and 698 feet on the Ottawa and French River route. The estimated saving per ton on cost of transportation from Chicago to Montreal *via* the Welland Canal route at 87 cents, and second route 38 cents, making the total net cost over last route 32.89 per ton—2½ mills per ton per mile.

Tennessee and Alabama Central Railroad.

The Department of the Interior has received an official certificate from the Governor of Alabama in regard to the Tennessee and Alabama Central Railroad, to the following effect: The road is completed for a distance of eighteen and one half miles, and the cars have been running over the road for two years. That portion of the road which is completed starts from a point on the Alabama and Tennessee River Railroad known as "Lime Station," and extends beyond the Cahawba River in the direction of Ebytur, in Jefferson County. In addition to this line of eighteen and one-half miles, there is a branch road two miles in length, which touches several coal pits, and over this branch the cars have been running two years.

From the point to which the cars run on the main trunk line beyond the Cahawba River, the road is graded to Elyton, a distance of eleven and one-half miles. The road is also graded at different places in Megan County. These gradings made in the aggregate a distance of about ten miles. The original grant in June, 1856, limited the time for the completion of the road to ten years, but in consequence of the inability of the company to continue the work during the war, the company desires to obtain an extension of time for completion.

Cleveland, Columbus and Cincinnati R. R.

The earnings and expenses of this road for the years ending December 31, 1864 and 1865, have been as follows:

Earnings:	1866.	1865.
From passengers....	$808,423 90	$974,220 34
" freight.....	1,394,683 22	1,120,451 68
" express	37,983 97	55,275 95
" mail.....	31,248 00	31,248 00
" rents.....	84,808 14	81,837 05
" Berea Br. track	2,226 84	2,883 44
" mileage of cars	7,210 70	10,972 58
" interest and div.	46,182 93	.....
" Division of earnings with L. M. & C. & X. Railroad Co.'s.....	.....	37,739 73
" miscel. sources.	6,585 09	3,603 73
Dividends Bellefontaine R. W. stock..	.....	67,905 00
	$2,499,347 79	$2,886,132 50
Expenses, viz:		
Transportation exp...	$402,373 93	$428,778 78
General expenses	34,396 64	27,623 75
Repairs of track	375,493 34	491,827 21
" locomotives	90,131 87	133,178 17
" cars	89,681 48	109,305 98
" buildings..	33,428 10	94,238 75
" bridges....	8,930 74	34,523 58
" fences.....	3,609 57	8,821 59
Fuel.....	146,600 28	157,063 82
Damages and gratuities	56,701 87	38,343 73
Oil and waste	17,931 44	19,587 77
Telegraph expenses ...	4,905 94	7,384 16
	$1,264,185 20	$1,550,622 29
Net earnings.....	$1,235,162 59	$835,510 21
Duties and taxes.....	$172,304 64	
Interest.....	26,506 84	
		198,811 48
Net over all expenditure.....		$636,698 73
Dividend Aug. 1, 1865, 5 per cent.....	$299,800 00	
Dividend Feb. 1, 1866, 5 per cent.....	299,835 00	
		599,635 00
Balance.....		$37,063 73

Compared with the preceding year, the gross income of 1865, shows a decrease of $118,215 29; with an increase in working expenses of $286,437 09. The entire expenditures show an increase of $151,330 21. The total expenditures are 73 per cent. of earnings. In 1864 they were 63.9 per cent.

The increase in transportation and general expenses is mainly due to increase of wages in the freight and passenger service. The increase in expenses for maintaining track is due to large renewals of iron in new rails and re-rolling. The amount and cost of material used in track repairs during the year is as follows:

800 tons new rails	$86,869 89
4,428 tons re-rolled rails	212,297 32
1,151 repaired rails	9,717 73
83,602 new cross ties	38,950 05
159,757 lbs. joint chairs	12,105 30
378,934 lbs. iron joint splices	25,600 99
109,120 lbs. joint bolts and nuts	11,299 45
221,840 lbs. spike	15,386 06
Frogs and switches	8,500 00

In addition to new rails in above statement, twenty-seven gross tons imported steel rails, costing $5,715 87, were laid in track near Cleveland, and charged track repairs. Included, also, in repairs, is $38,036 04 for graveling track during the year. About 1,000 feet additional side track was put in at Shiloh Station. The condition of the track at the close of the year, was greatly improved over the corresponding period of 1864.

The renewals and repairs to bridges, were more extensive during the year than for several years past. The two swing bridges over the Cuyahoga, at Cleveland, were extensively repaired. A new "Howe Truss" wooden bridge was built over the Olentangy, at Delaware, 4 spans, 67½ feet each, and two new stone piers added. A stone culvert over Wellington Creek, 30 feet arch; one of same span over the Black River, at Rochester, and also one of same span over the Whetstone, near Galion, were put in during the year. About 950 perches stone masonry were also put into culverts and abutments on the branch.

The item of $94,233 75, for repairs and renewals of buildings, was for this company's proportion of expenditure for the new Union Passenger depot in Cleveland, and for general building repairs.

The number of locomotives was not increased, but the severe strain upon the limited number for the last three years, rendered a general system of repairs absolutely necessary. The long continued cold weather of the winter of 1864, also contributed largely to the necessity for extensive repairs. Two locomotives were rebuilt with new boilers, and three new boilers nearly completed to replace others. Seven new tanks, with frames and trucks complete, were also built to replace others old and worn out.

Fuel account was increased $10,463 54. The consumption being 36,384 cords of wood, and 3,400 tons of coal.

Four new first class passenger cars, and one new baggage car, were placed on the road in June, built in the company shops, and charged to repairs. Four more first class cars for the spring business of 1866, were nearly completed at the close of the year. Three passengers cars were broken up, being unfit for repairs. The equipment is in general good order. Thirteen house cars were broken up, and three new ones built. Five platform cars were also broken up, and not replaced. Ten new stock cars were built to replace a like number broken up, unfit to repair. The cost of the new work is included in the general repair account. The repairs were thorough, and the freight equipment is in good condition.

The equipment of the road consists of 44 locomotives, 24 first class and 4 second class passenger cars, 3 mail and express, 7 baggage, 473 house, 122 stock and 179 platform.

Miles run by locomotives with passenger trains, 318,758; with freight trains, 405,272; with fuel trains, 47,023; with gravel and repair trains, 85,358; with switching trains, 161,4[illegible]—total, 967,820, against 1,032,368 in 1864, a [illegible]crease of 64,548.

The number of passengers carried was 559,384, of which 430,864 were way, 95,769 through, 6,526 excursions at half fare, and 26,225 local military. Number of passengers carried one mile, 35,499,248. Average rate received per mile 2.73 cents. Tons of freight transported, 459,703; do., carried one mile, 42,238,326.

During the year, $16,500 of the bonded debt has been paid, leaving $475,000 yet due, which matures at the rate of $75,000 per year until the whole sum is paid.

The assets and liabilities of the company, December 31, 1865, were as follows:

ASSETS.

Road and depot	$4,000,000 00
Equipment	750,000 00
Bellefontaine Railway Co. stock	1,131,750 00
Materials on hand	321,940 56
Cash	514,112 32
Bills receivable	72,117 09
Indianapolis, Pittsburg and Cleveland R. R. bonds	6,000 00
Commercial Mutual Insurance Co. scrip	1,355 00
Real estate not used	16,358 02
Wood Lands	5,627 46
Loan to Cleveland & Mahoning R.R.	24,000 00
	$6,843,260 45

LIABILITIES.

Capital stock	$6,000,000 00
Mortgage bonds	475,000 00
Balance due on accounts	28,225 35
Dividend payable Feb. 1st	299,835 00
Surplus	43,200 10
	$6,843,260 45

President.—L. M. HUBBY.

Directors.—David Dows, Erastus S. Prosser, Amasa Stone, Jr., Stillman Witt, Martin B. Scott, Samuel Williamson, Joseph Perkins, Solomon D. McMillan, Leander M. Hubby, Hoesa Williams and John Miller.

Secretary and Treasurer.—GEO. H. RUSSELL.

Superintendent.—E. S. FLINT.

Pikesville Railroad.

The provisions of the recent act of the General Assembly incorporating the Pikesville Railroad Company having been fully complied with, the subscribers to the capital stock of the company held a meeting in Baltimore on the 14th inst., when the following gentlemen were elected for the ensuing year: President, G. A. Thompson; Treasurer, James F. Purvis; Secretary, Charles H. Mills; Directors, J. Howard McHenry, Edwin F. Abell, John T. Ford, Dr. John T. Councilman, L. P. D. Newman, Charles H. Mills and F. L. Morling.

Dorchester and Delaware Railroad.

The preliminary survey of the route of this road which was commenced on the 19th of June, was completed on the 6th inst. The Cambridge *News* says: There were two lines run, one from near Mill street, on the land of Mr. Samuel Byrn, the other from the mouth of Cambridge Creek, on the land of Mr. T. T. Martin, running to Seaford and Bridgeville. A map of this survey will be completed in a few days by the engineer, Mr. S. D. Hessey, of Delaware, and laid before the company. After their determination upon what point of connection with the Delaware road will be of most value, &c., the direct route will be surveyed.

Marietta and Cincinnati Railroad.

OFFICE MARIETTA AND CINCINNATI R. R. Co.,
Chillicothe, O., Feb. 21, 1866.

To the Stockholders:

The Board of Directors respectfully submit the following as the Fifth Annual Report, for the fiscal year ending the 31st of December, 1865:

BALANCE SHEET, DEC. 31, 1865.

Railway and equipment		$10,543,877 69
Union Railway purchase, (on acc't of) in cash	$118,266 67	
Do. do. in bonds	50,971 91	
		169,238 58
Hillsboro'&Cincinnati Railwy p'rchase,(on acc't of) in cash	$4,486 05	
Do. do. in shares	1,828,313 01	
		1,832,799 06
Scioto and Hocking Valley Railway purchase		800,000 00
Materials on hand		102,188 59
Cash due from Banks and Bankers		101,974 67
Real estate		336,485 56
Bonds and Stocks		238,350 00
Constr't'n—Main Line	$1,992,076 28	
" Cin. extension	1,117,772 24	
Discount on 1st mortgage bonds	195,014 92	
		3,304,863 39
		$17,429,777 54
Capital Stock—		
First preference shares and scrip		$6,586,134 87
Second " " "		4,051,744 50
Common stock and scrip		2,029,778 25
		$12,667,657 62
Liabilities—		
Sterling bonds issued	$1,000,000 00	
Dollar "	2,862,800 00	
Dollar b'ds scrip issued	5,585 27	
Scioto & Hocking Valley Railroad mort	300,000 00	
City of Balt. Loan to Union R. R. Co	20,000 00	
		3,688,385 27
Pay roll	$82,228 28	
Bills payable	221,734 86	
Cash dividends on preference shares, (unpaid)	11,472 00	
		315,434 64
Profit and Loss—		
Balance resulting from net earnings		758,800 01
		$17,429,777 54

REVENUE ACCOUNT.

From January 1, to December 31, 1865.

Receipts—	
Passenger	$570,765 51
Freight	592,853 21
Mail	28,737 44
Express	25,617 56
Telegraph	11,084 56
	$1,224,058 28
Expenditures—	
Locomotive running	$154,809 16
" repairs	70,320 27
Repairs of pass. and baggage cars	21,616 86
" freight cars	45,897 75
" construction cars	147 16
Road repairs	154,405 75
Stations, rents and repairs	5,321 14
Traffic expenses	221,135 78
Telegraph expenses	17,411 24
General charges	88,191 47
Balance to profit and loss	445,802 20
	$1,224,058 28

PROFIT AND LOSS ACCOUNT, DECEMBER 31, 1865.

First mort. bonds coupons, due 1st Feb., 1864	$101,188 63	
First mort. b'ds coupons, due 1st August, 1865.	114,800 00	
S. & H. V. R. R., bonds coupons, due 1st May, 1865	10,500 00	
S. & H. V. R. R., bonds coupons, due 1st Nov., 1865	10,500 00	
		236,988 63
Rent of Little Miami Railroad track		76,987 37
Federal taxes	$33,362 90	
State taxes	12,579 02	
		45,941 92
Interest on city of Baltimore Loan to U. R. R. Co		1,200 00
First mort. bonds scrip interest		43 36
New York transfer office expenses		57 30
Compensation for personal injuries.		15,821 27
Balance carried down		758,300 01
		$1,135,339 86
Balance Dec. 31, 1864		$675,948 76
Net earnings year ending 31st Dec., 1865		445,302 20
Interest account balance year ending December 31, 1864		14,088 90
		$1,135,339 86

Construction Account—The expenditures on this account are as follows:

From Aug. 15, 1860, to June 30, 1862	$157,623 98
From July 1, 1862, to June 30, 1863	119,017 02
From July 1, 1863, to Dec. 31, 1863.	245,120 00
From Jan. 1, 1864, to Dec. 31, 1864.	714,887 37
From Jan. 1, 1865, to Dec. 31, 1865.	755,427 86
Total as charged construction acc't.	$1,992,076 23
Cincinnati extension from July 1, 1863, to Dec. 31, 1865	1,117,772 24
	$3,109,848 47

Revenue Account—The revenue from traffic for the fiscal year amounted to $1,224,058 25
Deduct working expenses, 64 per ct. 778,756 08

Leaving as net earnings $445,302 20

—which sum is carried to the credit of profit and loss account.

A classification of the freight earnings shows that they have been derived from the following sources:

Agricultural products	$152,572 40
Merchandize	208,584 06
Minerals	171,106 88
Products of the forest	15,626 52
Miscellaneous	44,963 33
Total	$592,853 19

Of this,

Local freight amounted to the sum of	$445,662 52
Through, (which includes freights to and from the termini of the road)	$147,190 57

The revenue from passengers has been derived almost exclusively from local sources.

It is thus seen that by far the larger proportion of the revenue is derived from local sources.

As an impression has prevailed, to some extent, among the patrons of the road, that its managers were disposed to favor through traffic and to neglect local, it may be proper to remark that by far the larger proportion of the equipment of the road has been devoted to local business—as shown by the results. If disappointments have occurred, they have arisen in consequence of the great accumulation of that class of business at particular seasons of the year, and not from any intention to neglect so important a source of revenue.

The obstructions upon the line of the Baltimore and Ohio Road, incident to the war, having been completely removed, the through traffic over this road has increased over 100 per cent. during the year, and, with the friendly disposition manifested by the managers of that company in co-operating for through business, we may hope for still more favorable results.

Completion of the Main Line.—It will be seen by reference to the Report of the Engineer, that a large amount of work has been done in perfecting the main line of the road.

Pilcher Tunnel, 1,664 feet in length, was completed and brought into use in September. An entirely new structure, consisting of two stone abutments and three piers supporting a substantial Howe Bridge, has been built at the crossing of Little Hocking, and is now ready for use.

Seventy-six thousand seven hundred and thirty-five yards of excavation and 426,076 yards of embankment have been moved by the steam excavators, 4,853 yards of masonry laid up, making seven-tenths of a mile lineal of trestle work that has been filled with solid embankment, under the contract with Dodge, Balch & Co.

The ballasting has, also, been extended westward from Tunnel Sta. to Little Hocking, and from Warren's to Athens, making 17 miles during the year, and 33 miles altogether, on the east end of the road.

Cincinnati Extension.—This work was so far completed as to allow trains to pass into the city on the 17th inst. This track has been well ballasted, and is in good condition for the trains.

By the terms of our contract with the I. & C. Company, we have the use in common with them, of the new and beautiful Passenger Depot, recently built on Pearl street by that company.

This location affords the best possible facilities for our local passengers visiting the city, and secures reliable connections with the entire system of western railroads for western travel.

Ample grounds have been secured for freight purposes, fronting on Columbia street a distance of 537 feet, and 537 feet on Pearl street. Grounds have also been secured between Harriet and Horn streets for turntable engine-house, and yard room for cars. This property also affords a front on Sixth street for a distance of 248 feet, thus securing an excellent location in that part of the city for heavy freights. In addition to the above named property, we have secured 40 acres within the corporate limits of the city, lying between Liberty and Flint streets, and extending from the main line of the railroad in Mill Creek valley, to within about 200 feet of Freeman street. A considerable portion of this property is held on permanent leases at 6 per cent. per annum. Its total valuation amounts to about $600,000, and is constantly increasing.

In addition to the above parcels of real estate, we have also purchased, in connection with rights of way, near 400 acres of land between Loveland and the city, all of which lies immediately contiguous to the line of the road. This property is admirably situated for suburban residences, and may be divided up into lots and sold at a profit. The new line from Loveland to the city passes through a district of country of the most inviting character for residences, affording most beautiful and healthy locations for quiet homes, and may be brought within an average of 30 minutes of the city by placing hourly trains upon that part of the road.

It is safe to estimate that a large part of the cost of the extension to the city may be repaid by the sale of real estate not needed for road purposes, and that a local business may be built up that will fully pay the interest upon any remaining amount not reimbursed by such sales. Practically, then, the outlay for this work will not result in a burden to the finances of the company.

Shops at Zaleski.—Two new car shops at Zaleski are now completed and well supplied with tools and machinery for construction and repairs of cars. Thirty-five coal, 10 platform, 4 passenger, and 3 baggage cars have been built in these shops during the year 1865. With an abundance of lumber suitable for such purposes, at moderate prices, the supply of cars hereafter may be secured at our own shops.

New Rolling Stock.—There have been purchased during the present year: 5 new locomotives, 2 new passenger cars, at a cost of $211,095 43. There has also been expended in extraordinary renewals of rolling stocks, $90,579 16.

This amount, added to former expenditures on this account, shows a total of $248,812 65, since the re-organization of the company.

Ohio River Bridge.—The work on the Railroad Bridge over the Ohio River at Parkersburg, has been diligently prosecuted during the year, and has resulted in the preparation and delivery near the bridge site of a large amount of dressed stone designed for piers and abutments of that structure.

The necessary boats and lumber for prosecuting work on the foundations have been provided; but the continued high state of water in the river, during the latter part of the season, prevented any attempt to commence that part of the work.

It is expected that with a favorable season for the purpose, the foundations may be laid during the coming summer, and the stone structures brought at least above ordinary stages of water, so that they may be prosecuted to completion without interruption to that source.

Increase of Equipment.—The directors have decided to ask the Stockholders for authority to execute a mortgage upon the road for the purpose of securing an issue of Bonds, not to exceed $2,500,000 in amount, the proceeds of which will be required mainly for equipment. The extent of this requirement can not be easily determined at this time, as it will increase with the developments of traffic.

The amount of the mortgage has therefore been fixed with reference to the future, rather than the present; consequently the sale of the larger portion of them will be reserved until the demands of traffic shall demonstrate the amount of Rolling Stock required.

The prosecution of the various works of construction in which the company has been engaged, has been effected under the most disadvantageous circumstances, consequently costing more than was at first anticipated.

The entire expenditure has been made during a time of war, with prices of labor and material increased nearly 100 per cent. It is not remarkable, therefore, that the cost has run beyond the estimate.

A large portion of the First Mortgage Bonds have been used for equipment, and similar purposes.

The Reports of 1864 and 1865, show an expenditure of about $700,000, for these purposes, while the sum of $301,000 has been used to procure right of way and real estate upon the line of extension west of Loveland, and in the City of Cincinnati.

With the balance of the first mortgage, the Cincinnati Extension and the various works of construction on the main line, have been accomplished. With a small additional outlay on the eastern end of the road, the future expenditures of the capital of the company may be directed to the acquisition of necessary rolling stock, and other accommodations for its increasing traffic.

Increase of Traffic.—The earnings of the road for the past five years, have been as follows:

1861	$439,676 84
1862	512,217 25
1863	710,225 04
1864	1,038,165 73
1865	1,224,058 28

This statement shows a constant and healthy growth in the business of the road, resulting in an increase of 300 per cent. in the five years.

While many other leading railroads of the country received large accessions to their traffic, from the transportation of troops and army supplies during the war, the revenues of this company were but slightly affected from that source; consequently the return of peace brings with it but slight diminution of traffic. Of the entire aggregate of earnings during the five years, amounting to $3,924,324 64 not over 13.2 per cent. was derived from military business, and during the year

1865, not over 4½ per cent. was derived from that source. Calculations for the future, are, therefore, not disturbed by the withdrawal of what has been to the road so insignificant a source of revenue.

It is also true that while we derived so little benefit from this source, the frequent interruptions of the Baltimore and Ohio Railroad, by the operations of hostile armies, resulted in completely destroying, for the time, all our through traffic. We have, therefore, to look to this class of business as a new and almost untried element in future calculations for increased earnings. With the advantage of our new position in the city of Cincinnati—affording most desirable connections with all the western lines of railroads terminating at that point—we shall be enabled to compete successfully for this class of traffic and assert the superiority of that geographical position which unites the center of western business by the shortest line with the seaboard. Valuable as the results from this source may prove to be, they will doubtless be surpassed in the future by that still more reliable source of income—*local business*. If we were dependent for this upon the agricultural products of the country through which the road passes, we would have much for future hope and encouragement, but could not expect a rapid increase. Fortunately, however, we have in addition to a good agricultural district, one of the most valuable mineral regions in the whole country, depending entirely for the transportation of its immense products, upon the line of this road.

The following extract from a Report made in April, 1865, by Prof. E. B. Andrews, of Marietta College, upon the minerals of Southern Ohio, presents some of the characteristics of this future source of local traffic.

COAL.

"To show the extent of the coal field which is being developed by your road, let us compare it with the most famous ones, probably, of the Old World. We quote from David Dale Owen: 'The celebrated Newcastle coal field, which supplies more than one-third the entire product of Great Britain, and from which most of the coal burnt in London is obtained, has an area of from seven to eight hundred square miles. The entire thickness of the measures is sixteen hundred and twenty feet, varying, however, in different parts. The total thickness of the twenty five coal seams is from forty to sixty feet, the beds varying from a few inches to six feet; but there are seldom more than five seams that are workable, and often not more than one or two exist in a locality.'

The Southern Ohio region, which is directly tributary to your road, is seventy-five miles in length and forty miles wide, making an area of three thousand square miles. Counting only those seams that are workable, we have over forty feet as the aggregate thickness. The total thickness of the Coal Measures in Ohio, is about twelve hundred feet. Again, the principal seam of the Newcastle field is six feet thick, while one of the seams of this region has a thickness of ten feet. In order to estimate the actual amount of coal in the field, and I am now considering only the outcrop, let us represent it by a stratum forty feet thick, twenty miles wide (allowing half the distance across the region for loss on the out-cropping strata) and seventy-five miles long. If, as is estimated, there are 1,000,000 tons of coal to one square mile of a layer one foot thick, there would be 40,000,000 tons to one square mile of this stratum, and multiplying by number of square miles, 1,500 we have for the amount of coal 60,000,000,000 tons. These figures relate only to those seams which are for the most part above surface drainage. The presumption is that most of the seams continue under the surface of the coal basin and may be reached by shafts. It is by deep shafts that most of the coal in Great Britain is obtained. The total quantity of coal in Southern Ohio, which is accessible by drifting and shafting, is almost beyond calculation, and the time will come when our coal will sustain large and busy mining and manufacturing cities.

"Supposing the iron ores to extend uniformly over half of this belt, or seven and half miles, and the length of that portion of the belt, included in this report, to be seventy-five miles, we have an area of five hundred and sixty-two square miles.

"With an aggregate of seven feet of ore there would be 4,061,986,134 cubic yards, which, according to the usual estimates, would yield 1,624,794,449 tons of metallic iron.

"There are about forty furnaces in this region, consuming annually not far from two hundred thousand tons of ore, from which are made eighty thousand tons of iron.

SALT.

There have been produced in the district, during the year 1864, 1,677,774 bushels of Salt, from the tax on which the Government has received $41,011 68."

One fact of the greatest importance, in connection with these minerals, has been developed during the past year. That is the successful use of coal in its raw state for the purpose of smelting the iron ore. This has been accomplished to such an extent, that all doubts upon the subject may be regarded as settled.

Future investments in iron furnaces will be made with a view to use either the raw coal or coke as a fuel. In this way the number of furnaces may be multiplied almost indefinitely.

This belt also possesses the important advantage, geographically, of securing by cheap water transportation a supply of Missouri, Tennessee, and Lake Superior ores, to combine with the native yield. The immense products of its furnaces, mills and mines will also start to the consumer in the great Mississippi Valley with an advantage in transportation over more eastern products, amounting to a handsome profit.

New Railroad Connections.—Great activity is now manifested in the development of this wealth. This activity is shown not only in the opening of mines, but also in the projection of lines of railroad all looking to connections with this road, and calculated to give a more speedy and successful development of this great mineral district.

Parties interested in the following new railroad schemes, are maturing their plans with reasonable prospects of an early commencement of their respective works:

1. A line commencing at Athens and thence passing up the Hocking Valley through the Nelsonville coal fields to Columbus.

2. A line commencing near the junction of the Portsmouth Branch with the Main Line of this road, and thence upon such location as will unite the traffic from Pomeroy, Gallipolis, and commanding ultimately, a connection with the projected railroad up the Kanawha Valley, to tide water at the mouth of the James River.

3. A line from Bloom Station on the Portsmouth Branch to Center Station on the Ironton Railroad, thus securing a route through a most valuable mineral district to the Ohio River at the City of Ironton.

The completion of these different lines will require the construction of about 125 miles of new railroad. They will all contribute materially to the business of this road, and when added to the 285 miles in operation, will make an aggregate of 410 miles. This will constitute the railroad system of Southern Ohio—as required for a thorough and complete development of its mineral wealth and resources. Of this aggregate of 410 miles, about 150 will be within the great mineral belt, opening out to that extent its vast and varied products, while the remaining portion of the rail line becomes the great highway over which those products will seek markets to the North, West, and South.

While it has not been deemed prudent to extend pecuniary assistance to any of these enterprises directly, every assurance has been given of cordial sympathy and a willingness to extend efficient aid and co-operation in working any of the lines when constructed.

CONCLUSION.

A point is now reached in the history of this enterprise, when the labors and outlays of construction are soon to cease, and the more welcome task of building up a traffic is to commence.

The expansion of business in the way of through freight and passenger traffic, is assured by our close connections and cordial working operations with the western railroad system, centering in Cincinnati, which, with the immense local resources of the route, particularly in minerals, opens up a most brilliant future.

W. P. CUTLER, Vice Pres't.

Atlantic Mail Steamship Company.

The stockholders of the Atlantic Mail Steamship Company have determined to increase the capital stock of the company from $4,000,000 to $8,000,000, the vote standing 33,240 shares in favor and 2,050 shares against the proposition. By this increase of the capital stock of the Atlantic Mail a powerful combination has been effected, and a large number of fine steamships have been brought under the management. Under this combination the New York Mail Steamship Company have the privilege of exchanging 9,950 shares of their stock at any time within four months for the stock of the Atlantic Mail, the latter company already owning the balance of the shares. The West India Mail Steamship Company receives 10,000 shares of the stock of the Atlantic Mail in exchange for their ships, docks, &c.; and the Brazilian Mail Steamship Company receives 14,000 shares.

The Atlantic Mail Steamship Company, before the present consolidation was effected, owned the San Jacinto, San Salvador and Missouri, the two first named of which have been making alternate weekly trips to Savannah, Ga., since last November. The New York Mail owns the Morning Star, Evening Star, Guiding Star, Rising Star, Rising Sun, Merrimac, Mississippi, Monterey and Mariposa; the West India Mail the Columbia, Eagle and Morro Castle; and the Brazilian Mail the North America, South America, Havana and Matanzas.

The steamships of this company place this port in regular and frequent communication with Savannah, Havana, New Orleans, St. Thomas and the ports of Brazil; and this combination will be only the forerunner of increased trade and trading facilities with the South, the West Indies and South America.

Baltimore and Potomac Railroad.

We learn that the preliminary survey of the branch of the Baltimore and Potomac Railroad to Washington commenced last week near Collington, under the charge of William W. Taylor, Esq., Chief Engineer of the Western Maryland Railroad, and Captain Von Stamp, of the Royal Danish topographical engineers. The president of the road, Col. Oden Bowie, is with the surveying party, urging them forward with all proper dispatch, and so soon as the preliminary line to Washington is completed, we are informed that the location of the main route from Baltimore to Upper Marlborough will be entered upon. Our people are asked to do but very little towards securing the road, viz: to pay the engineering expenses and grant the right of way. Capital to the full amount necessary to build the road has been secured, contingent upon the bill to enter the District passing Congress.—*Marlboro' Gazette.*

☞ The President having signed the new Tax bill, the change in the tax upon brokers' sales goes into operation. The charge becomes a stamp tax upon every memorandum or bill of sale of stocks, bonds, &c., to the equivalent of one cent on every $100 of the actual amount represented on the bill of sale.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ... Ca.	$5	----	200,000	----
Acton Vale ... Ca.	$5	----	50,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	----
Albany and Boston ... "	50	25½	20,000	----
Algomah ... "	25	3	20,000	----
Allouez ... "	25	1½	20,000	----
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Athu ... "	25	2	20,000	----
Aztec ... "	25	4½	20,000	----
Balt. and N. C. ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13½	20,000	12½
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	----
Black River ... "	2½	----	20,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	----
Boston ... L. S.	25	2½	20,000	----
Brooklyn ... L. S.	25	2½	20,000	----
Brome ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	¼	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	⅝	20,000	----
Canada ... Vt.	4	1	100,000	----
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	----
Champlain ... Ca.	1½	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	¼	20,000	----
Concord ... "	25	¼	20,000	----
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	41
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	3½	20,000	2½
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1½	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	2½
Edwards ... "	25	1½	20,000	----
Ely ... Ca.	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	20,000	----
Franklin ... L. S.	25	8½	20,000	41
French Creek ... Pa.	5	----	100,000	60c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	----
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	23
Hanover ... "	25	1½	20,000	2
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	----
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	¼	20,000	----
Humboldt ... "	25	5	20,000	4½
Hungarian ... "	25	1	20,000	----
Huron ... "	25	19	20,000	----
Indiana ... "	25	10	20,000	----
Inverness ... Ca.	2½	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	----
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ... L. S.	25	8	20,000	----
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lennoxville ... Ca.	5	----	100,000	----
Logan ... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca	2	----	200,000	----
Madison ... L. S.	25	6	20,000	2½
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	----
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5	----	----	----
Mass ... L. S.	25	4½	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1½	20,000	----
Mendota ... "	25	1½	100,000	----
Merrimac ... "	25	6½	20,000	----
Merryweather ... "	25	----	20,000	----
Mesnard ... "	25	8	20,000	2
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1½	20,000	----
Minnesota ... L. S.	25	18½	20,000	8
Missisquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	----
National ... "	25	5½	20,000	----
Native ... "	25	2	20,000	----
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. ... N. J	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	----
North State ... "	25	3½	20,000	----
North Western ... "	25	11½	20,000	----
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	----
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	----
Petherick, J. ... "	25	5½	20,000	5½
Pewabic ... "	25	3½	20,000	35
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	----
Pittsburg & Boston ... "	25	5½	20,000	48
Pontiac ... "	25	10½	20,000	----
Prescott ... Ariz. T.	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	25	10	20,000	45
Reliance ... "	25	----	20,000	----
Republic ... "	25	----	8,000	----
Resolute ... "	25	6½	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	25	2½	200,000	----
Rockland ... "	25	12	20,000	5
Roscoe ... Ca	1	----	200,000	----
St. Clair ... L. S.	25	3	20,000	4½
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	----
St. Margaret ... Ca	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	----
Salem ... "	25	----	20,000	----
Seneca ... "	25	1	20,000	----
Sharon Consol ... "	25	¼	20,000	----
Sheldon & Col. ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	¼	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise ... "	----	----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	1½
Star ... L. S.	25	11½	20,000	1½
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	----
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	----
Toltec ... L. S.	25	21	20,000	----
Tremont ... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	----
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ... "	5	----	100,000	----
Winona ... "	25	3	20,000	----
Winthrop ... "	25	4½	20,000	----
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ... Pa	50	----	----	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	----	----
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	----
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
LEAD AND ZINC:				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	----	----
Clute ... "	5	5	110,000	----
Continental ... "	5	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ... "	2	----	100,000	----
Hampton ... Mass	5	----	100,000	----
Jefferson ... N. Y	----	----	----	----
Kings Hill ... "	5	----	10,000	----
Lake Superior ... Mich	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	----	----
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	2½	----	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	----
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ... "	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	----	----
Warren ... N. H.	----	----	----	----
White Mountain ... "	----	----	----	----
COAL & ANTHRACITE:				
American ... Pa.	25	----	60,000	61
Appleton ... "	----	----	----	----
Ashburton ... Pa.	50	50	50,000	16
Atlantic & G. C. ... Md.	----	----	----	----
Baltimore ... "	100	100	----	----
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	----
Big Mountain ... Pa.	----	----	----	5
Boston & Pictou ... N. S.	5	----	100,000	----
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American ... N. S.	----	----	----	----
Cape Briton ... N. S.	2½	2½	200,000	----
Cameron ... Pa.	50	----	50,000	----
Central ... "	100	100	20,000	45
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	----	----
Consolidation ... Md.	----	----	----	----
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	46½
East Mahanoy ... Pa.	----	----	----	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	----
Fulton ... "	5	5	60,000	6½
Gilberton ... "	50	50	5,000	----
Hamp. & Balt. ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	94
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	----	----
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	----	----
Lehigh & Susq ... "	50	50	----	----
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	----
Mammoth Vein ... "	----	----	----	14½
Maryland Anth ... Md.	20	20	25,000	----
Metropolitan ... "	100	100	----	----
Mt. Pleasant ... Pa.	----	----	----	----
Narraganett ... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	4½
North Carbondale ... "	----	----	----	----
Pennsylvania ... "	50	50	64,000	----
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	22½
Shamokin ... "	----	----	----	----
Somerset I. & C. ... "	----	----	----	----
Spring Mountain ... "	50	----	----	38
Spruce Hill ... "	10	----	100,000	----
St. Nicholas ... Pa.	----	----	----	2½
Shawmut ... "	50	----	40,000	----
West Virginia ... W. Va.	----	----	----	----
Wilkesbarre ... Pa.	100	100	21,750	----
Wolf Creek ... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	----
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	----
Baltic ... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ... "	5	----	100,000	----
Black Hawk ... "	100	----	50,000	----
Bob Tail ... "	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	----
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	----
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Cobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	19½
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	----
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	----
Downieville ... "	1	----	300,000	----
Eagle ... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,0 0	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	30,000	----
Garrison's ... "	50	----	100,000	----
Gem ... "	50	----	25,000	----
Golconda ... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	300,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	2½
Holman ... "	2	----	150,000	----
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	----
La Crosse ... "	10	----	100,000	----
Liebig ... "	5	----	200,000	----
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	80,976	11
Do. preferred ... "	100	100	57,744	22
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	----
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek ... Col.	10	----	100,000	----
Pacific ... "	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	----
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	4
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	----
Sherbrooke ... Can.	10	----	100,000	----
Smith & Parmalee ... Col.	20	----	125,000	9½
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20,000	----
Tascher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	----
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	80,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	----
QUICKSILVER:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	50
Santa Clara ... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	27
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	42½
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	....	41,000	—	—	—	—	—	....	....
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	....	....
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	42
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	26½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	25	....
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	50
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	48
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	....
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	....	....
30 Nov. '64	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	....	....
30 Nov. '64	—	0.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	....
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	....
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	5
30 Nov. '64	1.59	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	....
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1,000,000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	....	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	....
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	....
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	....
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	760	—	—	—	....	....
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	....
30 Sep. '64	—	....	—	—	—	Buffalo Street	....	....	—	—	—	—	—	....	....
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	....	....
30 Sep. '64	—	....	—	—	—	Central City (Syracuse)	....	....	—	—	—	—	—	....	....
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	—	327,713	30,493	—	100	....
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	....
30 Sep. '64	—	6 00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	....
Sep.	'64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,182	1,000,000	43,000	5,000	452,701	4,208	12	....	....
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	....	....	....
30 Sep. '64	—	....	—	—	—	Fourteenth Street (N. Y.)	....	....	....	....	....	....	8	....	....
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'g	....	....	....	....	....	....	—	....	....
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Morris & Ford'm	158,749	72,000	88,000	....	34,660	897	—	....	....
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	....	....	....	....	....	....	—	....	....
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	....
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	600,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	760,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	—	....	....
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	....	....	....	leased.		—	....	....
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193.945	124,500	65,500	7,000	18,295	loss.	—	....	....
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	....
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,936	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	....	....	....	....	....	....	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	—	....	....
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	....	....	40	10	58
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	50,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	....
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	....	....	....	—	62,782	8,227	—	....	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	885,169	112,245	250,000	—	197,195	49,561	—	....	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	50
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6.726	3,562	—	25	....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	....	....	183,600	75,131	153,813	39,179	—	50	19½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'rg & E. L.)	....	....	....	....	....	....	—	....	....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17.000	—	38,781	6,494	5	20	....
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,536	120,000	63,300	—	41,787	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	86
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n'F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	60
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	....	....	—	—	143,038	38,435	5	50	22
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206.593	5,900	—	50	40
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	—	9	4	0	Williamsport	....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31Dec. '62	3.62	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm 1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-'72	88
Malden and Melrose: 1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex: 1st Mortgage	31,000	--	.....	.....	-
Malden & Melrose bonds	51,762	--	.....	.....	....
Real Estate	4,000	--	.....	.....	....
Ninth Avenue: 1st Mortgage	67,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1891	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	65,500	?	.....	.....	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	129
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	125
" " ..... coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	99
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " ..... coupon		5	" "	1871	102½
Oregon War Loan of March, 1861 ... coupon	1,016,000	6	" "	1881	103
" " " ..... coupon		6	July.	1881	103
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109½
" " ..... coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ... registered	264,314,500	6	" "	1881	109½
" " ..... coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) ... registered	514,780,500	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	106½
Loan of March 3, 1864 (5-20s) ... registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ... registered	80,734,500	6	May & Nov.	1885	105½
" " " (5-20s) ..... coupon		6	" "	1885	105½
Loan of March 3, 1864, (10-40s) ... registered	171,219,100	5	Mar. & Sept.	1904	96½
" " " ..... coupon		5	" "	1904	99
Pacific R. R. Bonds of (currency) ... registered	5,402,000	6	Jan & July.	'95-'98	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 30, '64 & Mar. 3, '65 1st series	812,221,600	7.3	Feb. & Aug.	1867	103⅞
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	103⅞
" " 1865 ..... 3d series		7.2	Jan. & July.	1868	103⅛
Debt Certificates	43,025,000	6	At maturity.	1 year	100⅛
Gold Certificates of Deposit	22,568,320	---	----------	----------	----
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	124,561,486	---	" "	10 d'y	----
United States Notes (greenbacks)	402,128,318	---	----------	----------	----
Fractional currency	27,334,965	---	----------	----------	----
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	----------	---	----------	----------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	97
" — " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	110
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	100
" — " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " ..... "	1,778,677	6	" "	1877	----
" — " ..... "	241,000	6	" "	1879	----
" — War Loan ..... "	1,157,760	6	" "	1879	----
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	86
" — "	2,058,173	2½	" "	1866	----
" — War Loan ..... coupon	1,225,000	6	May & Nov.	1886	90
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" — " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'87-'90	93
" —Fu ded Coupons ..... "	----------	---	----------	----------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds ..... coupon	4,900,000	6	Jan. & July.	1883	96½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	60
" — " ..... "	1 727,000	6	"	1870	101
" — " ..... coupon	3,192,763	6	"	1890	----
" — " ..... inscribed		6	"	1890	----
" — " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'63-'72	124½
" — "	244,000	5	Jan. & July.	'70-'74	97½
" — "	375,000	5	April & Oct.	'72-'74	97
" — "	220,000	5	May & Nov.	1880	96
" — War Loan	6,429,000	5	" "	1894	97
" — Scrip	297,000	6	June & Dec.	'68-'77	107⅛
" — "	150,000	6	April & Oct.	1868	122
" — "	1,024,000	6	Jan. & July.	'71-'75	108½
" — "	2,080,000	6	" "	'76-'78	----
" — War Loan	1,083,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " ..... "	1,750,000	6	" "	'73-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	----
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,215,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	70½
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	81
" — " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	80
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98
" —War Fund Bonds .. coupon	1,650 000	6	" "	'83-'85	96
" — " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " " ..... general fund	500,000	6	"	1868	----
" — " " ..... canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	97
" — " " ..... "	2,250,000	6	"	1874	98
" — " " ..... "	500,000	6	"	1875	----
" — " " ..... general fund	800,000	6	"	1877	----
" — " " ..... "	909,607	5	"	1878	----
" — " " ..... canal fund	192,585	5	"	pleas.	----
" — " " ..... "	1,163,000	5	"	1866	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	90½
" — " " ..... general fund	900,000	5	"	1875	----
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	85
" — " " (new) ... "	3,500,000	6	Jan. & July.	1900	63½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	----
" — " " ..... "	1,600,000	6	" "	1876	----
" — " " ..... "	4,096,309	6	" "	1881	----
" — " " ..... "	2,400,000	6	" "	1886	----
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90½
" " ..... coupon	6,168,000	5	"	'77-'82	90⅜
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	97½
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	----------	6	" "	----------	----
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct.	'76-'90	80
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	99
" —Railroad Loans ..... "	14,046,000	6	" "	long.	92½
" —Funded Interest ..... "	----------	6	" "	1892	69½
Vermont—State Bonds	175,000	6	Various.	'67-'88	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'96	41
" — " ..... coupon	11,108,000	6	" "	'86-'96	67
" " (sterling). ..... "	1,866,000	5	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	----
" — " ..... coupon	----------	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----------	6	----------	----------	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'85	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) ... coupon	800,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — "		6	"	1870	----
" — "		6	Jan. & July.	1873	97½
" — "	19,024,523	6	May & Nov.	1875	95½
" — "		6	Jan. & July.	1886	98
" — "		6	quarterly.	1890	100
" — " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — "		5	Various.	'66-'70	130
" — "		5	"	'71-'75	----
" — "	7,846,026	5	"	'76-'80	98½
" — "		5	"	'81-'86	145½
" — "		6	"	'87-'76	101
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	----
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	97
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	97½
" — " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan ..... coupon	1,464,000	6	" "	1888	96
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	----
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-,75	----
" " — "	4,714,000	6	" "	'76-'78	----
" " — "	1,800,000	6	" "	1883	----
" " — "	5,149,271	6	" "	1887	----
" " — "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " — "	3,125,200	5	" "	1870	----
" " — "	319,000	5	" "	1873	----
" " — "	1,000,000	5	" "	1874	----
" " — "	834,700	5	" "	1875	----
" " — "	2,016,000	5	" "	1876	----
" " — "	2,375,000	5	" "	79-'90	----
" " — "	900,000	5	" "	1890	----
" " — "	674,300	5	" "	1893	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,500	6	" "	'66-'93	94
" — " " (new)	7,898,717	6	" "	'66-'99	97
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,803,000	6	" "	1913	----
Portland—Municipal Bonds	935,326	6	Various.	'66-'83	94
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'69-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	----
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds, "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	314,521	332,098	406,076	446,044	396,847	381,810	357,556	----
1865	289,400	327,269	399,870	343,408	399,364	521,174	595,523	738,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	383,480	394,533	461,477	------	------	------	------	------	----	----	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,093,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,678,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,654	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,450	322,276	355,270	235,985	409,251	401,250	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,278	------	----	----	----	----	----	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,253	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	------	----	----	----	----	----	----
Chicago and Northwestern:													
1863	----	----	----	----	----	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	566,145	490,710	519,300	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,598	946,707	921,886	749,191	546,609	7,958,960
1866	523,566	405,634	523,744	518,736	735,082	922,892	------	----	----	----	----	----	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26.334	25.461	211,077
1862	24,843	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33.931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51.485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67.822	61,812	59,182	58,178	53,518	88.458	87.037	97.876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,584	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	------	----	----	----	----	----	----
Erie:													
1861	404,507	391,932	458,560	547,174	506.610	430,063	372,705	419,010	515,948	719.354	734,108	714,211	6,214,188
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	616,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	---including Buffalo Division--- 1,187,188	983,855	1,070,484	1,153,295	1,001,668	1,243,143	------	------	------	------	----	----	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177.829	189.280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,446,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,685	514,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	582,823	512,028	516,822	406,773	507,830	560,025	------	------	------	------	----	----	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	81,320	55,257	48,544	512,219
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76.764	65,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	90,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	------	----	----	----	----	----	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,885	1,163,734
1863	67,130	76,132	44,925	88,177	106,987	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	------	------	------	------	------	----	----	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	496,806	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	----	----	----	----	----	----	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,960	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,093	------	------	------	------	----	----	----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,948	126,970	99,662	86,482	164.710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	108,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	122,621	124,175	121,904	245,511	213,944	------	------	------	------	----	----	----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952.960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1.059,023	1,105,664	1,004,485	1,029,736	1,065,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	----	----	----
Ohio and Mississippi:													
1864	210,529	260,466	309,261	262,443	224,957	228,242	268,176	302,596	332,400	278,008	246,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412.563	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	------	------	------	------	----	----	----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,337
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,000	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,956	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,290	364,334	370,993	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,863	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	------	------	------	------	----	----	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,210	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	------	------	------	------	----	----	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,066	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,678	116,214	168,219	170,380	172,870	147,543	139,528	1,408,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,489,799
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	377,991	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	------	----	----	----	----	----	----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,077	92,715	61,770	27,880	689,383
1866	45,102	36,005	39,801	45,332	86,913	102,918	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	93
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,891,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850	676,000	6	Jan. & July.	"	1880	93
" " " 1855	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	80
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	99½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	89
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	94½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	106½
" " " inconvertible	3,167,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	6,000	8	March & Sept.	" "	1876	
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	95
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	84
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
General 1st Mortgage	3,600,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	75
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	78
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	92
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	145,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7		" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	101
Columbus and Xenia:						
Dividend	36,860		June & Dec.	New York.	1866	
Mortgage	243,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,822 000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1891	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	99
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(•) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,380,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	81
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1856	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60–'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	No York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1961	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1881	
•Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	800,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69 '74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1883	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	New York.	1891	80
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	2,040,500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,330,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95¾
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	92
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	388,410	6				
Income	1,508 070	8	Jan. & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
•New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '76	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	666,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93½
Debts of former Co's outstd'ing	100,000					
Funding [S. F.] Bonds	1,598,000	7	Feb. & Aug.	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	142,773	7	var.	" "	var.	
" " " "	45,650	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	96
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,815,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	w Y rk,	'73–'75	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable).	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,060,000	7	Jan. & July.	New York.	1872	90
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,491,000	7	April & Oct.	Boston.	1869	96½
2d Mortgage (new stock)						45½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	18,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	600,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	5	" "	"	1880	90
1857, (convertible)	416,500	6	" "	"	1886	104½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	86
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben'e and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	115
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	10
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	98
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1873	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	98
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,836	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
30 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,260	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	----
								CONNECTICUT.													
31 July '64	23.8	—	1.0	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	----
31 Jan. '65	122.4	—	17.0	75.1	16	20	237	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	454,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,096	66,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,891	16	----
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	.....	49,663	197,887	85,946	8½	----
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	5	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140.785	8,081,181	117.4	652,755	1,982,213	542,834	9	112
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,977	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,880	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,282	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,525	—	----
— — '62	59.9	—	5.0	----	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,086	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,983	95,612	—	----
30 Apr. '60	43.5	—	23.7	----	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	12	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,280	180,021	1,478,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,480,280	3,540,092	1,833,517	8½	102½
30 Apr. '65	317.0	83.0	47.0	—	105	48	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,969	525,259	15,464,235	400.0	1,963,105	5,728,910	2,752,273	20	124
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	2,356,660	26,155,641	12,020,433	825,396	39,650,452	930.0	.....	5,820,750	1,902,272	—	36½
31 Mar. '66	181.8	—	----	—	66	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,443,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	97½
31 May, '65	174.5	5.5	14.3	—	21	23	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	----
31 Dec. '65	454.8	252.6	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,466	7,181,206	2,174,924	10	124½
31 Dec. '65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,982	4,970,931	111.0	224,563	580,333	250,189	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	35
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	----
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,042	25,689	1,689,900	1,362,284	140,089	3,458,108	110.0	.....	448,858	230,834	9	70
31 Dec. '64	84.0	—	----	—	15	---	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	130
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,965,428	73.0	411,278	1,248,726	508,671	12	150
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	421,606	155,347	—	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 078,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,366	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct, '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,993	111.8	.....	426,408	227,584	—	----
30 Jun. '65	29.0	—	3.1	— }	4	13	219	} Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	66.1	—	5.4	— }				} Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	66.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	963,047	4,214,540	2,172,516	8	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	506,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,555,000	1,150,717	.....	206.0	.....	1,232,624	556 424	—	----
31 Aug '60	58.7	—	----	135.3	...	...	...	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.232,015	248,969	108.484	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	...	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	----	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	340,898	.....	—	----
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	.....	14,781,571	329.3	1,682,793	4,121,213	1,715,063	—	106½
31 Mar. '66	246.0	277.8	----	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	88½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	536	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,599	236.0	.....	554,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,059	—	----
								MISSOURI.													
31 Aug. '62	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,963,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	35
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,250,000	93,278	7,595,870	168.8	480,188	950,499	640,641	—	----
21 Dec. '62	152.0	—	3.6	----	...	...	...	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '66	283.0	—	14.4	—	43	23	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,208	283.0	598,415	1,097,793	211,310	—	----
28 Feb. '65	77.0	—	3.9	206.0	...	...	...	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,896	—	----
28 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,467,063	360,029	—	1,971,222	3,501,000	40 568	6,252,109	90.1	240,189	399,291	229	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	.....			6	4	74	Androscoggin	1,050,000	*		151,633	444,633	205,534	757,381	36.5	76,344	79,761	43,461		
30 Jun. '62	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,068,491		7,983,475	149.0	oper. by	Gd. Tk.	.....		45
30 Sep. '61	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264	*		1,287,779		271,143	2,990,998	109.5	139,953	172,113	91,487		
31 May, '65	90.7	9.5	.....		13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302		
31 May, '65	51.3		.....		12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000			1,600,004	51.3	161,056	450,222	236,767	6	100
May, '59	37.0		.....		.....	.....	.....	Somerset and Kennebec	785,763	*		169,200	656,600		.....	37.0	.....	56,403	28,404		
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....		225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,[illegible]6,383	16,151,962	10,112,584	897,839	36,511,376	236.8	2,938,010	6,509,945	4,544,097	3	112
30 Sep. '63	30.0		.....		7	33	167	Washington Branch	1,650,000	*		1,650,000			2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0		60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,967	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,828,793	8	44
								MASSACHUSETTS.													
30 Nov. '64					8		7	Boston, Hartford & Erie	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,363						20
30 Nov. '65	26.7	1.8	16.8		24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	762,805	172,282	6	102½
30 Nov. '64	74.3	8.8	51.1		36	78	720	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	443,332	8	122½
30 Nov. '65	47.0	7.0	32.6		28	39	859	Boston and Providence	3,392,600	207,400		3,600,000	31,500		4,218,927	61.8	450,096	1,221,104	866,333	10	136
30 Nov. '65	44.6	24.0	60.8		32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000		765,740	5,913,789	88.6	669,234	1,697,164	537,067	10	138
30 Nov. '64	46.0	1.1	2.7		7	15	41	Cape Cod Branch (par 60)	907,760	123,865		681,666	102,900		1,103,581	47.1	82,108	161,203	78,265	6½	64
30 Nov. '65	50.0	2.4	9.6		12	23	153	Connecticut River	1,813,980	*	308,239	1,591,100	250,000	104,138	2,117,319	52.4	221,748	535,109	175,404	6	106
30 Nov. '65	44.1	30.5	27.5		32	60	544	Eastern	4,452,999	362,966	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	105½
30 Nov. '65	51.0	42.5	75 8		27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000		6,507	3,950,961	98.4	457,261	993,694	314,255	8	107½
30 Nov. '64	13.9		2.7		4	3	41	Fitchburg and Worcester	293,658	40,226	28,200	266,127	8,800	397	.....	13.9	37,947	61,655	21,297	6	.....
30 Nov. '64	12.4		2.8					Lowell and Lawrence	332,883	30,275		200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '65	14.5		17.2		10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000		91,748	814,991	71.0	185,647	300,964	51,227	8	124½
30 Nov. '64	20.1	1.5	1.2		4	17	60	New Bedford and Taunton	460,527	46,018	14,000	400,000	219,500		719,600	36.7	54,272	220,820	43,527	7	100
30 Nov. '64	33.0		0.7		5	6	25	N. York and Boston Air Line	1,314,916	82,880		788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	.....		.....
30 Nov. '64	98.5	8.8	27.5		26	66	488	Old Colony and Fall River	3,923,876	334,503		3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	103
30 Nov. '64	18.6		0.7		1	2	1	Pittsfield and North Adams	432,431	11,247		450,000				18.6	35,812	83,128	34,106	6	105½
30 Nov. '65	43.4	1.0	14.9		14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000		76,616	1,776,616	44.4	238,512	543,996	140,129	8	124
30 Nov. '64	16.9		1.7		3	4	197	Salem and Lowell	382,470	81,543		243,305	226,900	727	470,931	(Oper. by B. & L. Co.)		17,500		1½	110½
30 Nov. '64	0.1		.....	38.5				Troy and Greenfield				923,942	979,308		(Surrendered to the Commonwealth.)						.....
30 Nov. '65	69.8	8.0	5.5		11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955		3,635,667	77.8	151,327	390,086	122,397	2	46½
30 Nov. '65	156.1	17.3	126.6		78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,299,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	142
30 Nov. '65	45.7		9.8		10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,300	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5		5.6		14	10	232	Boston, Concord and Montreal	2,850,000	*	549,233	1,800,000	1,050,000	31,216	3,199 238	93.5	.....	422,829	184,871		62
30 Nov. '64	53.6		8.0		18	16	246	Cheshire	2,703,488	*		2,085,925	679,500		2,765,425	53.6	352,852	539,743	155,896		
31 Mar. '64	34.5		.....		21	22	494	Concord (par $50)	1,500,000			1,500,000			1,500,000	61.3	.....	821,985	136,049	8	63
31 Mar. '64	29.3		2.8		2			Manchester and Lawrence	1,065,345	*		1,000,000	12,300	20,904	operated	by	Concord R. R.	90,699	7	106½
31 Mar. '64	29.3		2.8		2	4	80	Merrimac and Conn. Rivers	698,258	*		595,588	568,000		.....	52.7	.....	.....	.....		.....
31 Mar. '66	69.2	13.0	12.5		23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,096	82.0	387,789	615,728	215,973	9	97
30 Apr. '64	24.7		2.2		5	2	50	Sullivan	1,480,730	*		500,000	750,000		.....	24.7	oper. by	Vermo't	Central.		
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1		.....	.....	.....	Belvidere Delaware	3,386,285	*		997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101		.....
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,204,131	6,472,400	10,264,468		.....	124 2	.....	5,799,960	1,140,788	35	135½
31 Dec. '64	60.2		.....		.....	.....	.....	Camden and Atlantic	1,881,414	*		1,062,243	1,036,276	127,930	2,221,449	60.2	.....	231,466	71,106		.....
31 Dec. '65	74.0	12	74.0		65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528.171	10,685,949	1,509,000	838,636	13,361,735	86.0	1,187,978	3,036,390	1,287,956	10	117
31 Dec. '64	53.0			45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,586,916	53.0	270,000	570,764	171,765	7	80
31 Dec. '65	23.5		.....		.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000 000	805,000		6,434,399	23.5	654,192	1,875,981	803,323	10	120
31 Dec. '64	21.3		.....		2	6	17	Northern New Jersey	452,116	*		158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200		.....
31 Dec '64			.....		.....	.....	.....	Raritan and Delaware Bay	2,596,481	*		2,360,700	1,534,000	544,426	4,440,026			229,476			65
31 Dec '64	18 2		.....		.....	.....	.....	Warren	2,008,300	*		1,408,300	600,000		2,008,300	18.2	.....	290,022	180,510	6½	46½
31 Dec. '64	38.5		.....	47.	.....	.....	.....	West Jersey	1,461,249	*		588.400	700,000		1,288,400			207,952	91,644		.....
								NEW YORK.													
30 Sep. '65	82.0		4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209		1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	89,064		.....
30 Sep. '64	142.0		13.0		28	41		Buffalo, New York and Erie	3,369,088	*		950,000	2,380,000	Leased	to Erie	Railway	Co.	238,100		18½	108½
30 Sep. '64	88.3		18.5		35	35	608	Buffalo and State Line	2,267,838	516,676	189,000	2,200,000	1,200,000		3,680,000	88.3	645,234	1,045,466	769,028	10	195
31 Dec. '65	460.0	97.0	383.0		332	133	5,335	Erie	47,646,351	*	5,645,544	25,106,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	64½
30 Sep. '64	144.0		128.3		71	164	671	Hudson River	12,053,434	1,616,413		6,218,042	7,737,660	1,167	14,669,847	150.0	1,396,298	4,183,600	1,587,298	8	115½
30 Sep. '64	94.0	9.5	68.3		15	32	110	Long Island	2,567,162	361,312		1,852,716	932,000		2,928,474	103.6	290,474	497,299	335,287	14	60
30 Sep. '65	297.8	258.1	421.0		258	284	5,336	New York Central	27,306,542	6,305,377	1,279,791	24,591,000	14,627,442		44,075,497	554.9	5,804,048	13,975,524	2,694,714	6	104½
30 Sep. '64	130.7	2.1	45.0		35	57	565	New York and Harlem	9,510,739	1,105,299	1,022,685	6,585,050	6,115,800		12,700,850	168.8	1,730,116	1,800,429	450,709		.....
30 Sep. '64	118.0	3.7	17.8		25	22	441	Northern (Ogdensburg)	3,859,853	784,203			4,571,900		4,571,900	121.7	458,311	726,343	176,640		.....
30 Sep. '64	35.9		2.2		6	13	61	Oswego and Syracuse	773,654	128,199		396,340	311,500	23,708	901,853	35.9	88,498	218,994	119,056	8	.....
30 Sep. '64	25.2		2.5		10	36	142	Rensselaer and Saratoga	762,481	199,855		800,000	233,750		1,033,750	58.2	129,084	432,832	218,303	8	.....
30 Sep. '64	189.6	48.5	18.2		26	34	398	Rome, Water'n & Ogdensb'g.	3,095,871	368,805		1,774,175	1,729,900	50,228	3,554,303	238.1	432,370	827,615	360,754	10	.....
30 Sep. '64	40.9	6.7	3.9		8	17	90	Saratoga and Whitehall	824,723	105,601		800,000	360,000		930,324	51.3	114,725	257,035	91,060		.....
30 Sep. '64	13.0		0.3		2	6	6	Staten Island	282,917	34,237		628,100	200,000	140,000	968,100	13.0	45,229	183,860	85,553		.....
30 Sep. '64	81.0		8.0		12	15	224	Syracuse, Binghamton & N.Y.	2,023,640	9,166		1,200,180	1,585,257	88,832	2,932,806	81.0	207,280	411,378	240,450		.....
30 Sep. '64	34.9		6.5		12	15	185	Troy and Boston	1,639,779	283,489		607,111	1,260,000	322,700	2,179,811	111.9	372,270	573,446	261,928		.....
								NORTH CAROLINA.													
31 May, '60	94.9		6.4		.....	.....	.....	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572		.....
-- -- '58	223.0				.....	.....	.....	North Carolina	4,235,000	*		4,000,000				223.0	.....				.....
-- -- '59	97.0				.....	.....	.....	Raleigh and Gaston	1,240,241	*		973,300	126,200		.....	97.0	.....	206,917	108,541		.....
30 Sep. '60	161.5	15.0	.....		23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	171.9	.....	469,458	219,688		.....
30 Sep. '59	161.9	.....	.....		24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	.....	.....	.....	Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						.....
								OHIO.													
31 Dec. '64	118.2	.....	.....		21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,831	279,068		.....
31 Aug. '63	137.0	.....	.....		41	39	568	Central Ohio	5,579,508	922,670	106,188	1,628,856	3,673,000	1,126,458	6,810,482	141.0	653,028	857,701	360,271		14
31 Mar. '66	60.3	.....	.....		27	27	464	Cinc., Hamilton and Dayton	3,920,763	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	582,259	9	90
31 Dec. '64	131.8	.....	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*		1,555,112	1,300,000		2,855,112	131.8	.....	.....	.....		.....
31 Dec. '65	135.4	55.8	.....		44	28	784	Cleveland, Columbus and Cinc.	4,000,000	760,000	2,093,260	6,000,000	475,000	325,000	6,843,260	191.2	987,820	2 386,182	663,205	10	117
31 Dec. '62	67.0	.....	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,349	1,086,065	1,762,400	123,857	2,917,322	67.0	248,387	375,209	228,851		45
31 Oct. '65	93.5	.....	.....	33.5	1.0	36	993	Clev., Painesville & Ashtabula	3,802,784	986,337		5,000,000	1,500,000		6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....		68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	85
31 May '66	109.2	79.4	.....		37	39	784	Cleveland and Toledo	6,672,167	868,769	828,893	4,841,600	2,746,280	114,996	8,269,819	188.6	994,554	2,388,868	1,271,788	13	11½
31 Dec. '58	61.4	.....	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,695	*		369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763		.....
31 Dec. '58	72.0	.....	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760		99
30 Nov. '64	54.5	61.5	12.5		14	13	210	Columbus and Xenia	1,445,924	288,817	35,316	1,692,300	248,800		2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
31 Mar. '66	142.0	.....	7.9		18	6	413	Dayton and Michigan	5,599,550	494,454	75,639	2,884,941	3,754,650	186,762	6,826,333	142.0	.....	951,857	339,924		.....
30 Nov. '64	83.5	.....	39.6		29	27	422	Little Miami	3,589,644	536,634	437,103	3,572,436	1,400,000		5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
31 Dec. '65	173.8	77.6	13.1		58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,234,058	445,302		.....
30 Apr. '62	192.8	.....	.....		48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,370,000	4,248,042	20,549,420	192.3	.....	829,932	119,082		.....
31 Aug. '58	117.9	8.0	.....		17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....		.....
31 Jan. '66	158.9	52.0	.....		30	19	386	Sandusky, Dayton and Cinc.	3,985,495	895 400	251,967	3,348,966	1,841,098	14,302	5,172,138	206.9	356,409	719,924	145,900		15½
31 Dec. '64	116.0	9.0	.....		7	8	218	Sandusky, Mansfield & New'k	2,428,910	*		886,900	1,292,000	144,994	2,310,780	125.0	209,011	32 0 7	159,488		.....
15 Dec 64	242.4	.....	.....		48	18	939	Toledo & Wabash	10,080 918	*		3,427,050	6 653,868		10,248,015	250.0	1,244,358	2,080,322	945,492	2½	27½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the coat is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	256,277	123,892	—	.....
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,205	13,441,150	30,000,000	1,796,688	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,387	—	28½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	130,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,588	14,481,138	204.5	1,437,353	1,733,320	38,871	15	100
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	80,875	53,829	1,196	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,080	3,049,860	1,351,630	10	62½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper.	by Re	ading	R. R.)	3	37
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	.....	.....	3,708,200	(	"	"	")	8	54½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	8,150,150	3,105,785	218,586	6,529,199	69.8	318,861	875,064	412,563	—	38
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,941,463	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,459 169	4,189,111	10	55½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	—	1,476,300	183,000	.....	1,659,300	24.0	311,091	650,739	338,376	6	55
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,632,766	*	—	5,069 450	13,000,000	2,000	18,071,450	(oper.	by Penn.	R.R.	Co.)	—	31½
30 Nov. '65	93.0	59.5	283.3	—	254	63	7,092	Philadelphia and Reading	22,280 948	3,765,774	4,061,353	20,240,673	6,900,663	.....	30,608.075	471 3	3,688,309	11,142,519	4,812,271	10	45½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	*	245,695	999,200	200,000	.....	1,199,200	28.2	177,433	1,030,432	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,978,300	516,000	452,896	10,669,242	197.0	981,465	3,884,609	1,046,804	10	57½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130,361	—	9
31 Dec '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,182,381	*	3,862,812	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,078	8,489 062	3 282,547	10	99½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	44½
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	308,222	128,826	4	45
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	105	N. Y., Providence and Boston	2,153,000	*	—	1,508,000	250,000	.....	.....	62.0	221,000	557,587	254,508	12	110
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,256	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,712,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,262	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	.....	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,708,557	242.0	.....	413,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,123	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	636,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,685,096	873,597	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,286	554,949	519,518	.....	59.4	89,870	177,256	60,029	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,085	23,806	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,644	1,731,000	.....	.....	159.0	.....	734.116	327,384	6	.....
1859.	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,958	87,243	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	82,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,830,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	.....
31 Aug. '65	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '65	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.6	836,269	941,045	262,887	—	1
31 May, '65	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	—	1,687,500	.....	.....	1,687,500	oper.	r. by Vt.	Central	.....	8	98
30 Jun. '65	23.7	—	0.9	—	4	6	30	Vermont Valley	1,212,274	89,612	—	516,164	798,200	.....	1,301,886	23.7	48,996	64,967	26,451	—	.....
30 Jun. '65	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	86,188	86,131	1,584,194	—	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	196,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	108.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	108.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.8	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	—	24	10	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,655,500	775,142	8,711,091	101.7	.....	183,186	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,285	7	.....
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,059,054	163,758	19,588	8	.....
30 Sep. '59	28.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21 3	7.0	27	19	226	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	.....
30 Jun. '60	204.7	9.4	19.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,968	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	196.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,118	508 555	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	235.9	915,298	1,985,511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	142.2	466,042	490,597	128,210	—	.....
								CANADA.													
31 Jan. '66	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,935,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	87,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.6	.....	242,798	117,842	—	15
30 Jun. '65	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,210,345	*	—	15,123,430	54,750,510	7,336,406	77,210,348	1,096	.....	4,368,510	1,154,856	—	.....
31 July '65	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,182	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,558,706	.....	.....	4,558,706	108.0	160,421	107,640	20,006	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	81.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	37,181	—	.....
								NEW GRANADA.													
31 Dec '63	6.	—	—	—	11	22	120	Pan ma	9,000,000	*	858	5,000,000	15,000	.....	19,763,723	48.7	.....	7 737,439	1,338,924	—	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	35½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	47½
Chicago & Alton (preferred)	2,425,400	7	7	104
Chicago & Northwestern (pref.)	12,994,720	7	7	65¾
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75¼
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,865	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	77
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	44
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	95
" " " (2d pref.)	1,014,000	7	7	95
Milwaukee & St. Paul (preferred)	2,400,000	7	---	68½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	3	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	64½
Toledo & Wabash (preferred)	984,700	7	7	63
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	8	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----------	--	----------	----------	----------
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	86½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----------	----------	90
Boat Loan	99,852	6	----------	----------	90
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	80½
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60½
Preferred Interest b'ds.	227,560	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	25½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	———	105
Chesapeake and Ohio	100	8,226,595	———	----
Delaware Division	100	1,633,350	———	87
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	———	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,091,700	10	57½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	90
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	———	----
Sault Ste Marie	100	----------	———	----
Schuylkill Navigation (consolid.)	50	1,908,207	———	27½
" " (preferred)	50	2,888,988	———	35½
Susquehanna and Tide Water	50	2,048,260	———	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	47 —	@ 50 —
Pig, American, No. 1		46 —	@ 48 —
Bar, Refined, English		95 —	@110 —
Bar, Swedes, assorted sizes (in gold)		95 —	@105 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		170 —	@ — —
Bar, English & American, Refined		125 —	@130 —
Bar, English & American, common		115 —	@120 —
Scroll, English		155 —	@205 —
Ovals and Half-round		150 —	@160 —
Band, English		— —	@155 —
Horse Shoe		150 —	@160 —
Rods, English		122 50	@180 —
Hoop, English,		165 —	@225 —
Nail Rod	per lb.	— 10½	@ — 11½
Sheet, Russia	per lb.	— 27	@ — 28
Sheet, English, Single, Double and Treble		— 7	@ — 9
Sheet, Am., Single Double and Treble		— —	@ — —
Rails, English (gold)	per ton	55 —	@ — —
Rails, American		85 —	@ — 90

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½	@ — 24
English Spring (1st & 2d qlty.)		— 11½	@ — 13
English Blister (1st & 2d qlty.)		— 12½	@ — 20
English Machinery		— 14	@ — 16
German		— 15½	@ — 17½
American, Blister		— 11½	@ — 13½
American, Cast, Hammered		— 18	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 12½
American Machinery		— 14	@ — 15
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 43	@ — 45
Sheathing, Yellow		— —	@ — 33
Pig, Chile		— —	@ — —
Bolts		— —	@ — 45
Braziers'		— —	@ — 45
American Ingot (cash)		— 32	@ — 33½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		7 —	@ 7 50
German Refined		7 —	@ 7 50
English		7 —	@ 7 50
Bar	per lb.	— —	@ 11 50
Pipe and Sheet		— —	@ 11 44

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 19½	@ — 20
Straits		— 18½	@ — —
English		— 18½	@ — 19
Plates, Charcoal I. C	per box	15 —	@ 16 —
Plates, I. C. Coke		11 —	@ 13 50
Terne, Coke		10 75	@ 11 —
Terne, Charcoal		14 50	@ 14 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	6 75	@ 7 —
Clinch (cash)		— —	@ 8 50
Copper		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 35
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 21	@ — 24½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73	@ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— —	@ — —
Naptha, Refined (60@63 gravity)		— 40	@ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending July 18.

	Th 12	F. 13	Sat. 14	M. 16	Tu. 17	W. 18
Atlantic M. S. S. Co	114	112	114	117	117	115½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	95	----	----	----	----
California 7s	----	114	----	----	----	----
Canton Co.	51	----	52	53	----	52
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	101	----	----	102	103	----
" " pref.	----	----	----	124	----	----
" " 1 M.	----	----	----	----	97½	97
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	107	----	----	----
Chic. & Northwest'n	34½	34¼	35½	37	35½	37
" " pref.	63½	65¼	63⅞	66	64½	65½
" " 1st M.	----	----	89½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	96⅝	96½	96¾	97½	97½	97½
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	117	117	----	118	118	----
Clev. and Pittsburg	84⅞	84⅞	84½	86½	82½	85
" " 2 M.	----	92	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	75	----	----	----	----	----
Clev. and Toledo	110	109½	110	111	110½	111½
" S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	46½	46	46½	46½	46½	46½
Del. & Hudson Canal	----	----	----	----	148	150
Del., Lack. & West	----	----	150	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	74½	74½	74½	74½	68½	68½
" pref.	77	77	----	77	77	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	100	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	98½
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	114½	114⅝	----	114⅝	114½	115
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69. 103	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	122½	122½	122½	124½	123	124
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	44	44½	44½	44½	44½	44
" " 2d "	----	----	----	----	----	----
" " 1st mort.	79½	----	----	----	----	80
Mariposa Mining Co.	11½	----	----	11	----	----
Michigan Central	----	106	106½	107	----	----
" S F. 8p.c. '82	110	----	----	----	----	111
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	81½	81½	85½	84	82½	83½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	92	----	----	----	----	95½
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	95	----	----	----	----	----
" 2d pref.	85	85	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	60	----	----	----	----	60
Missouri 6s	79½	79½	79½	----	----	----
" iss. to H. & St. J. R.	----	----	----	81	----	----
" " Pacific	----	79½	----	80	----	----
New York Central	99	99½	99½	100½	101½	102⅝
" Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	93	----	----	93	----	----
" 6s, S.F. '87	92	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	101
" 2M. 7p.c. '84	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	85½	86½	62x	85½	----	85½
Ohio & Miss. cer.	27½	27½	----	27½	27½	27½
" " pref.	78	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	157
Phila. and Reading	107½	107½	109⅞	111½x	110	110½
Pitts. Ft. W. & Chicago	98½	98½	98½	99	99	99½
" 1M.	101	----	----	----	----	----
" 2M.	----	----	----	96	----	----
" " 3M.	90	----	----	89½	----	----
Quicksilver Mining Co.	51½	53	51½	51	51	50½
St. L., Alton & T. H.	----	34	35	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	82½
" Inc. b'ds	----	----	----	75	----	----
Tennessee 6s, 1890	70½x	71½	----	71½	71	70½
Tol. Wab. & Western	39	37½	----	----	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	75	----	----	76	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	67	67	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 18.

	Th 12	F.13	Sat.14	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	100
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	99	99	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.. 98⅞	98½	98⅝	99	99	----	----
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	109½	----	109½	109⅝	109⅝	----
U. S. 6s, 1881, coup.	109½x	109½	109⅝	109⅝	109½	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	128½	129	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	124	124	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	107x	107	106¾	107⅛	107⅛	107
U. S. 6s, 5-20s, c. 1864.	105½	----	----	105⅝	----	----
U. S. 6s, 5-20s, c. 1865.	105½	105½	105½	105½	105½	105⅝
U. S. 6s, " reg.	----	105½	----	----	----	----
7.30 Notes, 1st series.	103⅛	103⅛	103⅞	104⅛	104	103⅞
" " 2d series.	103⅛	103⅛	104	104⅛	104⅛	104
" " 3d series.	103⅛	103⅛	103⅛	104⅛	104⅛	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Cattawissa	----	----	----	----	----	----
" preferred	36½	35½	35½	36	35½	----
Camden & Amboy	135½	----	----	----	----	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	93	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	89	----	89	----	----	----
" " 6s, '89.	----	----	----	----	----	----
" mort. 6s, '89.	94½	95	----	----	94½	----
Obes. & Del. Canal 6s '86	----	----	91	----	----	----
Del. Div. Canal	----	----	----	----	----	57
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	58	----	57½	57½	----	----
" " 6s, '84.	86½	86½	86½	----	----	----
Lehigh Valley R. R.	----	----	62½	----	62½	----
" " 6s.	----	----	92	----	----	92
Little Schuylkill R. R.	----	----	----	----	38	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	----	----	55	54½	54½	----
Morris Canal	----	----	----	----	----	90
" " pref.	121	----	----	----	----	----
" " 6s '76	----	----	90	----	----	----
North Pennsylvania	----	----	38	----	37	----
" " 6s.	88½	87½	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	44	----	----	----	----	----
Pennsylvania R. R.	55½	55½	56⅝	55½	55⅝	----
" 1st m.	----	----	----	----	----	----
" 2d m.	95½	----	----	----	----	----
Penn. State, 5s	----	----	92½	92½	----	----
" " 5s, coupon	----	----	----	----	91	----
" " 6s. W. L.	----	----	----	----	----	----
Philadelphia City, 6s	93	93½	----	----	----	91
" " new	96⅝	96⅝	96⅝	96⅝	97	----
" " muns	97	96⅝	96½	97¼	----	97
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	52½	53	53½	54½	55½	55.
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	95	93	----
Philadelphia & Erie	31½	31½	31⅝	----	31½	----
" " 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	35½	35½	35½	----	35½	----
" " 6s '82	80	79½	80	----	----	80½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	15
" " 6s '78.	60½	----	----	----	----	----
Union Canal, pref.	----	----	----	4½	4½	----
" " 6s '82	----	----	----	----	----	----
West Br. Canal 6s '75.	----	----	----	87	----	----
Wyoming Valley Canal.	----	----	68	68	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	19⅜	----	19½	----	19½	18½
Chestnut & Wal. "	67	68	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	70	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 17.

	W.11	Th 12	F.13	Sat.14.	M 16.	Tu.17
Baltimore City 6s, 1875.	----	----	----	----	----	98½
" " 1886.	93	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	100	100	100	----	100	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	99	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	96	----	----	----	97	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85.	85	86	----	85½	----	85½
" " " 90.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 18.

	Th. 12	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Lowell	----	----	----	----	102½	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	----	----	136	----
Boston and Worcest.	----	138	----	----	----	----
Cheshire, pref.	----	----	47½	----	----	----
Concord	63	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	105⅜	----	105⅜	105½	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	107½	107½	----	----	----	----
Manchester & Lawr'ce.	107½	----	----	----	----	----
Michigan Central	----	----	----	----	105	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	103	103	103½	103	----	----
Ph., Wil. & Baltimore	56½	56½	56⅝	57½	57½	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	98	98	98	----	98	----
Vermont & Mass.	46½	46½	46½	46½	----	----
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	----	51½	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	39	41	----
Franklin "	41	41	----	41½	41	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	8	----	----	----	----
Pewabic "	----	----	35	----	----	----
Pittsburg "	48	----	----	----	----	----
Quincy "	46	----	45	----	----	----
Rockland	----	----	5	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 8th of July.

United States 5-20 yrs., 1882, 6 per cent	66½@ 67
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	38 @ 42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1890	48 @ 50
Erie shares, $100 (all paid), 8 p. c	38 @ 38½
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	75½@ 76½
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	68 @ 70
Panama Railr ad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do $50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, July 21, 1866.

Stock Exchange and Money Market.

The Money Market has been working in favor of all strictly first-class borrowers, through the week. The drain of currency from the city, for use in the interior, to move produce to the seaboard and for other local purposes, has not been sufficient to make any noteworthy impression on the available supply of capital at this centre. Government is making liberal disbursements in currency in redemption of the outstanding one-year six per cent. Certificates of Indebtedness, and in liquidation of the July interest claims of the holders of the (third series) Seven Thirties. The outflow from the Treasury contributes to the ease of the market, and effectually prevents any stiffening of rates. Call loans are readily made at 4@5 per cent., and prime discounts at 5@6 per cent. per annnm, with a very moderate inquiry for accommodation. The last weekly statement of the city banks shows an increase of $2,586,418 in the specie reserve, $1,598,601 in the loan item, $1,890,432 in the deposits, and $507,642 in circulation, with a decrease of $3,999,661 in the legal tender reserve, which latter about represents the currency value of the increase in specie, and would seem to indicate that the banks have been buyers of specie. Government disbursed through the Sub Treasury in this city last week, $1,267,000 on the coin interest account, and received $2,485,926 in the form of customs revenue. The customs revenue (in coin) at this port thus far in the current week has averaged over four hundred thousand dollars a day, or equal to a weekly aggregate of two and a half million dollars. The balance in the office to the credit of the Government on Wednesday morning stood as high as $88,224,214. The total disbursements of the Treasury Department, on account of the principal executive branches of the Government, last week, were only $1,118,638, including for War Department $365,136; Navy, $605,986; and Interior $147,516. The cash balance in the Treasury vaults at Washington at the close of the week was $71,630,605, or $47,507,975 less than a week before. Government received $5,579,775 from internal revenue last week.

Gold has fluctuated with the variable tenor of the European news by each succeeding steamer. The extreme rates have been 153⅝ to 148⅝. On Wednesday it varied from 150⅝ to 149⅛ to 150⅝ to 149½, closing heavily, under the very latest accounts, by the *Africa*, reporting the conditional acceptance of an armistice by Prussia and Italy. The speculative element in the Gold Exchange is by no means strong at present. But for the temporary pause in the foreign demand for our Government securities, the *bulls* would have an uphill task, in their efforts at the inflation of the premium. The current specie exports are light, being confined to $56,000 by the *Aleppo* from this port, on Wednesday and $275,000 by the *Cuba* from Boston. Foreign Exchanges are quoted rather heavy, with a less urgent demand for even prime bankers' bills, which are quoted at 109@109¼ for London, and 5.17½@5.10 for Paris' sixty day drafts. Short sight drafts are marked at 110¼@110⅝ on London, and 5.10@5.07½ on Paris.

At the Stock Boards and in the street, Government securities of all issues and descriptions have been actively inquired for, chiefly for investment purposes, at advanced prices. Sixes of 1881 have been wanted at as much as 109¾@109⅞, ex July coupons; 5-20s of 1862 (the favorites of foreign buyers) have been sold up to 107⅞; 5-20s of 1865, up to 106⅛; 10-40s to 99⅛@99¼; Seven Thirties to 104⅛@104⅜. Toward the close on Wednesday the demand became less active, and the market yielded a fraction right through the list, chiefly because of the temporary dullness, resulting, in no small degree, from the fierce heat of the weather, which has retarded business operations of all kinds. Yet, holders are confident of an early revival of the popular inquiry for national stocks, and are not eager to realize at prevailing rates.

In the railway and miscellaneous stock line, there has been a less active speculative movement, and considerable depression in prices. The *bull* clique in Erie shares closed out their interest at nearly the highest figures of the recent inflation, and the stock speedily ran down to 63¼@63½, rallying again to 66¼. The break in Erie affected the whole market rather adversely. At the close, there was rather more firmness apparent, under a fresh investment demand.

Only one new national bank was established

last week, the Kittatanning National Bank of Kittatanning, Pa., with a capital of $200,000, but without any circulation. This makes 1,654 banks now established under the national system, with a total circulation of $284,566,675.

The Commissioner of Internal Revenue has decided that although the tax of 10 per cent imposed by the act of March 3, 1865, upon banks on the notes of State banking associations paid out by them after July 1, 1866, is not actually repealed until the act of July, 13th inst., takes effect on the 1st of August next, yet, as it was clearly the intention of Congress to postpone the tax until that time, and the act of 1865 does not provide specially for the manner of its payment, it will not be collected for the current month of July.

In response to a formal call for information, the Secretary of the Treasury has had the following statement of the amount of public funds in the various United States depositaries on the 1st of May last prepared and furnished to the Committee on Banking and Currency: In the United States Treasury and Sub-Treasuries, $193,827,578; in National Banks, $46,765,590; total, $240,593,169. Of the above there was to the credit of the United States Treasury, $192,077,999; do. disbursing officers, $48,515,170; total, $240,593,169; distributed as follows: In the Treasury, &c., to the credit of the Treasurer, $163,572,640; do. to credit of disbursing officers, $30,254,931; total, $193,827,578; in National banks to the credit of the Treasurer, $28,505,352; in National banks to the credit of disbursing officers, $18,260,239; total, $46,965,591.

The long expected decision of Judge Nelson has been filed in respect to the taxation of stocks sold by bankers and brokers for their own account. The Judge holds, first, that persons doing business under a banker's license may transact the business of both banker and broker under it; that when purchases and sales of stock are made by a banker for his own account, he is not liable to pay a tax on such transactions; also that a banker may advance money on stocks and sell them to reimburse his advances, without being liable to the broker's tax. This decision attracts considerable attention, as it overrules the one lately made by the Revenue Department, and is of great importance to Wall street operators.

A Washington dispatch says it is stated at the Treasury that the actual reduction in the principal of the Public Debt in June was nearly $20,000,000. During the same period about the same amount of Five twenties were sold, and certificates of indebtedness to the amount of $11,000,000 redeemed. The complete statement of the debt for the last fiscal year will not be ready before the 1st of August.

The exports of specie from the port of New York for the week ending July 14, 1866, were $2,239,270; previously reported, $47,123,868—total since January 1, 1866, $49,363,138; against same in 1865, $18,314,060; in 1864, $30,056,429; in 1863, $21,446,547; in 1862, $33,048,327; in 1861, $3,253,226; in 1860, $24,482,517.

The following is a recapitulation of the returns to the Banking Committee from the Assistant Treasurers and Government depositaries respecting the amount of public money on the 1st of May, 1866: Amount of coin on deposit, $99,524,474. Amount of currency on deposit, $94,317,999; total, $193,842,473; less overdrafts, $14,895; balance, $193,827,578; add amount in national banks, $46,765,591; total, $240,593,169. Amount to the credit of the Treasurer is as follows: With Assistant Treasurers, $163,665,287; with national banks, $28,505,352. Total, $192,170,639. Amount to credit of disbursing officers is as follows: With Treasurer and Assistant Treasurers, $30,254,931; with national banks, $18,260,239. Total, $48,515,170. Add amount to credit of Treasurer, $192,170,639. Total, $240,685,709. Less overdrafts, $92,640. Total public money May 1, $240,593,169.

It is thought in Wall street that the redemption of the outstanding U. S. certificates of indebtedness will be followed by the liquidation of the temporary loan.

All classes in business in this city earnestly expresses the hope, that the Bankrupt Bill, now reported to the Senate, may become a law. The great principle embodied in the House Bill has been preserved in the act amended by the Judiciary Committee of the Senate; and some of these amendments are not, we fear, for the better, but the bill is very much needed, and we hope will pass before the adjournment of Congress. Five of the seven members of the Judiciary Committee are in favor of the bill.

The New York exports, exclusive of specie, for the week ending July 17, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$4,063,538	$4,076,857
Prev. reported	80,693,722	109,179,109
Since January 1	$84,756,260	$113,255,966

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,298,443	$2,740,608
Gen. merchandise	1,466,349	3,759,747
Total for the week	$2,764,792	$6,500,355
Prev. reported	79,552,220	168,657,512
Since January 1	$82,317,012	$175,157,867

The balance in the Sub-Treasury on Wednesday was $89,253,151 71.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1872, 97; do., 7s, Bounty Loan, 104¾; Tennessee 6s, new, 69¾; Minnesota 8s, 100; North Carolina new bonds, 68½, Brooklyn 6s, Water Loan, 97; Milwaukee and St. Paul, 55; do., pref., 68½; McGregor Western, 22; Chicago and N. W., consolidated bonds, 78; New Jersey Central R. R., 117; Catawissa, 79¼; New York and New Haven R. R., 112; Stonington, 110; Boston Water Power, Co., 32; Mariposa pref., 22; Spring Mt. Coal, 38; Ashburton Coal, 16; Wyoming Valley Coal, 40; American Coal, 61; Central Coal, 45; Western Union Tel., 54½; do., Russian Extension, 107; Ocean Bank, 100; Bank of Commonwealth, 104; 4th National Bank, 103¾; Metropolitan Bank, 119½; Am. Ex. Bank, 113½; Central Bank, 111; Merchants Bank, 109; Bank of Commerce, 111; Bank of New York, 114; Corn Ex. Bank, 120. Bank of Republic, 112; 9th National Bank, 114; Continental Bank, 98; Mechanics Bank, 114; Importers' and Traders' Bank, 112.

Philadelphia.—Reading mort. 6s, 90; Belvidere Delaware bonds, 80; Huntingdon and Broad Top 2d mort., 80; Connecting R. R. bonds, 90; West Chester 7s, 95; Pittsburg 5s, 70¼; West Branch Canal, 30; Phila., Wil. and Balt., 56½; 13th and 15th streets R. R., 22; St. Nicholas Coal, 2¾; N. Y. and Middle Coal Fields, 4½; Hazleton Coal, 94; Fulton Coal, 6¾; New Creek Coal, ⅝; Clinton Coal, ⅝; Big Mt., 5; Commonwealth Bank, 53; Bank of North America, 225; Ocean Oil, 5⅜; Maple Shade, 2¾; Keystone, ⅝. The latest quotations are: City 6s, 94@94⅛; do., new, 96⅞@97; State 5s, 92¼@92½; do., coupon, 92½@94; do., 6s, W. L., 103@104; Phila., Wil. and Balt., 57½; Reading, 55¾@55⅝; do., 6s, 1870, 95¾@96; do., bonds, 90@90⅛; do., con., 109@110; Camden and Amboy, 132¾@133¼; Penn R. R., 55⅞@56; do., 1st mort., 99@100; do., 2d mort., 95½@96; Little Schuylkill R. R., 37@38; Morris Canal, 89½@90; do., pref., 120@124; do., bonds, 90@91; Wyoming Valley Canal, 68@68½; do., 6s, 80@90; Susquehanna Canal, 15@15⅛; do., 6s, 60@60½; Sch. Nav., 27@27¼; do., pref., 35½@35⅝; do., 6s, 1882, 80½@82; Union Canal bonds, 24@24¾; Delaware Div. Canal 56½@57; do., bonds, 86@90; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1878, 93@98; Lehigh Coal, and Navigation, 57¾@58; do., bonds, 1884, 86¾@87; North Pennsylvania, 37@38; do., 6s, 89¼@89¾; Philadelphia and Erie, 31@31¼; do., 6s, 90½@92; Minehill, 54¾@55; Catawissa, 38@38⅞; do., pref., 36@36⅛; Lehigh Valley, 62¾@63; do., bonds, 92@92¼; Fifth and Sixth streets, (horse,) 42@50; Second and Third, 88@88½; West Philadelphia, 70@71; Spruce and Pine, 38@40; Green and Coates, 30@30; Chestnut and Walnut, 53@55; Thirteenth and Fifteenth, 20@22; Girard College, 27@28; Tenth and Eleventh, 55@60; Norristown, 57@60; Union, 41@45; Hestonville, 18½@18¾.

Boston.—Vermont Central 1st mort., 115; do., 2d mort., 30; Vermont Central and Vermont and Canada 8s, 1876, 103½; Rutland and Burlington 2d mort., 40; Boston, Hartford and Erie 7s, 48¼; Ogdensburg and Lake Champlain, 40¾; do., pref., 101½; Union Railway, 93¾; Worcester and Nashua, 110¼; New Hampshire 6s, 1874, 98; Massachusetts 5s, 1894, gold, 97; Albany 6s, 1896, 96⅛; Boston 5s, 1867, gold, 130; do., 6s, 1868, 130; Cambridge 5s, 1893, gold, 95; do., 6s, Water Loan, 98; Brunswick 6s, 1877, 90¾; Portland 6s, 1874, 94; Chicago 7s, sewerage, 96; Cary Imp. Co., 13¾; Boston Water Power, 32; Essex Co., 95½; Short Mt. Coal, 22½; Mammoth Vein Coal, 14½; Coal Hill Lead, 52½; Quartz Hill Gold, 4.10; Hope Gold, 2.62; Consolidated Gregory Gold, 19.65; Adams Express, 117; Bennehoff Run Oil, 8¼; Mass. and Oil Creek, 1.40; Indian Spring, 55c.; Oil Creek, 35c.; Pepper Well Pet., 2.90; Stewart's Run, 30c.; Everett, 6c.; New England, 8c.; Boston Gas, 752½; East Boston Gas, 28¾; Suffolk Bank, 116; Old Boston Bank, 66; New England Bank, 124; Atlas Bank, 115½; Blackstone Bank, 127½; Merchants' Bank, 122⅝; Market Bank, 112; 3d National Bank, 105½; Maverick Bank, 102¾; Traders' Bank, 100½; Massachusetts Bank, 116; Everett Bank 99½; Eliot Bank, 121½; Bay State Mining Co., 12¾; Calumet, 8½; Dana, 2¼; Eagle River, 2½; French Creek, 60c.; Hancock, 23; Humboldt, 4¼; Hanover, 2; Madison, 22¾;

Mesnard, 2; Petherick, 5⅝; South Side, 1¾; St. Clair, 4¾; Star, 1½.

Baltimore.—Orange and Alexandria R. R., 52¼; Marietta and Cincinnati bonds, 81; Central Ohio R. R., 22; Virginia 6s, registered, 41; do., coupons, 50; Maryland 6s, 1870, 100; Gardner Hill, 0.75; Bare Hill, 0.07; Mineral Hill, 0.70; Merchants' Bank, 107; Marine Bank, 31½; Western Bank, 26; Bank of Baltimore, 106; Citizens Bank, 14¾; Howard Bank, 11⅛. The latest quotations are: Balt. and Ohio, 111@111½; do., 6s, 1867, 98½@99; do., 1875, 94@95; do., 1880, 95½@96; do., 1885, 95@96; Northern Central, 44@44; do., bonds, 1885, 85@85½; N. W. Va. 1st mort., 1873, 94@96; do., 2d mort., 90@95; do., 3d mort., 87@87½; Marietta andCincinnati 7s, 1891, 79@81½; Central Ohio, 22@30; do., 1st mort., 82@90; Western Md. bonds, 75@80; do., guar., 97@97¼; Maryland 6s, coupon, 1870, 99@101; do., Ins., 101@101½; do., 1890, 99@100; Baltimore 6s, 1870, 95@95½; do., 1878, 95@98; do., 1875, 98½@100; do., 1886, 98¼@99¼; do., 1890, 99¾@100; do., coupon, 100@100; do., Park, 99@99½; do., 1892, 93@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 17½@18½; Canton Co., 59@61; Gardner, 0.80@0.35; Am. Gas Coal, 0.30@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.10@0.15; George's Creek, 99@104; Santa Clara, 8@9½; Balt. Chrome, 0.65@0.90; Bare Hill, 0.65@0.70; Atlantic Coal, 0.80@0.85; Mineral Hill, 0.60@0.70; Baltimore Coal, 140@200.

Change in our Foreign Trade.

Looking over the amounts of exports from the City of New York to foreign countries for the last six months, we notice a very considerable difference in the value of many articles shipped, as compared with those of preceding years. We discover quite a falling off in many of a very serious character, the reason of which is that the excessive increase of our currency has diminished its purchasing value. More of it is necessary than formerly to obtain the required articles; this makes the price in amount larger than ever before, and the consequence is the home market is better for sellers than the foreign, the price is enhanced without restriction, and it does not pay, therefore, to export to a cheaper market than our own. Prices have gone up on most all the necessaries of life far beyond that of gold, so that the foreigner can send his cheap wares and cheap labor here, get high American prices for them, and converting his receipts into specie still have margin enough left for a very large profit. The great plenty of currency has made us liberal, if not improvident buyers. Everything that can be carried in a ship finds a ready sale here, no matter what it is, scrap iron or old clothes, lemonade or firecrackers, all can be sold at a profit. Money is abundant, and we are not quite so scrupulous as to the means of getting it, if it is only got. On the other hand, some of our most valuable products are now scarcely of any importance in commerce. During the last six months, we exported of flour, 482,532 bbls.; wheat, 138,532 bushels. But in 1864 we exported all of 1,009,823 barrels of flour, and 6,821,943 bushels of wheat. In the year ending 1861, we exported 4,823,756 barrels of flour, and 31,238,057 bushels of wheat; not all from this port, but by far the greatest portion.

Of the article of candles, for which, however, we are substituting petroleum, we sent away the last six months 87,745 boxes; in 1864, 72,071 boxes; and in 1860, 4,569,259 lbs. Of hops we have exported 756 bales this year; in 1864 we sent away 15,175 bales, and in 1860, 8,835,837 lbs. Of pork our shipments have only been 51,743 barrels for the last half year; when in 1864 we sent off 82,135, and in 1860 disposed of 1,682 tierces, and 153,964 barrels. Of butter we shipped 1,037,409 lbs., but in 1864 sent away 5,815,113 lbs., and in 1860 15,531,381 lbs. Of lard we exported 14,766,130 lbs., in 1864, 32,993,544, and in 1860 47,729,297 lbs. Of tobacco we sold abroad the last six months 52,247 lbs., unmanufactured, and 1,917,647 lbs., manufactured, when in 1864 the amounts were reciprocally 51,075, and 2,058,318 lbs. In 1860 we exported 160,816 hhds., 18,815 cases, and 19,450 bales of unmanufactured leaf.

Of corn meal the last six months we sent away 71,002 bbls., in 1864, 64,029 barrels, and in 1860, 10,678,244 bushels. We might extend this list considerably to show the recent falling off in the export of our staples to a very serious degree. On the other hand, though the exports decrease in our staples, our imports are on the increase, a circumstance highly approved by the foreign merchant and manufacturer. The amount of books has doubled since 1864, when it was about $100,000. The fact is that many American works in consequence of the dearness of paper and the rise in its price, are actually put to press in England, and then brought here for sale. The import of buttons has increased, since 1864, (when it amounted to $112,213,) to $294,820, although our country is full of the materials of which they are made, and our machines for making them are of the most ingenious description. The importation of segars is also rapidly on the increase, and as much as one dollar is asked for a segar in some of the shops; forty cents is a common price. The introduction of foreign cheese is largely on the increase for home consumption, notwithstanding the extent of our own production and the increase of our dairies. The import of leather is on the increase. We should have to go without shoes but for the foreign supply. The value of the skins received the last six months, was $2,871,126, and in 1860 it was in all the United States but $555,202 for the whole year. All our skill, all our patents, and all our ingenuity are unable to supply us with good leather. Of the staples, such as sugar, the receipts are very large, and on the increase. The late rebellion has deprived us of our domestic supplies from Louisiana. Wines still come in in great quantity, by millions of gallons and bottles, and at enormous prices, much of it adulterated, spurious and bad. The introduction of the California wines will probably have a great effect on the market ere long, as a regular system of producing, curing and selling them is now established, and we get a pure and cheap article free from duty, without the temptations to adulteration.

We might go through a list of 40 leading articles, which show an increased import into this country the last year, and which has been greater than usual. Prices keep up most astonishingly. Articles of necessity are even now 200 and 300 per cent. higher than during the war, and articles of luxury are only in reach of the very prosperous. Fixed incomes and salaries are nowhere in these times, and no one can tell how or when this is to change. Those persons accustomed to realize certain prices and large profits have no idea of reducing them, and the change is a slow one. We must remember, too, that the great influx of gold as well as paper is changing all our experience of values. We who have known New York for a few years back, see a wonderful difference going on in everything. What would have been very excellent a short time ago, is now of little worth. The new houses are palatial, and so is the modern furniture inside of them. The prices of food and of clothing have gone up higher than ever before, rents have advanced enormously, and labor was never so dear. In the meantime expenditure is on the increase, and what was a competence once is now scarce a support.

We attribute our difficulties to the necessity of paper money; which, when it is abundant, gives the appearance of prosperity and affects the conduct and calculations of people most injuriously. There are those who contend that this will all correct itself. We should like to know how. Keep up the evil and the evil will remain. We see a plain fact that by law money in paper 30 per cent. below the professed value is used in business as if it were worth its face, and is by law passed off at more than its value in payment of debts. The people knowing this make up the difference by all sorts of shifts and subterfuges, prices advance, labor becoming scarce or unfashionable dictates its own terms for the service it renders, and the whole country is afloat without standard, or rule, or certainty. If a man acquires property, he does not know what will become of it or what will be its final value. Meantime, the imports go on in a large and increasing scale, and though fortunately for some years back the balance of trade has been in our favor, yet the enormous wealth of the country, the large prizes in the lottery of life some operators are continually drawing around us, tend very much to unsettle those fixed rules and principles without which neither public nor private affairs are finally successful.

Enormous increasing imports and diminishing production and exports will in the end absorb all the cash and credit of the nation, that is if we continue to buy and use our credit instead of money in the purchase, and if we continue to deal in a false money by which we obscure real values, and in which we have no standard, but such as the speculative demands and opinions of the hour may create. When a dollar may be worth 100 cents one day, and but 30 the next, it is apparent that no man can tell what he is worth or what he is toiling for.

☞ Mr. E. W. Brown has been appointed Treasurer of the Erie Railway, to fill the vacancy occasioned by the resignation of Mr. John Hilton, promoted to the auditorship of the company.

☞ R. E. Ricker, Superintendent of the Terre Haute and Indianapolis Railroad, has been tendered and accepted the General Superintendency of the Pennsylvania Railroad.

☞ Walter S. Gurnee, Esq., of New York, has been unanimously elected Vice President of the Milwaukee and St. Paul and Milwaukee and Prairie du Chien Railway Companies.

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg ailroad for the month of June, 1866, were:

rom freight	$130,190 93
" passengers	58,889 92
" miscellaneous	4,500 00
" military	1,557 10
	$195,137 95
June, 1865:	
Freight, passengers, etc..	$200,391 28
Military	45,235 37
	245,626 65
Decrease	$50,588 70
Decrease in regular traffic	6,810 43

The earnings of the Housatonic Railroad for he month of June, 1866, were $41,293 47
ame time in 1865 ..... 35,287 98
Increase $6,005 49

The earnings of the Ohio and Mississippi Railond line, from Cincinnati to St. Louis, for June were:

	1866.	1865.
Eastern Division	$149,307 66	$179,024 20
Western Division	104,616 92	125,438 73
Total	$253,924 58	$304,462 93
ecrease		$50,588 35

Comparative earnings from January 1, to June 0, inclusive:

	1866.	1865.
Eastern Division	$972,767 02	$987,359 54
Western Division	681,598 71	691,823 49
Total	$1,654,365 73	$1,679,183 03
Decrease		$24,817 30

The receipts of the European and North American Railway, for the month of June, 1866, were 11,914 25, and for the corresponding period the revious year $11,182 01, being an increase of 732 24.

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of June, 1866, were:

Erie Railway	$1,146,039 84	
Buffalo Division	97,103 02	$1,243,142 86
June, 1865—		
Erie Railway	$1,177,371 57	
Buffalo Division	74,998 25	1,252,369 82
Decrease on Erie Railway and Buffalo Division		$9,226 96

The earnings of the Erie Railway (including the Buffalo Division) for the first six months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1866.	
January	$1,070,890	$1,187,188	Inc. $116,298
February	1,011,735	983,855	Dec. 27,880
March	1,331,124	1,070,434	Dec. 260,690
April	1,538,313	1,153,295	Dec. 385,018
May	1,425,120	1,101,668	Dec. 323,452
June	1,252,370	1,243,143	Dec. 9,227
Total decrease			$889,969

Alexandria and Fredericksburg Railroad.

At a meeting of the directory held at Alexandria on the 11th inst., D. C. McCallum was chosen President, R. W. Latham, Vice President, Robert Turner, Treasurer, and Reuben Johnson, Secretary. The entire construction and equipment of the road was contracted for by Bodfish, Mills & Childs, of New York, who deposited the required guaranty for the faithful performance of their engagement. The work will be commenced early in August, perhaps in the current month.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending July 13th, 1866, were $55,912 39
Corresponding week of 1865 ..... 51,578 25
Increase $4,334 14

The earnings of the Grand Trunk Railway of Canada for the week ending July 7th, 1866, were $122,658 00
Corresponding week of previous year.. 114,799 00
Increase $7,859 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in July, 1866 .. $21,394 00
Corresponding week previous year 23,226 35
Decrease $1,832 35

The earnings of the Western Union Railroad for the week ending July 7, 1866 ..... $20,874 81
Corresponding week previous year 17,923 13
Increase $2,951 68

The earnings of the Chicago and Great Eastern Railway for 1st week in July were $22,419 13
Same period last year 17,391 33
Increase in 1866 ..... $5,027 80

The earnings of the Michigan Central Railroad for the 1st week in July, 1866, were... $73,659 40
Corresponding week of previous year.. 81,398 00
Decrease $7,738 60

The earnings of the Chicago and Northwestern Railway for the first week in July, 1866 were $190,762 98
Corresponding week of previous year.. 176,193 18
Increase $14,569 80

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COMMON CARRIERS.—DEVIATION FROM INSTRUCTIONS OF SHIPPER.

The case of Dwight Johnson against The New York Central Railroad Co. respondant, lately decided by the Court of Appeals of this State decides that a carrier in forwarding goods beyond the terminus of his own route, is bound by the instructions of the owner. Also that it is his right and his duty, in an unforeseen exigency, when the safety of the goods required it, and the consent of the owner may fairly be presumed, to deviate from the letter of his instructions and notify him of such deviation; but when the deviation is unnecessary, and for the mere convenience of the carrier, he assumes the risk of consequent injury, and remains responsible as an insurer. The primary duty of an agent is to observe the instructions of his principal; and when he disregards them, he voluntarily assumes a responsibility by which he must be content to abide. The action was for the value of ninety one bales of tow, addressed to E. Ludlow, Jr., at New York, and delivered by the plaintiff's firm to the defendant at Little Falls, to be transported to Albany and to be forwarded thence by the People's Line of Steamboats to New York. The tow was received by the defendant on the 29th of November, 1854, and on the arrival of the property at Albany, it was offered to the proprietors of the People's line, who declined to receive it, on the ground that they were prohibited by act of Congress from transporting freight of that description. The tow was then shipped by the defendant on the "E. Corning," a freight barge in good condition, running in the Albany and New York line, which was accustomed to convey freight of this description. The barge left for New York on the 1st or 2d of December, and was the last boat in the line that went down the river that fall, that being the close of navigation for the season. On the passage to New York the tow was lost with the barge.

The cause was tried before Judge Pratt, and the plaintiff recovered; but the judgment was reversed at the General Term, which held that upon the foregoing facts the defendant was not liable for the loss.

On the last trial before Judge Hubbard, further evidence was given tending to support the allegation made in the complaint, and denied in the answer, that the defendant was directed when the property was received to forward it only by the People's Line of steamboats.

On the first trial the plaintiff rested his case, in this respect, on the note made by the defendant at the foot of the entry in the way-bill book, "*Via* People's Line;" but on the last trial it was proved that when the tow was taken to the defendant, the plaintiff asked Mr. Priest, the freight agent of the company, with whom the contract was made, whether the company could forward the tow in question by the People's Line, who replied that it could, but it would cost more than it would to send it by tow boats. The plaintiff told him that it was so late in the season, that unless the defendant could forward it by the People's Line, he did not then wish to send it, and that he did not care about the extra expense. Priest thereupon received the goods to be forwarded in that mode. This evidence was undisputed. It was also proved that there was daily communication by mail and by telegraph between Albany and Little Falls.

The plaintiff claimed that under these circumstances, the forwarding of the flax by a tow boat, without notice to the owner, was a breach of duty, and that the defendant assumed the risk by disregarding the instruction. The judge held otherwise and granted a non-suit, which was sustained at the General Term.

The following opinion of the Court was delivered by

PORTER, J.—The defendant undertook to transport the flax to Albany, and to forward it thence to New York by the People's Line of Steamboats. On the refusal of that line to receive it, the defendant's obligation as a carrier ceased; and if it incurred any further liability, it was in the character of agent for the owner of the property. In the absence of instructions as to the mode of transportation from Albany, it owed no duty to the plaintiff, beyond the delivery of the property, in the usual course of business, to safe and responsible carriers for transmission to its destination. Brown *vs.* Dennison, 2 Wend., 593. Van Sanford *vs.* St. John, 6 Hill, 157.) But when the forwarding agent is instructed as to the wishes of his principal, and elects to disregard them, he is guilty of a plain breach of duty. When he sends goods in a mode prohibited by the owner, he does it at his own risk, and incurs the liability of an insurer. (Ackley *vs.* Kellogg, 8 Cow. 225.)

It appears in the present case, that the contract was made with the freight agent of the defendant, who suggested that it would be better to forward the hemp by tow boat from Albany; but the plaintiff replied in substance, that it was so late in the season that he would not send it, unless it

could go by the People's Line. This proof tends to show that the defendant received the property, with an express understanding that the hemp was not to be forwarded to New York unless by the People's Line. If this was so, the defendant was clearly liable. On the refusal of the steamboat proprietors to receive the property, the company should have either communicated the fact to the plaintiff, and awaited further instructions, or it should have relieved itself from liability by depositing the hemp for safe keeping in a suitable warehouse. (Forsyth *vs.* Walker, 9 Barr, 148; Goold *vs.* Chapin, 20 N. Y., 259; Fisk *vs.* Newton, 1 Denio, 451.)

There is a class of cases in which the agent is justified, by an unexpected emergency, in deviating from his instructions, where the safety of the property requires it. In this instance no such exigency arose. The only inconvenience which would have resulted to the owner, from compliance by the carrier with his own wishes, would have been mere delay in transmitting the hemp to market; and he had notified the company that he would rather submit to this delay, than to the hazard of tow-boat transportation at the close of the season of navigation. The primary duty of the agent is to observe the instructions of his principal, and when he departs from these, he must be content with the voluntary risk he assumes. (1 Pars. on Cont., 69; Forrester *vs.* Boardman, 1 Story, 43; Ackley *vs.* Kellogg, 8 Cow., 223.)

The evidence would have authorized the jury to find that there was a breach of duty by the defendant, and the non-suit was therefore erroneous.

The judgment should be reversed, and a new trial should be ordered with costs to abide the event.

All the judges concurred in the foregoing opinion, except Brown and Campbell, J. J., who dissented.

Judgment reversed, and new trial ordered.

Debt of North Carolina.

The North Carolina State Convention has adopted an ordinance, making provision for cancelling a portion of the State debt, by exchanging the stocks of railroad companies held by the State in a manner satisfactory to the public creditors. It is entitled an "Ordinance for exchanging the stocks of the State for bonds issued before the year 1861," and was ratified in Convention on the 26th of June, 1866:

Whereas the destruction and depreciation of taxable property in North Carolina, arising out of the late unhappy war, has greatly increased the proportion borne by the public debt to the means which the State possesses for its payment; and whereas the people of North Carolina are solicitous fully to discharge their just obligations at the earliest possible moment, in any manner that shall be acceptable to their creditors; whereas, further, the stocks, liens, and other claims upon the railroad companies and other corporations are proceeds of the bonds of the State, issued in great part before the twentieth day of May, in the year one thousand eight hundred and sixty-one, and now outstanding; and whereas due regard being had as well to economy and other grave public interests as to the rights of public creditors, it were good policy to exchange for the principal of such bonds the stocks and other property above mentioned, if such exchange can be made at par; therefore,

Sec. 1. Be it ordained by the delegates of the people of North Carolina, in convention assembled, That the Public Treasurer shall advertise in such newspapers as he may select, and invite proposals for an exchange of the principal of any bonds issued by the State prior to the twentieth day of May, one thousand eight hundred and sixty-one, for certificates of stock and other interests held by the State in various corporations; such bids shall be opened by the Treasurer upon some day (of which he shall give due notice to them) in the presence of the Governor of the State and the Comptroller of public accounts, and it shall be his duty to accept those terms which may be most advantageous for the State. Provided, That in no event shall any of the said stocks or other property be exchanged for less than their par value; and any premiums which may be obtained upon such exchange shall be applied either to the extinguishment of coupons or other interest (if any) due upon the particular bonds accepted in exchange, or to a further discharge of the principal due upon other such bonds, or interest, it may be, as an alternative, at the discretion of the Treasurer, be paid in currency into the Treasury and charged to the public fund.

Sec. 2. As soon as may be practicable after the acceptance of any bid, the Public Treasurer shall receive the bonds offered in exchange, and in the presence of the Governor and Comptroller shall cancel the same; it shall also be his duty to transfer the stocks and execute such conveyance of the other interests hereinbefore mentioned as shall be deemed necessary; such conveyances to be in a form approved of by the Governor and the Attorney General: Provided, however, that the interest to be acquired by any such purchaser or assignee of any stock now held by the State shall not be other than that of the holders of a like amount, in the general stock of the several and respective corporations in which the State may be a corporator.

Sec. 3. It shall be the duty of the Comptroller to take a minute of what may be done by the Public Treasurer in the premises, and to make therefrom such entries in the books of his office as may secure a just accountability on the part of the Treasurer because of the transactions hereinbefore mentioned.

Sec. 4. The Public Treasurer shall make special reports upon the subject of this ordinance to the General Assembly at every session, and this ordinance shall be subject to repeal or modification by the General Assembly.

Montreal and Champlain Railway.

The adjourned general annual meeting of this company was held in Montreal on the 12th May. Hon. James Ferrier, President, occupied the chair.

The report issued by the directors to the proprietors was read and adopted on a division, after further information and explanations were given by the President and Mr. Byrdges in regard to the company's affairs.

The auditors and directors were unanimously re-elected.

In the report the directors state that considerable additions and improvements have been made to the roadway and to the rolling-stock, and both are now in a much better condition than they have been for several years past. Considerable outlay still requires to be made upon the main line, between St. Lambert and Rouse's Point, especially for new iron. Some of the bridges also want repairing. The one-fifteenth of the joint earnings of the Grand Trunk and Champlain lines have amounted for the year 1865 to less than the minimum of $100,000 a year, which, under the agreement with the Grand Trunk Company, has to be paid for three years ending 31st December, 1866. The Grand Trunk Company have consequently paid the sum of $100,000 for the past year, out of which the interest upon the bonds and preference stocks has been paid and the balance carried to the sinking fund to redeem the preference shares. That fund now amounts to $12,586 83.

The revenue account for the year showed the following as the mode of distributing the $100,000: To interest on notes, incidental expenses, &c., $2,405 98; interest on bonds (one year), $50,567 10; preferred stock dividends (one year), $40,460; sundry amounts in settlement of old accounts chargeable to revenue, $4,114 92; interest on sinking fund, $773 27; balance to sinking fund, $1,678 73—total, $100,000.

The School of Mines Columbia College.

The school was opened Nov. 15, 1864, with laboratory accommodations for twelve pupils. Twenty-five pupils applied the first day, and the number increased in a few weeks to forty-eight. At the close of the first year a large five story building on the college grounds was placed at the disposal of the faculty, and laboratories, drawing room, etc., were arranged for seventy-two pupils; more than one hundred, however, availed themselves of the privileges of the school. At the close of the second year the trustees of the college, after listening to the able and elaborate report of President Barnard, voted thirty-five thousand dollars to erect and equip an additional building. Mechanics are now busily at work, and by the 1st of October, when the third year opens, there will be accommodations for one hundred and fifty students.

The buildings will then contain a large mineralogical hall, a large geological hall, a drawing academy, assay laboratory with furnaces, etc., sufficient to enable fifty pupils to make assays at the same time, two qualitative laboratories, a quantitative laboratory, library and reading room, lecture rooms, etc.

Kent County Railroad.

We learn from the Cecil *Whig*, that a meeting of citizens friendly to the construction of this road was held at Warwick on the 9th inst., for the purpose of comparing views, taking stock, and devising the most practicable railroad route best suited to the interest of the people. All present seemed fully alive to the importance of the occasion, and the sum of $10,000 was subscribed. Resolutions were adopted by the meeting recommending the location of a route from Middletown, Del., to the head of Sassafras, in Maryland, and a committee appointed to superintend the survey. A finance committee was also appointed to canvass the district for subscriptions to the capital stock of the company.

☞ All the stock of the Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company having been taken, a meeting was held at Richmond on the 13th inst., for the purpose of organizing and electing officers. The following gentlemen were chosen directors, viz: P. V. Daniel, Jr., Charles Ellis, Gustavus A. Myers, Thomas H. Wynne and W. W. Crump. William H. Lyons was elected President, and James B. Winston, Secretary and Treasurer. E. D. T. Myers was appointed Engineer. The work of constructing the connection between the roads will be commenced at once.

☞ The work of laying a horse car passenger railroad in Camden, N.J., from Cooper's to Kaighn's Point, it is understood, will commence during the present summer.

Railroads in South America.

There are six railroads in Brazil, four in Chili, four in the Argentine Confederation, and one each in Peru, New Grenada and Venezuela. The two most extensive railroads in Brazil are the Pedro II Railway and the San Paulo. The former, now eighty miles long, is pushing from Rio into the interior, under the auspices of the Imperial Government, with Mr. Wm. Ellison of Massachusetts as Engineer-in-Chief; while the latter, though built by an English company, has been mostly laid out by engineers from the Province of New Brunswick. Chili has the greater number of miles of railway of any South American Government, and was the first to complete an iron road of any extent. The progress of Chili in this respect is owing to the energy and indomitable perseverance of one man, William Wheelwright, Esq., of Newburyport. This gentleman has within the past three years transferred his efforts to the Argentine Confederation. Although between sixty and seventy years of age, he has undertaken to build a railway 250 miles long through the fertile region extending from Rosario, on the River Plate, (240 miles from the city of Buenos Ayres,) to the city of Cordova. In May, 1863, the first sod was turned, and on the first of May, 1866, eighty miles of this magnificent undertaking was inaugurated for travel and traffic in the presence of astonished multitudes of dwellers on the rich Pampas. A Buenos Ayrean journal, in conveying deserved compliments to Mr. W., does not over-estimate the importance of this vast enterprise when it says: "Since our Independence no event of greater or more lasting importance has taken place in these provinces than this triumph of Wheelwright. Of the thousands who assisted in 1863, at the turning of the first sod, scarcely a dozen believed that the road would be carried out—so many difficulties were in the way, and so many political troubles obscured the horizon at every point—yet the indomitable perseverance of Mr. Wheelwright has been the magician's wand brought to bear against the Pampas."

☞ The Allentown (Pa.) *News*, of 11th July, says that William Call, of Reading, contractor, has commenced work on the new railroad from Topton to Port Clinton, being a link in the Atlantic and Great Western through line from New York to the West, under the agreement between the Atlantic and Great Western, the Philadelphia and Reading, and the East Pennsylvania roads, which contract has just been decided valid by the Supreme Court of Pennsylvania.

☞ A Leavenworth dispatch says great satisfaction is expressed in Kansas over the passage and signing by the President of the bill allowing the Kansas branch of the Pacific Railroad to go up the Smoky Hill Valley. This gives the State 470 miles of continuous railway.

☞ A great Southern Telegraph Company is being formed at Louisville, with a capital of a million dollars, Kirby Smith is President, with his headquarters in Louisville, and Don Carlos Buell, Vice President. More than half the stock is already subscribed.

☞ The Danville (Va.) *Times* says that Pittsylvania has subscribed $100,000 to the Lynchburg and Danville Railroad.

The Chicago Stockyards.

The Union Stockyards of Chicago, according to a statement of the President of the association, consist of 345 acres, of which 70 acres are covered with plank and the block pavement. The company own 13½ miles of railroad track, connecting with all the railroads entering into Chicago. There are 28 miles of drainage. Nineteen millions of feet of lumber have been used in construction in the premises. There are 1,043 pens, with a capacity for 14,000 head of cattle and 50,000 hogs.

Two and a half miles of shed are built over the pens, and seven and a quarter miles of feed-troughs. There are large barns and cribs, holding 8,000 bales of hay, and 40,000 bushels of corn. In the yards, 1,910 gates cross the many alleys; 215,000 gallons of water are consumed daily, being obtained by damming the south branch of the Chicago River at a point where "pure country" water is not contaminated by filth and sewerage. It is raised by steam and distributed through five and a quarter miles of pipes into two and a half miles of water tanks.

The whole outlay has been $1,500,000. The work was commenced June 30, 1865, and the yards opened six months later on Christmas day.

The operations since then are shown by the following receipts of live stock, a period of six months:

Cattle	200,000
Hogs	470,000
Sheep	104,000
Horses and mules	700
A total of	774,700

head, valued at $25,000,000, the freight charges on which have amounted to over $1,500,000.

☞ At a special meeting of the Western Railroad Corporation, held in Boston on the 18th inst., the act passed by the last Legislature increasing the capital stock $3,800,000, was accepted, and authority given to the directors to issue stock from time to time in such amounts as they deem necessary. The capital stock of the corporation, when all paid in, will amount to $10,000,000.

☞ The Commissioners of the Ohio State Sinking Fund have completed their labors in New York. They have paid out interest money to the amount of $326,937, and have redeemed a portion of the State debt to the amount of $555,768.

☞ At a railroad meeting at Council Bluffs, Iowa, the citizens voted to accept a proposition from the Chicago and Northwestern Railroad Company, to extend their line to that city, and the amount of money asked for was subscribed on the spot.

☞ I. D. Jones, S. S. Costen, Geo. R. Dennis Hurnell Toadvine, Cathell Humphreys, H. H. Dashiell, and Samuel Harlan, of Wilmington, Delaware, have been elected directors of the Eastern Shore (Md.) Railroad.

☞ The Wabash and Erie Canal is to be reopened from Terre Haute to the Ohio State line this season, and throughout its whole line at as early a date as possible.

☞ It is proposed to extend the Girard and Mobile Railroad from Union Spring to Troy, and thence to Greenville, Ala. John F. Milner offers to complete the whole for $3,500,000.

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CHARLES A. JOY, Ph. D., General Chemistry.
WILLIAM G. PECK, LL. D., Mining Surveying and Mechanics.
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DR. C. F. CHANDLER,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 28, 1866.

Ottoman (Smyrna to Aidin) Railway.

The completion of the Ottoman railway to Aidin is announced in the Smyrna papers. On the 29th of June the road was inspected by the Imperial Commissioners, and handed over to the company by the financial agent, in the presence of the Governor General, preliminary to the running of through trains to Aidin on the 1st of July. By this important event, the city of Smyrna is united with the foot of its great producing plain, that of Aidin, and a continuous line of communication formed in connection with the Cassaba railway of 120 miles between the cities of Aidin and Manisa, or of 140 miles with the town of Cassaba. Smyrna itself has now full communication with the great valleys of the Mœandes, the Cayster and the Hermus leading to a remarkable development of produce and enterprise. The completion of this railway is an event of too much note in the industrial history of Turkey to be passed over with the mere record of the fact. Apart from the interest attaching to it as the first enterprise of the kind in the Empire, its special fortunes have been chequered and protracted enough to challenge a somewhat fuller review, now that the completion of the road to Aidin is announced. The works on the latter half of the line now opened are of even greater solidity than those on the first section between Smyrna and Ayasalook. They have at all points been executed without regard to cost, and will in this respect bear favorable comparison with the best portions of either the Cassaba, Kustendjie, or Varna lines. The passage of the Gume-dah is of itself a work, or rather a series of works, which reflect the highest credit on English engineering skill and constructive resource. Of the stations on the new section of the line, Azizieb, a village founded by Mr. Clarke in honor of the Sultan, will give convenient access for passengers and goods traffic to the important towns of Sokia, Boorgas, and their surrounding villages: Balachick, the first station in the Aidin plain, will collect a large amount of produce along the eastern base of the mountain, whilst Dirminjik and Karabonnar will garner in still more up to the very confines of Aidin itself, with its thriving and industrious population of 60,000 Mussulmans and Greeks. Though the line has thus reached the end of its first terminal stage, its extension on towards Ouchack will, of course, be an early commercial necessity, in the interest both of the scheme itself and of the important districts beyond Aidin, which, whilst they offer few or no constructive difficulties, collectively form one of the largest, richest, and most populous plains of Asia Minor. In this part of the interior, indeed, much more than in that traversed between Aidin and Smyrna, lies the real traffic wealth of the enterprise, which must be reached and utilised before the line can bear its full fruits either of profit to its shareholders, or of industrial benefit to the country. The liberality of the Government hitherto encourages the hope that no ungenerous difficulties will be thrown in the way of such a development of the scheme as will conduce to these results—fostered as it has been in even its most discouraging phases by the Sultan himself, and by all the leading members of the Government for the past eight or nine years.

The value of this line, and the cause of its embarrassments and slow progress, consists in the passage of the great mountain chain of Messogis, a barrier between the several plains forming the valleys of the Mœander and its feeders and the plains adjoining Smyrna. This difficulty is now overcome at the Ephesus pass by a series of heavy works, executed under discouraging circumstances by Mr. T. R. Crampton, the contractor, who has been likewise the chief supporter of the undertaking.

Continual financial embarrassments have retarded the undertaking until this final section was taken in hand, and the enterprise has been carried to a successful issue by the exertions of Sir M. Stephenson, the chairman in London, and of Mr. Hyde Clarke, the financial agent in Tuurkey, in co-operation with the Ottoman government, which has most liberally contributed to the progress of the undertaking by concession after concession.

His Imperial Majesty the Sultan Abdul Azis turned the first sod of the new works at Ephesus in 1863, and had circumstances permitted it was his intention to have opened in person this the most important railway undertaking in his empire.

The city of Aidin has expected with the greatest anxiety the completion of railway communication. Already the once flourishing cotton cultivation, of which it was the metropolis, is rearing its head, and European and native enterprise have begun operations for the development of its varied resources. Aidin, is, however, only a centre of communication to numerous rich districts and plains spreading around and far into the interior, and which may be covered with railways and tramways for many hundred miles. The mineral and forest resources, almost untouched, will be large feeders of revenue.

The Aidin plan is already well cultivated, and presents examples of orchard culture not to be surpassed in the world, and carried on by a hardy and industrious population, but the want of means of transport has been an impediement to the extension of agticultural and other enterprise. Now the camel is driven into the interior to become a feeder to the main line of communication.

The works on the section from Smyrna to Ephesus have always received the approbation of Europeans and natives, and the new works executed by Mr. Crampton show the same care and solidity, and are of a durable and almost monumental character.

The station in Aidin is in contact with the Bazaars, and at Smyrna, the large English steam-

ers frequenting the port can lie alongside the railway pier and ship cotton, valerian, grain, liquorice, emery, figs, hemp, tobacco, raisins, and the various products of the interior.

Michigan Central Railroad.

The earnings and expenses of this road for the years ending May 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$1,771,813 60	$2,061,335 05
" freight	2,233,529 47	2,208.591 82
" miscellaneous	140,076 50	176,563 64
	$4,145,419 57	$4,446,490 51
Expenses, viz:		
Repairs of road	$476,964 91	$625,056 84
" buildings	273,667 24	229,212 91
" locom'tives	230,490 35	256,225 26
" cars	306,943 46	299,900 79
Locomotive service	105,855 31	114,529 88
Train "	75 651 94	91,101 94
Station "	442,959 13	479,027 13
Fuel	245,452 28	300,111 71
Oil and waste	60,292 95	67,962 66
Stationery	28,280 18	39,781 37
Telegraph	18,567 26	24,961 76
Local taxes	91,533 41	97,059 60
Miscellaneous	47,491 21	183,444 07
	$2,406,149 63	$2,808,375 92
Net earnings	$1,739,269 94	$1,638,114 59

Compared with the previous year the gross earnings of 1865-'66 show an increase of $301,070 94; with an increase in expenses of $402,226 29—making a decrease in net earnings of $101,155 35.

The increase in the earnings of the past over those of the preceding year is equal to 7.26 per cent. The increase in expenses (less taxes) 14.82 per cent.

The earnings from passengers show an increase of $289,521 45, or 16.34 per cent. over the last year. The earnings from freight show a decrease of $24,937 65, or 1.11 per cent. less than last year. The increase in earnings from miscellaneous sources was $36,487 14 or 26.04 per cent.

The expenses of operating the road (not including taxes) were $2,738,592 35; or 61 per cent. of the gross earnings. In 1865 they were 55.8; in 1864, 47.6; in 1863, 40.4; in 1862, 45.1; in 1861, 51; in 1860, 53.7.

To show the amount properly chargeable to operating expenses, there should also be deducted the sum of $214,084 71—being amount expended on new freight house, etc., at Detroit, claims for property destroyed at the freight house fire, temporary structures, and shafting, machinery, etc., for the new Elevator—and it leaves the sum of $2,497,231 61, which is 56.2 per cent. of gross earnings.

In addition to the above extraordinary expenses, 724 tons of new rails were purchased, 2,638 tons re-rolled rails put in the track, 2,871 tons repaired rails replaced in the track, equal in all to 60 miles of renewed track, 110,458 new ties and 120 tons spike.

The total number of tons of freight moved has been 533,451. Average number of tons carried per train per mile, 115.77. Average distance freight is carried 159.15 miles. Freight earnings per ton per mile, 2.60 cents. Tons carried one mile eastward, 50,534,629; do., westward, 34,263,-084—total tons carried one mile, 84,897,713. Proportion of tonnage carried eastward 59.64 per cent.; do., westward, 40.36 per cent. Earnings of freight trains per mile $3.01.

The total number of passengers carried was 902,826, of which 766,755 were way, 123,636 were through, and 11,985 were emigrant. Of the way passengers 369,560 went east, and 397,195 west; of the through passengers 59,247 went east, and 64,838 went west. Average number of passengers per train per mile 101.42. Average number of miles travelled by each passenger, 83.76. Passenger earnings per passenger per mile, 2.72 cents. Passengers carried one mile 75,629,075. Passengers carried one mile per mile of road 266,299. Earnings of passenger trains per mile run $2.76.

Income Account.

Balance from previous year		$708,385 50
Receipts from pass.	$2,061,419 67	
" freight	2,214,086 20	
" miscel.	175,778 27	
		4,451,279 14
Total		$5,159,664 64
Expenses (including local taxes)		$2,808,375 92
Payments towards sinking fund		84,500 00
Interest and exchange		643,726 44
Dividend 4 per cent. in cash July 1, 1865		259,648 00
Dividend 6 per cent. in stock July 1, 1865		389,472 00
Dividend five per cent. in cash, Jan. 1, 1866		344,035 00
Government tax on dividends		55,723 35
" " receipts		113,381 26
Balance to new account		460 802 67
Total		$5,159,664 64

Construction account has been increased $510,-846 49 during the past year.

The bonded debt has been decreased by the conversion of $102,000 of convertible bonds into stock, and the capital stock has been increased by that amount, (less $20 fractional scrip,) and also by $389,500 amount of stock dividend of July 1, 1865.

The funded debt now amounts to $7,463,488 89; capital stock $6,982,866—total $14,446,354 89.

The increase in earnings from passengers has been principally from through traffic, divided about equally between the eastward and westward, and between through and local, the earnings from the regular local business not varying materially from the previous year; but it will be borne in mind that the earnings from local passengers for that year were much increased by the movements of troops, which item has had but little influence in the earnings of this year. The earnings from freight vary but little from last year. The increase of tonnage is 48,176 tons, while the falling off in earnings is $24,937 65.

The completion of the contemplated *third* rail on the Great Western Railway, in October next, together with the car transfer boat now under construction, thus making the gauge uniform from the far West to the seaboard, must have a great influence upon the receipts of this company when once in operation, and this must have an important bearing upon the trade the ensuing year.

The equipment of the road consists of 97 locomotives, 70 1st class and 4 2d class passenger cars, 16 baggage, 28 accommodation, 751 stock, 501 merchandise, 191 platform, 120 hand and 151 road and repairing cars.

The number of miles run by locomotives with passenger trains is 745,648; with freight trains 783,340; with miscellaneous trains 121,756; with switching trains 140,926—total 1,741,670 miles.

General Account.

Construction account	$14,316,422 65
Cash on hand, bonds and securities	75,750 38
Materials on hand	288,064 78
Assets in hands of General Receiver	48,898 58
" " " Sup't	96,839 06
Joliet and Northern Indiana R. R. stock	168,225 00
Chicago land account	100,000 00
Jackson "	25,911 31
Sundry accounts	68,078 16
	$15,188,189 87
Capital stock	$6,982,866 00
Bond account (see Bond List p. 715)	7,463,488 89
U. S. Government tax on coupons	58 56
Unpaid dividends	1,059 00
Balance of borrowed money acc't.	279,914 75
Balance of income account	460,802 67
	$15,188,189 87

President.—John W. Brooks.

Vice President.—R. B. Forbes.

Directors.—John W. Brooks, Nathaniel Thayer, R. B. Forbes, Elon Farnsworth, Erastus Corning, D. D. Williamson, George F. Talman, J. M. Forbes, and Sidney Bartlett.

Treasurer.—Isaac Livermore.

Superintendent.—R. N. Rice.

Auditor.—William Boott.

American Finances.

Mr. Gladstone's big words uttered in support of America in her financial department, are more than borne out by the results. We lifted up our hands and eyes at the Americans raising £80,-000,000 sterling a year revenue, but the accounts now are that for the year ending to-day (the 30th June) £100,000,000 sterling will be the American revenue, and the principal part of it internal revenue! £160,000,000 is above three times the interest on their gigantic debt, and as it is said they are cutting down their other expenses, and as they are bent upon reducing their debt with a rapidity that shall surprise the rest of the world, we may expect to find a large part of that debt redeemed this year. In this we think the Americans exercise a wise discretion. The more rapidly they pay off the debt the sooner will the rate of interest come down. It will not only be an exhibition of extraordinary financial strength, rivalling even that of Great Britain, but it will be attended with a positive pecuniary advantage. It is exactly the opposite course the Turks, and some others, take, who continually raise new loans to pay the interest on their old debts, but see what the Turks, &c., have to pay in interest; see how largely they increase their debt—how they add to their monetary difficulties, year after year, while America is surmounting hers, great as is her indebtedness, with the ease and certainty with which a strong man ascends a hill.

There may be some little pride in the powerful finance measures of America, but the very exhibition of it is in the nature of a virtue.—*Herapath.*

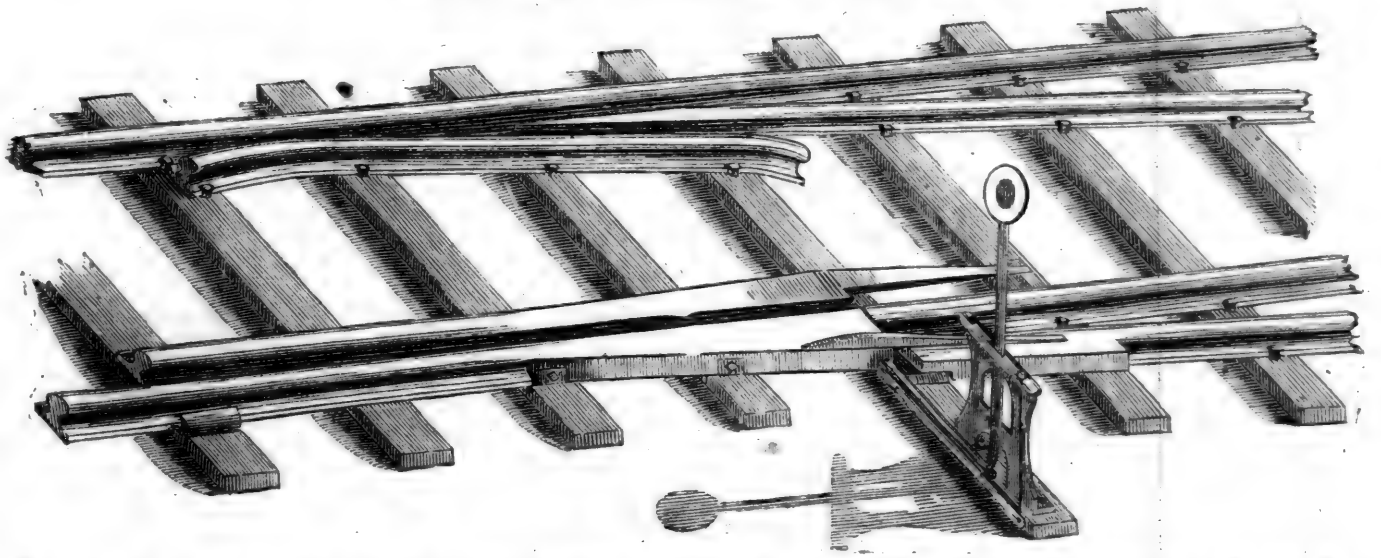
Peat for Fuel.

A trial of peat for fuel on the Hudson River Railroad was recently made with the following result: The locomotive Stuyvesant left Poughkeepsie for New York with forty-three hundred pounds of peat on her tender. The engine was attached to a passenger train, making time all the way, nothing but peat being used to generate steam. The engineer and fireman both agree in the statement that the peat worked well, and that there was an abundance of steam on hand all the time. The forty-three hundred pounds carried the train forty-three miles.

☞ Hon. G. K. Jewett has been elected President of the European and North American Railway Company.

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The attention of every Railroad Company is called to this valuable improvement. It is light, simple and durable. It can be constructed at an advance of from $10 to $20 on the cost of the ordinary bar switch, and can be kept in repair and renewed from 25 to 50 per cent. less than it or any other switch in use, and is always safe, always adjusted to the main track, except when the lever is in the hands of the switchman—unless intentionally arranged otherwise. There being but one moveable switch rail, (the rail on the opposite side of the track being stationary), the wheels are deflected by means of a guide rail securely attached to the switch rail, thereby reducing the friction of the wheels on the rails 50 per cent. in passing over it either in or out of the sideling. I will give all Railroad Companies the right to put down under my supervision one or more of these switches; and I will give any person $1,000, that will run an engine or car off the track at any speed, or in whatever position the switch may be placed, or in any way injure the switch in running over it.

For all other information please address

W. J. STOWELL, Patentee,
No. 111 South Broadway,
Baltimore, Md.

Welland (Canada) Railway.

The annual meeting of this company was held in London on the 10th inst. The report of the directors which was presented, stated that although the depreciation of American currency had continued to a more serious extent than had been anticipated after the close of the war, the working of the line during the past year had shown satisfactory progress as compared with that preceding it. The receipts for the year 1865 amounted to 20,551*l.*, while the actual working expenses of the line were 14,331*l.* To these, however, must be added the depreciation of American currency, amounting to 2,870*l.*, leaving a profit on the working of the line of 3,350*l.* There was, however, a loss on the propellers of 549*l.* This was accounted for by the extreme dulness of the traffic during the early part of the season, and the passenger traffic having proved unremunerative. The propellers had been the cause of bringing an increase of traffic, and of considerably enhancing the repute of the line for regularity and despatch. The grain traffic received at Port Colborne and carried on the line amounted to 3,783,140 bushels, or as nearly as possible an increase of 1,000,000 bushels over the return for 1864. The quantity of flour carried was 49,140 barrels, being 24,137 in excess of the number carried in 1864. The lighterages amounted to 566,936 bushels, as compared with 342,372 bushels in the preceding year. The number of passengers carried had been 33,802, or 5,765 less than those in 1864. With respect to the prospects of the present season, the directors thought them encouraging; but it remained to be seen how far the abrogation of the Reciprocity Treaty would affect the railway. The opening of the season, though much later than usual, brought a great influx of traffic, so much so that the elevators and line were kept in constant use night and day to despatch the cargoes. The directors had great pleasure in reporting that Mr. Reekie had now undertaken the management of the line, and they augured the best results from his energetic working of the line and boats, while they were sure that in his hands every possible economy would be secured. The amount of preference bonds taken up to this date was 30,000*l.*, inclusive of 2,000*l.* bonds, which had been sent to the directors in Canada. Those, together with money remitted, would, it was hoped, be more than sufficient for the liquidation of the debts of the company.

The Chairman, in moving the adoption of the report, said it was gratifying that they had at last got over all their financial difficulties, and that the directors now saw their way tolerably clear, after encountering various debts since the concern came into their hands. They had received 48,400*l.* on the second preference bonds, 30,000*l.* on other preference bonds, and 10,400*l.* in cash, making 88,800*l.* The late Sir S. Cunard and Mr. Brassey provided two boats for the company at a cost of 18,000*l.*, 9,000*l.* each, with a view to develop the traffic of the railway, and it was desirable to purchase those boats as soon as possible. With this exception the directors had discharged every liability against the company, or placed the necessary funds in the hands of the manager to do so. The whole cost of the line was now ascertained to be 357,000*l.*, of which 200,000*l.* would be in bonds and the rest in shares. The money had been raised with great difficulty, and at various times the rates of interest for the bonds varied from 6 to 8 per cent. The business of the company was chiefly confined to the carriage of grain, and when it was considered they had only one farthing a bushel profit, it would account for the small sum they had available for the past year; but if they could raise the profit to ½d. a bushel they would have double their present net earnings.

Their net profit on working last year was 3,350*l.*, and this year they had reason to believe it would be about 12,000*l.*, because in the first five weeks of Mr. Reekie's able management the line had earned a net sum of 3,100*l.*, or nearly as much net profit as in the whole of last year; but of course that rate could not be expected to continue. The propellers had met with no accident, and were making three trips per week to Oswego. They expected to carry between 6,000,000 and 7,000,000 bushels of grain this year over the line; and they had the means of carrying 10,000,000 bushels should it be sent for conveyance, which, at ½d. a bushel, would produce 20,000*l.* This would not only cover the whole of the interest on all the bonds, but leave a considerable sum for dividend on the shares. There was a sum of 28,922*l.* due on unpaid coupons, representing arrears of interest which would have to be capitalized, so as to enable the directors to apply the net receipts to the payment of current interest. If they could issue the remainder of the 8 per cent. bonds, they could pay 18,000*l.* for the boats or propellers, by which they would save 400*l.* a year.

Railroads of New York.

A tabular statement of the railroads in the state, their capital and cost, length, earnings and expenses, dividends, &c., for the year ending 30th September, 1865.

Railroads (Marked * are double track; and † are unfinished.)	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Length of Road. M.	Gross Earnings. Passenger.	Freight.	Miscel.	Total.	Operating and Repairs.	Earning less Expenses.	Dividends. Amount.	Rate. p. c.
	$	$	$	$	$		$	$	$	$	$	$	$	
Adirondack†	4,183,000	915,000	355,000	5,453,000	2,042,519	25.00								
Albany and Susquehanna†	1,604,145	1,016,739	173,722	2,794,606	3,381,865	82.00	88,002	73,627	14,100	175,729	92,789	82,940		
Albany and Vermont	600,000			600,000	600,000	12.00	(Leased to Rensselaer and Saratoga in perpetuity.)						42,000	7
Albany and West Stockbridge*	1,000,000	1,389,559		2,389,559	2,388,359	38.00	(Leased to Western (Mass.) Co. in perpetuity.)						100,000	10
Atlantic and Great Western	919,265	1,777,665	173,796	2,870,726	3,202,590	49.15	253,806	714,133	23,824	991,263	419,771	571,492		
Avon, Geneseo and Mt. Morris	194,250	24,500		218,750	217,344	15.50	19,060	4,611	1,318	24,989	9,697	5,292	8,177	4
Blossburg and Corning	250,000	50,000	15,303	315,303	582,346	14.83	(Leased to Fall Brook (Pa.) Coal Co.)						15,000	6
Buffalo, Bradford and Pittsburg	1,100,000	1,540,000		2,640,000	2,640,000	22.75	(Operated by Erie Railway Co.)							
Buffalo, New York and Erie	850,000	2,395,000		3,245,000	3,369,088	142.00	391,667	593,731	27,064	1,012,462	1,498,406	(loss.)		
Buffalo and State Line	2,200,000	1,200,000		3,400,000	2,784,414	68.34	1,208,379	1,042,771	14,934	2,266,084	1,578,857	687,227	220,000	10
Buffalo and Washington†	23,000			23,000	24,300									
Cayuga and Susquehanna	589,110	1,035		590,145	614,500	34.61	32,225	69,932	1,742	103,899	137,014	(loss.)	18,603	3
Chemung	380,000			380,000	400,000	17.36	(Leased and operated by Erie Railway Co.)						30,400	8
Elmira, Jefferson and Canandaigua	500,000			500,000	500,000	46.84	(do. do. do.)						25,000	5
Elmira and Williamsport	1,000,000	1,570,000		2,570,000	2,578,333	78.00	360,479	257,974	15,291	633,744	727,732	(loss.)	60,000	6
Erie Railway*	24,935,800	18,285,900	4,425,678	47,467,378	45,879,522	624.00	4,450,210	10,726,264	124,101	15,300,575	12,200,281	3,100,294	1,246,104	8
Hickville and Cold Spring	27,820	17,190		45,010	45,262	4.00	(Leased and operated by Long Island.)							
Hudson and Boston	175,000			175,000	175,000	17.33	(Leased and operated by Western (Mass.) R. R. Co.)						17,500	10
Hudson River*	5,563,250	7,762,840	1,167	14,227,257	15,264,586	144.00	2,099,952	2,224,030	128,398	4,452,380	3,457,712	994,668	329,405	8
Long Island	1,852,716	932,000		2,784,716	2,928,474	107.00	368,672	205,623	14,111	588,406	234,800	253,606	240,000	8
New York Central*	24,591,000	14,627,443		39,218,443	33,701,920	555.88	4,521,454	8,776,027	678,043	13,975,524	10,882,358	3,093,166	1,542,933	6
New York and Flushing	200,000	125,000		325,000	325,000	8.00	79,845	1,800		81,645	5,052	76,593		
New York and Harlem	6,586,050	6,098,045		12,683,095	11,178,568	132.87	1,053,314	1,093,668	362,743	2,509,925	1,874,667	635,058		
New York, Housatonic and Northern†	10,640		4,144	14,784	14,721									
New York and New Haven*	2,980,839	2,000,000	170,871	5,151,710	6,315,232	62.25	1,725,184	316,835	99,877	2,141,896	1,874,667	367,445	253,425	7
Niagara Bridge and Canandaigua	1,000,000			1,000,000	1,000,000	101.25	(Leased and operated by New York Central.)						60,000	6
Ogdensburg and Lake Champlain	3,077,000	1,494,900		4,571,900	4,681,624	121.75	178,116	508,297	21,108	707,521	662,712	44,809		
Oswego and Rome	206,800	222,000	157,080	585,880	585,880	18.00	(Since completed from Oswego to Rome 28¼ miles.)							
Oswego and Syracuse	482,400	311,500	19,875	813,775	979,810	36.68	128,254	104,287	8,096	240,637	181,027	59,610	36,562	8
Rensselaer and Saratoga	800,000	478,750		1,278,750	962,091	25.22	429,072	324,319	43,667	797,058	514,917	282,141	107,000	9
Rochester and Genesee Valley	557,560	116,000	1,386	664,916	656,026	18.45	(Leased by Erie, which pays 48 p. c. of gross earnings.)						35,837	
Rome, Watertown and Ogdensburg	1,991,900	1,603,908	55,928	3,651,736	3,464,846	238.15	499,100	447,822	32,812	979,734	677,661	302,073	182,185	10
Saratoga and Hudson River	1,020,000					26.00	(Now completed from Athens to Schenectady.)							
Saratoga and Schenectady	300,000	45,000		345,000	480,684	21.00	(Leased and operated by Rensselaer and Saratoga.)						15,000	5
Saratoga and Whitehall	500,000	355,000		855,000	930,207	47.52	(do. do. do. do.)						30,000	6
Staten Island	628,500	200,000	120,000	948,500	335,534	13.00	62,098	2,511	210,379	274,988	163,957	111,031	50,264	8
Sterling Mountain†	8,000	350,000		358,000	358,645	7.30	(Not in operation at date.)							
Syracuse, Binghamton and New York	1,200,130	1,595,191	83,869	2,879,190	2,949,513	81.00	173,570	195,730	17,621	386,921	347,747	39,174		
Troy and Bennington	75,400	116,104	700	192,204	240,000	5.38	(Leased and operated by Troy and Boston.)						2,262	3
Troy and Boston	607,111	1,452,000	282,216	2,341,327	2,034,388	34.91	321,977	313,678	23,062	668,717	378,657	280,060		
Troy and Greenbush	274,400			274,400	294,908	6.00	(Leased to Hudson River.)						16,208	7
Troy, Salem and Rutland	325,000	60,000		385,000	385,000	18.50	(Leased to Rensselaer and Saratoga.)						19,500	6
Troy Union*	80,000	630,000		710,000	757,052	2.14					19,217			
Utica and Black River	811,600			811,600	926,319	34.94	71,484	59,715	4,282	135,481	61,940	73,541	42,710	5
Warwick Valley	98,650	85,000	600	184,250	172,577	10.33	10,483	38,843	780	50,106	26,368	23,738	2,959	3
HORSE-POWER PASSENGER RAILROADS.														
Albany	50,000	31,000		81,000	85,544	7.17	64,998		157	65,155	64,654	501		
Bleecker street and Fulton Ferry	900,000	610,000	46,000	1,556,000	1,595,966	17.50	102,084	(½ year.)	1,181	103,215	65,628	37,587		
Broadway (Brooklyn)	200,000	27,500	5,802	233,302	228,386	10.76	78,777		2,250	81,027	68,528	12,499		
Broadway and Seventh Avenue N. Y.	2,100,000	1,200,000	100,000	3,400,000	489,873	14.33	602 216		10,563	612,779	414,697	198,082		
Brooklyn, Bath and Coney Island	100,000	80,000	71,180	251,180	185,178	7.75	28,068			28,068	19,786	8,282		
Brooklyn City	1,000,000	170,000		1,170,000	1,338,460	56.18	841,148		16,553	857,701	708,948	148,758	59,372	5½
Brooklyn City and Newtown	366,000	200,000	37,602	603,602	589,162	11.50	101,928		2,763	104,691	99,040	5,651		
Brooklyn City and Ridgewood	164,000	20,000	3,200	187,200		0.09	(Under construction, total length 9.50 miles.)							
Brooklyn City and Rockaway Beach	7,500	35,000		42,500			(do. do. do. 3.50 miles.)							
Central Park, N. and E. River	955,900	550,000		1,505,900	1,517,906	24.00	522,095		5,995	528,090	454,039	74,051		
Coney Island and Brooklyn	500,000	138,000	4,192	642,192	612,365	19.75	125,170		25,464	150,634	116,532	34,102		
Dry Dock, East Broadway and Battery	1,200,000	211,000	50,000	1,461,000	1,535,290	11.82	292 500		6,214	298,714	218,252	82,462		
Eighth Avenue (N. Y.)	1,000,000	160,000		1,160,000	1,260,915	18.00	627,153			627,153	536,483	90,670	60,000	6

Forty-second st. and Grand street Ferry..	750,000	260,000	2,698	1,012,698	962,521	12.00	227,662	....	2,100	229,762	164,616	65,146	37,500	5
Harlem Bridge, Morrisania and Fordham	72,000	118,500	3,000	193,500	193,738	10.00	52,252	....	538	52,790	50,190	2,600	....	....
Ninth Avenue (N. Y.)	795,860	112,000	....	907,860	444,878	19.10	74,614	....	....	74,514	75,321	(loss.)	....	....
Rochester City and Brighton	133,400	100,000	....	233,400	251,559	11.00	33,284	....	26,744	80,028	50,413	29,615	....	....
Second Avenue (N. Y.)	650,000	530,000	136,970	1,306,970	1,218,127	16.00	384,123	....	4,176	388,299	388,192	107	....	....
Sixth Avenue (N. Y.)	750,000	....	139,605	889,605	1,409,516	8.87	462,232	....	19,991	482,223	571,079	(loss.)	....	....
Third Avenue (N. Y.)	1,170,000	1,180,000	115,000	2,465,000	2,110,100	17.50	1,014,409	....	10,333	1,024,742	813,499	211,243	105,300	9
Troy and Cohoes	50,000	....	....	50,000	4.46				(Operated by Troy and Lansingburg.)				....	....
Utica City	124,500	100,000	1,200	225,700	*209,325	6.50	27,591	....	2,415	30,006	31,896	(loss.)	....	....
Van Brunt st. and Erie Basin (Br'klyn).	60,000	12,000	....	62,000	62,000	1.50	12,787	....	52	12,839	12,031	808	....	....

☞ The "miles of road," when in connection with Horse-power passenger roads are expressed in equivalent single track; in connection with steam-power railroads the length of route, not equivalent single track, is meant.

The following companies made no reports—Brooklyn and Canarsie; Brooklyn Central and Jamaica* (sold Aug. 7 and Sept. 13 under foreclosure); Brooklyn city and Rockaway; Brooklyn, East New York and Rockaway; Canarsie, Brooklyn and Winfield; Clinton Avenue (Albany); Cohoes and Waterford*; East New York and Jamaica*; East and North River; Flatbush, Coney Island and Canarsie; First Avenue and Jersey Ferries; Fulton Ferry and Tenth Avenue*; Greenpoint and Calvary; Greenpoint and Williamsburg; Harlem River and Tarrytown; Hunters' Point, Ravenswood and Astoria; Jersey Ferries and First Avenue; Kingsbridge, Highbridge and Forty-second street; Metropolitan Railroad; Metropolitan Railway; New York City Crosstown; North River and Wall street Ferry; Port Morris and Westchester; Rockaway and Brooklyn; Sheepshead Bay and Sea Shore; South Brooklyn and Bergen street*; Tenth Avenue and Grand street Ferry*; Third Avenue and Fordham; West Farms and Morrisania; Williamsburg and Coney Island. The larger number of the above have either not commenced operations or have made but little progress. Those marked thus (*) are in part or wholly in operation.

The following are exempt by law from making annual reports.—Buffalo street; Central City (Syracuse); Grand street and Newtown (Brooklyn); Maine and Ohio street (Buffalo); Niagara street (Buffalo); Syracuse and Geddes; Troy and Lansingburg. All these are being operated.

KNOX RAILWAY CLAMP.

Expansion allowed for by the elongated holes through the Rails.

DESCRIPTION OF CLAMP.

THE KNOX RAILWAY CLAMP consists of a wrought iron plate passing underneath the rails and bent up around the outside, so as to closely fit over the base, at the same time extending up and wedging in under and against the shoulder of the rails, thereby securing the principals, and deriving all the benefits of both the ordinary Lip Chair and the Fish Joint *combined*. We remedy the defects of the old Fish joint, at the same time tightening up the Lip attachment, by securing the bolts with wedged shaped keys connected by a spiral spring. This spring draws the keys in as fast as the rails wear into the clamp, so that as the rim of the wheels crowd the rails outward into the lip, and force the vertical part (like the Fish plate) in between the base and shoulder, the keys draw in and secure the rails, so that after the train passes they cannot fly back to their former loose position but are firmly held within the corrugated form of the clamp, thereby preventing the possibility of one rail being forced lower or higher than the other, and entirely doing away with the *Chick-a-ty-chick, Thump-a-ty-thump* noise, so annoying to passengers, and saving thousands of dollars annually in repairs by new rails and otherwise.

One can hardly realize the importance of having a chair that will continually keep the ends of the two rails of the same height, unless he watches a joint when a train is passing over at full speed: then, and only then can he form any idea as to the force with which a wheel strikes the least projection of a rail, one above another, which is the sole cause of the splitting or "brooming" of the ends of the rails, breaking of wheels and axles, and racking of both engines and cars, all of which arise from the rails wearing, and soon becoming so loose in the chair that it is unsafe for a train to pass over them.

It is an *undeniable* fact that, until the KNOX CLAMP was introduced, there has been no chair made that worked tight; but on the contrary, all get looser as they become worn, whereas by examining our CLAMP, it will be seen by its simple construction, that the more it is used, and the more wearing and shaking there is, the tighter it becomes, which arrangement is entirely independent of and has nothing to do with the expansion and contraction, which is provided for the elongated holes through the rails; furthermore, each clamp allows for the expansion of its respective rail only, which is much safer than the ordinary lip chair, which allows the rails to slide along and open at a single joint from two four inches, resulting oftentimes in very serious accidents.

The greatest weight comes direct on the strongest part of the CLAMP (vertical portion between the base and shoulder, which also helps to support the shoulder) and decrease to the weakest point. For instance: The crowding outward of the rails removes all strain on the keys, and it is only after a train has passed and the rails undertake to fly back to their former loose position that they have to resist any pressure, and under no circumstances is there any strain whatever on the springs, except their own tendency to draw together; and should they break (which is not likely, as they test from 30 to 40 pounds), the ends are so fastened to the keys that the latter cannot work out of the bolt; but admitting that they could, and the bolts also come out, we then have a better article than the ordinary lip chair now in use, for the spikes through the CLAMP and Rail on the inside keep the latter in place, and the bracing under the shoulder on the outside attains the same end, and is far more effectual than an inside lip; for when a train is passing the rails are crowded outward so that they will not touch the inside flange, thereby compelling the outside lip to resist all the leverage, which at times is so severe as to break it off, unless bolted to the rails as we do ours, which plan, added to the Fish joint arrangement and the way in which the whole is combined and secured to the rails, one can easily see the great advantage we have over all other joints.

In conclusion we will say to Roads wishing to order, that we are prepared to furnish either the SINGLE OR DOUBLE KNOX RAILWAY CLAMP by the quantity, and we will *guarantee them to hold the rails tighter and tighter* instead of loosening, as is the case with all other chairs where the rails are so soon destroyed.

These clamps can be seen in operation where they have been down since 1863, and the ends of the rails are as perfect and even as when first laid down.

Railway iron already punched and of the most approved patterns furnished at the lowest market price.

KNOX RAILWAY CLAMP COMPANY,
Office, 249 Pearl Street, New York.

☞ The Washington *Chronicle* says: "The Chesapeake and Ohio Canal Company, at their late meeting at Berkeley, appropriated the amount requisite for raising the canal bridges in this city, and plans and estimates are to be prepared at once. With this outlet for the coal trade, our business men think the necessity for the 'reconstruction' of the Alexandria aqueduct is not apparent, as carriage of coal by river to Alexandria will be less than by the canal."

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	300,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	----
Albany and Boston "	50	25½	20,000	----
Algomah ..... "	25	3	20,000	----
Allouez ..... "	25	1½	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20 000	----
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	11
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	----
Black River ..... "	25	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Bronze ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	----
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	----
Champlain ..... Ca.	5	1½	200,000	----
Chatham ..... "	5	2	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	----
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	40
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	----
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	2½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River . "	25	9½	20,000	----
Forest City ..... "	25	8	20,000	----
Forest Shepherd . "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	40½
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	----
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	24½
Hanover ..... "	25	1½	20,000	2½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	3½
Hungarian ..... "	25	1	20,000	----
Huron ..... "	25	19	20,000	39
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	5	2½	200,000	----
Isle Royal ..... L. S.	50	33	20,000	----
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20 000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California .. Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	1½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Meanard ..... "	25	8	20,000	2
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	7
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	----
Native ..... "	25	2	20,000	----
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	5½
Pewabic ..... "	25	3½	20,000	34
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	----
Pittsburg & Boston "	25	5½	20,000	47
Pontiac ..... "	25	10½	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	44
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	2½	----	200,000	----
Rockland ..... "	25	12	20,000	6
Roscoe ..... "	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	5
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	----
Salem ..... "	25	½	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	½	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	½	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	----
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	8	20,000	----
Superior ..... L. S.	25	8	20,000	----
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	----
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	----
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	----
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	25	25	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	----
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	25	----	80 000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	25	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	----
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	----
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	16
Atlantic & G. C. .. Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	----
Boston & Pictou .. N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ..... N. S.	25	25	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	45
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	65
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	----
Fulton ..... "	5	5	60,000	6½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2½
Mammoth Vein	----	----	----	----
Maryland Anth ... Md.	20	20	25,000	5½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narraganisett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fl'da. Pa.	----	----	----	5½
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	----
Potomac ..... Md.	10	20	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain .... "	50	50	16,000	20
Shamokin ..... "	----	----	----	----
Somerset I. & C. .... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	----
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	----
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market rice p.sh.
GOLD:				
Acadia ..... N. S.	8	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	90c
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	----
Copalinsche ..... "	50	----	250,000	----
Corvdon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	800,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	200,000	----
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	80,976	11½
Do. preferred .. "	100	100	57,744	25
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	----
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	5½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States .... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City .... "	100	----	80,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	49
Santa Clara ..... "	100	----	80,000	----
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	—	27
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	—	26,482	129,615	15,895	8	—	43½
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	92½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	—	6,660	(Metropoli'n	6	—	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	—	3,590	11,062	766	—	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	16,165	129,927	12,197	8	—	42
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	—	(Middlesex)	—	50	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	—	51
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	—	48
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,389	—	—	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	—	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	—	(Middlesex)	5	—	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	—	—
30 Nov. '64	—	0.74	—	—	—	Suburban	95,500	5,000	—	—	—	(Middlesex)	—	—	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	—	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	—	94
30 Nov. '64	1.53	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	(Leased)	6	—	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,589	—	—	—	—
30 Nov. '64	11.60	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & B'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6 00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	46,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'n & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	—	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	55
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	58
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct. '65	12.38	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	—
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	30
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	—	—	183,600	75,131	153,813	39,179	—	50	19½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'urg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	—
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	86
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n P.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	60
31 Oct. '65	6.25	—	145	23	0	13th & 15th st. (Phila.)	—	—	—	—	143,038	38,435	5	50	21
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	31,335	10	50	71
31 Oct. '65	1.00	—	9	4	0	Williamsport	—	15,150	—	622	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	230,059	21,058	—	—	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,887	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.62	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1860	—
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'n & Ford'm 1st, Mortgage	88,000	7	J. & J.	—	—
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	—	—	—
Middlesex:					
1st Mortgage	31,000	—	—	—	—
Malden & Melrose bonds	51,762	—	—	—	—
Real Estate	4,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	67,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	107
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	—
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1865	—
Utica City:					
1st Mortgage	65,500	7	—	—	—
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	129½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	124
" " " ..... coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	104
Oregon War Loan of March, 1861 ... coupon	1,016,000	6	" "	1881	103
" " " " " ... coupon		6	July.	1881	103
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109
" " " ..... coupon		6	" "	1881	109
Loan of July 17, & Aug. 5, 1861 ... registered	284,314,500	6	" "	1881	109
" " " ..... coupon		6	" "	1881	109
Loan of Feb. 25, 1862 (5-20s) ... registered	514,780,500	6	May & Nov.	1882	103½
" " " (5-20s) ..... coupon		6	" "	1882	106½
Loan of March 3, 1864 (5-20s) ... registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	104½
Loan of March 3, 1865 (5-20s) ... registered	80,734,500	6	May & Nov.	1885	105
" " " (5-20s) ..... coupon		6	" "	1885	104½
Loan of March 3, 1864, (10-40s) ... registered	171,219,100	5	Mar. & Sept.	1904	95½
" " " " ..... coupon		5	" "	1904	95
Pacific R. R. Bonds of (currency) ... registered	5,402,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	812,221,600	7.3	Feb. & Aug.	1867	103½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	103½
" " 1865 ..... 3d series		7.2	Jan. & July.	1868	103½
Debt Certificates	43,025,000	6	At maturity.	1 year	100½
Gold Certificates of Deposit	22,568,320	---	----------	----------	----
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	124,561,486	---	" "	10 d'y	----
United States Notes (greenbacks)	402,128,318	---	----------	----------	----
Fractional currency	27,334,965	---	----------	----------	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds	----------	---	----------	----------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116
" —War bonds ..... coupon		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	100½
" " " (free.) ... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1860	----
" — " " ..... "	2,271,750	6	" "	'68-'86	110
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	100
" — " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " " ..... "	1,778,677	6	" "	1877	----
" — " " ..... "	241,000	6	" "	1879	----
" " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	286,000	5	Jan. & July.	1866	86
" — " ..... "	2,058,173	7½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	96
" —Funde'd Coupons ..... "	----------	6	----------	----------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	96½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	60
" — " " ..... "	1,727,000	6	" "	1870	100½
" — " " ..... coupon	3,192,763	6	" "	1890	----
" — " " ..... inscribed		6	" "	1890	----
" — " " (sterling) ... coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	6	June & Dec.	'68-'72	124½
" — " "	244,000	5	Jan. & July.	'70-'74	97½
" — " "	375,000	5	April & Oct.	'72-'74	97
" — " "	220,000	5	May & Nov.	1880	96
" — War Loan	6,429,000	5	" "	1894	96
" — Scrip	297,000	6	June & Dec.	'68-'77	107½
" — " "	150,000	6	April & Oct.	1883	122
" — " "	1,024,000	6	Jan. & July.	'71-'75	108½
" — " "	2,030,000	6	" "	'76-'78	----
" — War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " "	1,750,000	6	" "	'78-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	----
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	79½
" — " " (H. & St. R. R.)- "	3,000,000	6	" "	'72-'85	81
" — " " (Pac. R. R.)- "	7,000,000	6	" "	'72-'87	80
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds ... coupon	1,650 000	6	" "	'83-'85	96
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	" "	1866	----
" — " ..... general fund	500,000	6	" "	1868	98½
" — ..... canal fund	3,050,000	6	" "	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	97½
" — " " ..... "	2,250,000	6	"	1874	97½
" — " " ..... "	500,000	6	"	1875	----
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	90½
" — " " ..... general fund	900,000	5	"	1875	----
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	84½
" — " " (new) ... "	3,500,000	6	Jan. & July.	1900	62
Ohio—State Bonds ..... coupon	634,553	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,185,532	6	" "	1870	----
" — " " ..... "	1,600,000	6	" "	1875	99½
" — " " ..... "	4,095,309	6	" "	1881	100½
" — " " ..... "	2,400,000	9	" "	1886	----
" —Domestic Bonds	661,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90½
" — " " ..... coupon	6,168,000	5	"	'77-'82	90½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	97½
South Carolina—State Bonds (sterling)	434,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	----------	6	" "	----------	----
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct.	'76-'90	80
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	71
" —Railroad Loans ..... "	14,046,000	6	" "	long.	92½
" —Funded Interest ..... "	----------	6	" "	1892	70
Vermont—State Bonds ..... coupon	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	41½
" — " ..... coupon	11,108,000	6	" "	'86-'95	67
" " (sterling) ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	----
" " " ..... coupon	----------	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----------	6	----------	----------	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates ... "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" — " "		6	"	1870	----
" — " "		6	Jan. & July.	1878	97½
" — " "		6	May & Nov.	1875	98½
" — " "		6	Jan. & July.	1886	98
" — " "		6	quarterly.	1890	100
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — " "	7,846,028	5	Various.	'66-'70	124½
" — " "		5	"	'71-'75	----
" — " "		5	"	'76-'80	98½
" — " "		5	"	'81-'86	148½
" — " "		6	"	'67-'76	128
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	98
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'66-'95	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	94
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	97½
" — " " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan ..... coupon	1,464,000	6	" "	1888	96
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — " "	4,774,000	6	" "	'76-'78	----
" " — " "	1,800,000	6	" "	1883	----
" " — " "	5,149,271	6	" "	1887	----
" " — " "	275,000	6	" "	1893	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " — " "	3,125,200	5	" "	1870	----
" " — " "	319,000	5	" "	1873	----
" " — " "	1,000,000	5	" "	1874	----
" " — " "	334,700	5	" "	1875	----
" " — " "	2,016,000	5	" "	1876	----
" " — " "	2,376,000	5	" "	79-'80	----
" " — " "	900,000	5	" "	1890	----
" " — " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,800	6	" "	'66-'93	94
" — " " (new)	7,898,717	6	" "	'66-'99	97½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	85½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	----
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,138,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	314,521	332,098	406,076	446,044	396,847	381,810	357,556	----
1865	289,400	327,269	399,870	343,408	399,364	521,174	595,523	738,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	388,480	394,533	451,477	------	------	------	------	------	------	------	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,564	329,879	307,803	262,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,540,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	------	------	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,064	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	190,435	201,134	1,999,267
1864	158,735	175,482	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,305	183,385	257,230	197,886	264,605	290,642	------	------	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,111,566
1865	541,005	482,164	499,296	468,358	685,623	747,944	702,691	767,508	946,707	921,886	749,191	546,669	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	------	------	------	------	------	------	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,864
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87.037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	------	------	------	------	------	------	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,234
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	------	------	------	------	------	------	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,362	284,029	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	426,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,151,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	------	------	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,978	93,546	96,908	95,453	1,088,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	------	------	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	------	------	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	345,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,926 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	------	------	------	------	------	------	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295.956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	------	------	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,991
1866	131,707	122,621	124,175	121,904	245,511	243,944	------	------	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	968,228	1,002.788	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,925	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	328,236	277,424	283,130	253,924	------	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	603,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,810
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,914	466,300	467,642	5,132,984
1864	290.676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 985	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	------	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,801	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	------	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,036	92,574	1,172,100
1862	82,236	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,628	1,403,142
1863	86,321	91,971	103,058	152,111	134,272	152,586	105,554	116,379	150,695	151,062	134,563	111,339	1,439,700
1864	79,735	95,843	132,896	123,987	127,010	146,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	------	------	------	------	------	------	----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	689,383
1866	45,102	36,006	39,301	48,382	86,918	102,918	------	------	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company[illegible] default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,706	8			1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	----
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1863	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	----
1st Mortgage, Silver Creek	300,000	7			1884	----
Consolidated Bonds	13,858,000	7		London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.& Bos.	'68–'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju.Oc.	London.	1839	----
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850	676,000	6	Jan. & July.	"	1880	96
" " " 1855	1,085,000	6	Jan. & July.	"	1875	95½
" " " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---			1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						----
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61–'70	----
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	----
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	----
American Loan	63,000	6	"	New York.	1864	----
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	91
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,289,400	6	"	"	1889	93½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
‡ Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July	----	'57–'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	487,000	8	Jan. & July.	New York.	1883	109½
" " " inconvertible	3,167,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	6,000	8	March & Sept.	" "	1876	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	93
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	51
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	99
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	73
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	78
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,800	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	800,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	92
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,128	6	Jan. & July.	" "	1892	77
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	---	---	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	----	----	1886	----
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,032,000	7	Jan. & July.	" "	1885	101
Columbus and Xenia:						
Dividend	36,800	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	108
3d Mortgage	642,000	---	----	----	----	----
Toledo depot bonds	169,500	---	----	----	----	----
Funded Interest	34,230	---	----	----	----	----
Dayton and Western:						
1st Mortgage	239,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1878	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,616,500	---	March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	----
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	97
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	99
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						----
State, 1st Mortgage	970,000	---	----	----	----	----
Endorsed by State of Tennessee	160,000	---	----	----	----	----
Mortgage (ordinary)	790,688	---	----	----	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----	----	----
Endorsed by State of Tennessee	200,000	---	----	----	----	----
1st Mortgage (after State)	100,000	---	----	----	----	----
Redeemable in Stock	66,950	---	----	----	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	----	----	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'78-'78	61
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,568,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1863	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	70,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	New York.	1891	81½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	$467,480	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	90
2d General Mortgage	2,253,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	92
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	70
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,263	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1870	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,036	6			1883	
Mississippi State Loan	200,950	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1863	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	150½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	950,300	7	Jan. & July.	" "	1887	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'78-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	56
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	360,000	10	" "		1897	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	96½
2d Mortgage (now stock)						52
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1843, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	103½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84–'74	
Quincy and Chicago.						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$880,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	58
2d Mortgage	937,500	7	" "	"	1862	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77'000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,598	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	660,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston,	1861	115
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	30
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	6	" "	Richm'd &	1873	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1873	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	500,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1848	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,386	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	33.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	.....	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,463	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,256	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	462,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,096	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,007	700,000	132,814	18,746	871,742	66.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140,785	8,081,181	117.4	652,755	1,982,213	549,834	9	111
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,988	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,098	268,396	9	101
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	69.9	—	5.0	—	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. .. '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	20.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	28.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	.....	.....
30 Nov. '60	191.0	—	....	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,465	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	12	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,808,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	105
30 Apr. '65	317.0	83.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,537 020	2,518,232	1,306,347	8,376,510	5,924,969	525,259	16,464,265	400.0	1,965,105	5,728,910	2,752,273	20	124
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	34½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,224,851	3,154,236	1,442,781	10	97½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40.668.060	708.3	3,507,466	7,181,208	2,174,924	10	119
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	35½
								INDIANA.													
— —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	168,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	72
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	103.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	268	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100½
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	....	—	26	25	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	980,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.8	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	30.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	431,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,865,000	1,150,717	.....	206.0	.....	1,232,824	555 434	—	—
31 Aug '60	52.7	—	....	125.3	....	....	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1.283,015	248,960	106.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada								
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,896	.....	—	—
31 May '65	284.8	—	28.4	—	97	83	1,589	Michigan Central	13,805,576	*	168,225	6,491,386	7,565,489	—	14,781,571	328.3	1,582,793	4,145,419	1,739,270	18	110
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	576,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	896,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	708,285	456,249	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	260,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	35
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,360,000	93,378	7,696,870	168.8	480,188	950,499	640,041	—	—
21 Dec. '62	152.0	—	3.6	—	....	....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	43	25	566	*Pacific*	10,115,728	1,101,971	—	2,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	....	....	.....	*South-Western Branch*	3,093,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
8 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,242	3,501,000	40 558	6,352,109	90 1	259,189	399,291	729	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		161,883	444,688	205,584	757,331	36.5	76,344	79,761	42,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1:0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	$1,500,000	—	—	1,690,004	51.8	161,056	460,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,846,833	16,151,962	10,112,584	897,839	36,811,376	236.8	2,938,010	6,509,945	4,544,097	3	112
30 Sep. '63	30.0	.....	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,341	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,798	6	45
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,383	12,475,383	—	—	—	—	—	20
30 Nov. '65	28.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	108
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	125½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	136
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	138
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,255	5½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,289	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	105½
30 Nov. '65	44.1	30.6	27.5	—	32	60	544	Eastern	4,452,999	862,965	762,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	105½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,281	993,694	314,255	8	109
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	—	13.9	37,947	61,666	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,012	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '66	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	—	91,748	814,991	71.0	186,647	300,964	51,227	8	124½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	101½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	.....
30 Nov. '64	98.5	8.8	27.5	—	26	66	488	Old Colony and Fall River	3,923,876	334,503	—	3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	103
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	—	18.6	36,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	226,900	727	470,931	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,850	169,988	2,860,000	558,955	—	3,686,667	77.3	151,327	390,086	122,397	2	48
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	147½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,288,706	45.7	194,712	431,506	188,760	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,995	136,049	8	63½
31 Mar. '64	29.3	—	2.8	—	2	4	180	Merrimac and Conn. Rivers	698,268	*	—	595,588	563,000	—	.....	53.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	18.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,241	3,908,696	82.0	387,789	615,728	216,973	9	97
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	.....
31 Dec. '64	68.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,284,468	—	.....	124.2	.....	5,799,980	1,140,788	35	123
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,980	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,686,940	1,509,000	838,686	13,561,736	86.0	1,187,978	3,036,390	1,287,956	10	118
31 Dec. '64	53.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,765	7	80
31 Dec. '65	53.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	53.8	654,192	1,875,981	803,323	10	130
31 Dec. '64	21 3	—	.....	2	6	—	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,600	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	588.400	700,000	—	1,288,400	—	—	207,962	91,544	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	238,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	58,291,895	807.0	6,839,028	15,434.775	5,066,511	4	64½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,663,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452 330	994,668	8	120
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	6,336	New York Central	27,396,542	6,306,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,594	2,694,714	6	104½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,728	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,900	1,494,900	—	4,681,024	122.0	399,920	707,521	44,810	—	52½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,900	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	900,000	478,750	—	1,278,750	175.0	308,706	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	439,252	979,737	302,076	10	98
30 Sept. '65	25.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga				R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"				6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	78,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,964	171.0	323,069	477,584	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,280	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	117
1 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	—
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,168	*	354,145	5,408,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,877	736,794	5	85
1 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,250	114,996	8,269,819	188.0	994,554	2,388,868	1,271,793	13	111½
30 Nov. '64	54.5	61.5	12.5	—	14	18	210	Columbus and Xenia	1,445,924	268,317	35,315	1,692,300	243,800	—	2,128,089	ope	r. w. Lit.	Miami.	307,321	30	.....
1 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	2,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '64	83.5	—	39.6	—	29	27	422	Little Miami	3,589,644	636,634	437,103	3,572,436	1,400,000	—	5,111,625	138.0	1,117,836	2,433,286	614,641	30	110½
1 Dec. '65	178.3	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,666	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,202	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	329,932	119,082	—	.....
1 Jun. '65	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,986,496	595,400	251,867	3,343,958	1,341,093	14,202	5,172,133	205.9	358,409	719,924	145,900	—	15½
1 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	32 0 7	189,488	—	.....
1 Dec 64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,588	—	10,243,016	250.0	1,244,358	2,050,322	945,492	3½	87½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,342	2,876,342	44.0	134,201	356,277	123,892	—	.....
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,464,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	118.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	150
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,241	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,228	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	5	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,639	10	64½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.	3	37
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	55
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,986	6,529,199	69.8	318,861	875,064	412,353	—	38
31 Dec. '65	364.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	46,850,796	321.0	5,846,778	17,459,169	4,189,111	10	56
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139,079	268,439	—	1,476,300	183,000	—	1,659,300	24.0	311,091	656,739	336,376	8	55
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	31½
30 Nov. '65	93.0	59.6	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20,240,673	6,900,663	—	30,608,075	271.3	3,688,309	11,142,519	4,812,271	10	55½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	998	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,242	197.0	981,465	3,884,609	1,046 804	10	57½
31 Oct. '65	69.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	594,362	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,546,698	433.3	4,623,073	8,489 062	3 283.547	10	99
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	45
								RHODE ISLAND.													
31 Aug. '64	60.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	110
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,226	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,137	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	8,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,098	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,916	76,016	—	596,922	860,000	204,544	.....	45.8	57,960	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'd'o	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,850,277	*	—	1,679,600	688,500	.....	3,033,486	105.0	164,704	428,180	184,470	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	.....
31 May, '63	47.0	8.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	—	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	97½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,996	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,822,150	*	—	468,905	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,083,655	2,617,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	7½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,653,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	855,750	204,808	26,853	.....	43.5	1,058,064	163,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,539,648	80.0	.....	240,446	121,058	7	.....
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,180	5	.....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	749,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,890	8,755,527	285.9	915,258	1,985,511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	21	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,589	*	15,811	1,631,120	911,029	22,984	2,665,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,309	Grand Trunk	75,210,345	*	—	15,123,480	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,902,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
11 Dec. '64	94.5	1.6	.....	—	18	20	237	Northern (O. S. & H.)	5,456,615	.....	—	.....	4,909,980	768,939	5,678,939	96.1	402,670	487,266	191,132	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	160,421	107,840	20,005	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,272,281	—	—	4,272,281	92.0	158,416	139,107	37,181	—	.....
								NEW GRANADA.													
31 Dec 63	8.	—	—	—	11	23	120	Pan ma	9,000,000	*	658	5,00 0,000	75,000	—	10,763,723	48.7	.....	1 917,438	1,238,924		260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	38½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	47½
Chicago & Alton (preferred)	2,425,400	7	7	105
Chicago & Northwestern (pref.)	12,994,720	7	7	64½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	76
Hannibal & St. Joseph (preferred)	5,258,856	7	---	52
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	43
" " (2d pref.)	3,819,772	7	1	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	95
" " " (2d pref.)	1,014,000	7	7	95
Milwaukee & St. Paul (preferred)	2,400,000	7	---	70
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	64½
Toledo & Wabash (preferred)	984,700	7	7	63
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	86½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	495,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	------	------	90
Boat Loan	99,852	6	------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	81
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	25½
West Branch & Susqu'n:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	105
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	57
Delaware and Hudson	100	10,000,000	10	149
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,091,700	10	57½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	27
" (preferred)	50	2,888,988	---	35½
Susquehanna and Tide Water	50	2,048,260	---	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, ¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 46 — @ 49 —
Pig, American, No. 1 46 — @ 48 —
Bar, Refined, English 95 — @110 —
Bar, Swedes, assorted sizes (in gold) 95 — @105 —

	Store Prices.
Bar, Swedes, assorted sizes	170 — @ — —
Bar, English & American, Refined	125 — @130 —
Bar, English & American, common	115 — @120 —
Scroll, English	155 — @205 —
Ovals and Half round	150 — @160 —
Band, English	— — @155 —
Horse Shoe	150 — @160 —
Rods, English	130 — @185 —
Hoop, English	165 — @225 —
Nail Rod per lb.	— 10½@ — 11½
Sheet, Russia per lb.	— 27 @ — 28
Sheet, English, Single, Double and Treble	— 7 @ — 9
Sheet, Am., Single Double and Treble	— — @ — —
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ — 90

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 18½@ — 24
English Spring (1st & 2d qlty.) — 11½@ — 13
English Blister (1st & 2d qlty.) — 12½@ — 20
English Machinery — 14 @ — 16
German — 15½@ — 17½
American, Blister — 11½@ — 13½
American, Cast, Hammered — 18 @ — 22
American, Cast, Rolled — 13 @ — 15
American Spring — 11 @ — 12½
American Machinery — 14 @ — 15
Milan (in bond) — — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — 44 @ — 45
Sheathing, Yellow — — @ — 33
Pig, Chile — — @ — —
Bolts — — @ — 45
Braziers' — — @ — 45
American Ingot (cash) — 31 @ — 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — @ — —
Spanish — 7 — @ 7 25
German Refined — 7 — @ 7 25
English — 7 25 @ 7 50
Bar per lb. — — @ 11 25
Pipe and Sheet — — @ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — 19½@ — 20
Straits — 19½@ — —
English — 18½@ — 19
Plates, Charcoal I. C per box 15 — @ 16 —
Plates, I. C. Coke — 11 — @ 13 50
Terne, Coke — 10 75 @ 11 —
Terne, Charcoal — 14 50 @ 14 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb. 6 75 @ 7 —
Clinch (cash) — — @ 8 50
Copper — — @ — 50
Ausable Horse, Norway Iron, Forged — — @ — 35
Zinc Nails (6 mos.) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 24 @ — 24½
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 75 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — — @ — —
Naptha, Refined (60@63 gravity) — 40 @ — 41

New York Stock Exchange.

Actual Sale Prices for the week ending July 25.

	Th. 19	F. 20	Sat. 21	M. 23	Tu. 24	W. 25
Atlantic M. S. S. Co	114	----	116	114	----	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	----	----	----	
Canton Co.	52½	52½	52	52	----	52½
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	102½	102½	102½	----	104½	102½
" " pref.	----	105	----	----	----	
" " 1 M.	98	98	----	----	----	
" " S. F.	----	----	----	----	----	
" Inc. b'ds	----	----	----	89	----	
Chicago, Burl. & Q.	124	----	125	----	124	
" " " 8 p.c.	106½	----	----	----	109	
Chic. & Northwest'n	36½	35½	35½	35½	33½	34½
" " pref.	66½	64½	64½	64	63½	64½
" " 1st M.	----	----	----	92	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	98½	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl.	97½	97½	97½	97½	96½	97½
" " 1st M. '70	----	----	----	101	----	
Clev., Col. and Cin.	117	117	116½	----	117	117½
Clev. and Pittsburg	85	84½	84½	82½	83½	84½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	77	----	----	----	----	
Clev. and Toledo	110½	111½	110½	----	110½	
" " S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref	46½	----	46	45	----	
Del. & Hudson Canal	148	149	149	----	150	----
Del., Lack. & West.	149	150	----	----	----	150
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	
" " 2 M. 8 p.c. '81	----	----	----	----	----	
Erie	65½	66½	65½	65½	63½	65
" pref.	----	76½	----	----	77	78
" 1 M. 7 p.c. '67	----	101	----	----	----	
" 2 M. 7 p.c. '79	----	----	----	101	101	----
" 3 M. 7 p.c. '83	----	----	----	----	----	
" 4 M. 7 p.c. '80	----	----	----	----	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1 M. 7 p.c. '82	----	----	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	115½	115½	----	----	----	120
" scrip	----	----	----	----	----	
" 1 M. 7 p.c. '69	----	----	----	----	----	
" 2 M. S. F.	----	----	----	----	----	
" 3 M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	124½	124½	119½	119	117½	----
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	44½	44½	44	44	43	43
" " 2d "	----	----	----	----	----	81
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	----	----	----	----	10½	11½
Michigan Central	106½	----	107	----	----	107½
" S F. 8 p.c. '82	----	----	----	----	----	112
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	83½	82½	82½	82	81½	82½
" " guar'd.	----	----	----	----	----	
" " 1 M. S. F.	95½	96½	----	----	----	
" " 2 M.	92	----	----	----	----	
Mil. and P. du Chien	----	----	----	----	----	
" 1st pref.	----	----	----	----	----	
" 2d pref.	----	----	----	----	----	
" 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	60	----	----	----	----	
Missouri 6s	79½	79½	79½	----	----	
" iss. to H. & St. J. R.	----	----	----	----	81	
" " Pacific	80	80	80	80	----	
New York Central	104½	105½	104½	104½	104	104½
Real Estate	----	----	----	----	----	
" " 7s, S. F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S. F. '83	98	----	----	----	----	
" " 6s, S. F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" " 1 M. 7 p.c. '73	100½	----	----	----	----	
" " 2 M. 7 p.c. '64	----	----	----	----	----	
" " 3 M. 7 p.c. '67	----	----	----	----	----	
North Carolina 6s	85	85	84½	84½	----	----
Ohio & Miss. cer.	28	28½	28½	28½	----	28
" " pref.	----	----	----	----	----	212
Pacific Mail S. S. Co.	210	----	----	----	----	
Panama	----	----	----	----	----	
Penn'a Coal Co.	----	----	----	----	----	
Phila. and Reading	110	110½	110½x	109½	110½	
Pitts. Ft. W. & Chicago	99½	99½	99½	99½	98½	
" 1 M.	101½	----	103	102	----	
" 2 M.	----	----	----	----	----	96
" 3 M.	----	----	----	----	----	
Quicksilver Mining Co.	50	50½	49½	48½	47½	49
St. L., Alton & T. H.	34½	----	----	----	----	
" pref.	----	----	----	----	----	
" 1 M.	----	----	----	----	----	
" 2 M. pref.	83	84	----	----	----	
" Inc. b'ds.	75	----	----	----	----	
Tennessee 6s, 1890	92½x	92½	----	92½	----	
Tol. Wab. & Western	39½	----	----	----	----	
" Pref.	----	----	----	----	----	
" 1 M. ex.	90	----	92	92	----	
" " 2 M.	----	----	77½	----	77½	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	----	----	66	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending July 25.

	Th 19.	F.20	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	104	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	100	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	99	98⅛	98⅛	93⅛	98⅛	98
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	109⅛	109⅛	----	----	----	109
U. S. 6s, 1881, cou.	----	----	109⅛	109⅛	109⅛	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅛y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	122	----	----	----	----	----
U. S. 6s, 1868, coup.	124	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	106⅛	106⅛	107	106⅛	106⅛	106⅛
U. S. 6s, 5-20s. c. 1864.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1865.	105⅛	105	105	105	104⅛	104⅛
U. S. 6s, " reg.	----	105	104⅛	104⅛	----	----
7.30 Notes, 1st series.	103⅛	103⅛	103⅛	103⅛	103⅛	103
" " 2d series.	103⅛	103⅛	103⅛	103⅛	103⅛	103⅛
" " 3d series.	103⅛	103⅛	103⅛	103⅛	103⅛	103⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 24.

	W.18	Th.19	F.20.	Sat.21.	M 23.	Tu.24
Cattawissa	----	----	----	----	----	----
" preferred	36	36⅛	36⅛	36⅛	37⅛	37⅛
Camden & Amboy	133	133	----	----	----	----
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	90	----	----	91
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	----	----	----	----	----	93¾
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	57	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	58	58	----	----	57⅛	----
" " 6s, '84.	86⅛	----	----	----	----	86⅛
Lehigh Valley R. R.	----	----	64⅛	----	----	64⅛
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	55	55	----	----	----	55
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	38	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	45	----	----	----	----	----
Pennsylvania R. R.	56	56	56	55⅞	56	56
" 1st m.	----	----	----	----	99	----
" 2d m.	----	----	----	----	96	96
Penn. State, 6s	92⅛	92⅛	91	----	----	----
" " 5s, coupon.	----	----	----	----	----	----
" " 6s. W. L.	----	----	----	----	----	----
Philadelphia City, 6s	94	94	94	----	94	94
" " new.	97	97	97	97	97	97⅛
" " muns	97	97	97	----	97	97⅛
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	55⅛	55⅛	53⅛	55	55⅛	54⅛
" " 6s, '86.	90	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	----	31⅛	31⅛	----	31⅛	31⅛
" " 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	27	27⅛	27⅛	----	----	26
" " pref.	35⅛	35⅛	35⅛	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	15	----	----	----	----	----
" " 6s '78.	----	60	----	----	----	60
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	68	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	18⅛	18⅛	19⅛	----	18⅛	----
Chestnut & Wal. "	----	----	----	----	----	55
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	88	----	----	----	88	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 24.

	W.18	Th.19	F.20	Sat.21.	M 23.	Tu.24
Baltimore City 6s, 1875.	----	----	98⅛	----	96	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	100	100	100	99
" " 1890.	----	----	111⅛	----	112	100
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	95⅛	----	----
" " " '80.	----	----	96	----	----	96
" " " '85.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85.	----	----	86⅛	----	----	----
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	17⅛	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 25.

	Th. 19.	F.20.	Sat.21.	M.23.	Tu.24.	W 25
Boston and Lowell	----	----	----	103	103	
Boston and Maine	----	----	----	----	125¼	
Boston and Providence	136	----	----	----	----	
Boston and Worcest.	----	----	----	----	----	
Cheshire, pref.	----	----	----	----	----	
Concord	63⅛	----	----	----	----	
Connecticut River	----	----	----	----	----	
Eastern, Mass.	105⅛	105⅛	106	105⅛	105⅛	105⅛
Eastern, N. H.	----	----	----	----	----	
Fitchburg	108⅛	----	----	109	----	
Manchester & Lawr'ce.	----	----	----	----	112	
Michigan Central	106	106⅛	----	----	----	
Northern, N. H.	----	----	----	----	----	
Old Colony and Fall R.	102⅛	102⅛	102	101⅛	101⅛	101⅜
Ph., Wil. & Baltimore	57⅛	57⅛	----	57⅛	----	
Portl'd, Saco & Porta.	100	----	100	100	100	100
Vermont & Canada	98	98	98	97⅞	----	
Vermont & Mass.	----	----	----	48	----	
Western	147⅞	----	----	----	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	92⅛	----	----	----	----	
Metropolitan "	51⅛	----	51	51	----	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	41	40⅛	41	----	40	
Franklin "	----	----	42¼	----	40¼	40¼
Huron "	----	----	----	----	39	
Isle Royale "	----	----	----	----	----	
National "	----	----	----	----	----	
Minnesota "	----	7	----	----	7	
Pewabic "	----	----	----	----	54	
Pittsburg "	----	----	----	----	47	
Quincy "	----	----	----	----	44	
Rockland	----	6	----	6	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 13th of July.

United States 5-20 yrs., 1882, 6 per cent	67¼@ 68
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	68 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	65 @ 67
Do., consolidated mortgage bonds, 1890	46 @ 48
Erie shares, $100 (all paid), 8 p. c	39¾@ 40¼
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	76 @ 76¼
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, July 28, 1866.

Stock Exchange and Money Market.

A very marked increase in the available supply of money is reported, this week, giving all first class borrowers unusual advantages in the negotiation of loans. The demand for accommodation, however, is quite moderate in the absence of anything like vigorous movements in business circles. Speculation at the Stock Boards is temporarily devoid of much spirit, though symptoms are not wanting of an early revival of active operations in this line. In produce and merchandise, the current transactions are on a restricted scale, taken as a whole, yet merchants do not seem to be in urgent need of pecuniary aid, to enable them to carry their stocks into the autumn. The large dealers in national stocks have had liberal offers of money at 4, and, in several instances, as low as 3 per cent.; while the foremost Stock Exchange firms have been abundantly supplied at 4@5 per cent. on call. Prime short-date commercial paper is not plenty, and is in great favor among lenders, who readily respond to all first class discount applications at the rates of 5@6 per cent. per annum. The last weekly return of the city banks, to July 21, is regarded as an eminently favorable one. It showed a gain of $4,983,015 in the legal tender reserve, and of $5,859,035 in the deposit item; with a reduction of $3,168,416 in the volume of loans, $225,152 in circulation, and $1,591,537 in the specie reserve, as compared with the footings of the preceding weekly statement. The bank Clearing House exchanges averaged only $95,225,813 a day, through the week, against $106,275,964 a day, during the week ending July 14. The exchanges the first two days of the current week have been as follows: Monday, $81,974,397; Tuesday, $78,268,445. These figures are significantly illustrative of the increasing dullness in business, an usual feature in mid-summer, when everybody that can get away for a short vacation, is leaving the city. The U. S. Sub-Treasury receipts, week ending with July 21, were $13,797,169, including $2,480,149 from customs duties; payments, $16,472,439; balance at the close of the week, $91,572,929, against $921,248,198 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $1,539,422, and payments, $13,674,357; Tuesday, receipts, $1,777,796, and payments, $585,162. The balance at the close of business on Tuesday stood at $83,630,627. The cash balance in the vaults of the U. S. Treasury at Washington, on the 21st inst., amounted to $97,678,460, including $86,232,425 of a surplus issue of legal tender notes.

The fluctuations in the Gold Market have not been important. The extremes of the week have been 148¾ and 151¼. The lowest figure was touched on Saturday, and the highest was realized on Monday. On Tuesday, the range was 150 to 150⅝ to 150⅛. On Wednesday, the opening rate was 150, followed by a decline to 149½, and a rally to 150⅛. The speculative demand has been moderate. The export inquiry has been somewhat brisker. Saturday's exports of specie were $351,373, and Wednesday's, $925,804, making the total since our last, equal to $1,277,177, against receipts of $2,064,062 of California gold on Saturday. Wednesday's exports consisted mainly of California gold bars. Government received last week, $2,480,149 from customs duties at this port; and disbursed through the Sub-Treasury only $324,100 on account of the coin interest on the public debt. The city banks now hold a specie reserve of $10,860,147, against only $7,797,218 on the 1st inst.

Foreign exchange has been in more liberal supply and less urgent demand, since our last, at declining rates. Though much dissatisfaction was expressed through the public journals of Great Britain at the stubbornness of the Bank of England directors in withholding the expected relief from business interests, the private letters recently received speak rather more encouragingly of the immediate future, thus fostering confidence on this side, and tending to depress the Exchange Market considerably below the specie shipping point. The buoyancy of American stocks in London is also another inspiriting sign of the times. Bankers' sixty day bills on London closed heavily at 108⅛@108⅞; on Paris, at 5.20 @5.15; sight bills on London, 109¾@110¼; on Paris, at 5.13¾@5.10. The gradual revival of the export trade in domestic produce, especia in cotton, corn and provisions, serves to swell

supply of merchant bills, and in these there is most depression. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,867,787, against $2,847,757 same week last year. The exports since Jan. 1, have been to the value of $116,123,753, or full twenty-eight and a half million dollars in excess of the exports, same time last year.

There has been a decided decrease in the volume of business at the Stock Boards and in the street, not only in Government securities, but in railway and miscellaneous property, and this, too, in the face of an extraordinarily easy Money Market. Very many of the leading Stock operators are absent from the city. The Government security list has yielded a fraction in most instances; the depression being most apparent in the 5-20s of 1865, and in the several issues of the Seven-Thirties. An informal offer has been made to the public by the Treasury officials to exchange Five-Twenties of 1865, for Seven-Thirties, on equal terms, as to principal, and an equitable adjustment of the accrued interest. Prior to this announcement, an important sum of the Seven-Thirties had been quietly converted into the Five-Twenties through the Government Loan Agency at a cost to the Treasury Department of only about an eighth of one per cent. commission. Since the announcement was made public, the conversion business has practically ceased; and both classes of national stocks directly affected by it, have been receding in price. On the other hand, the Sixes of 1881 have been comparatively firm, on a limited supply and a fair investment inquiry; the 5-20s of 1862 have been buoyant, influenced by the favorable foreign advices and the consequent improvement in the export demand. The 10-40s have been in less favor, since the publication of the new funding measure of Senator Sherman, which is adversely criticised in the street, and which is not deemed advantageous to the public credit. As, however, there is not much probability of its being decisively acted on during the present session of Congress, ample time will be available to canvass the subject of funding thoroughly, and mature a plan, which, while it will shield the interests of the national Treasury, will likewise prove of a practical nature, and reasonably tempting to the creditors of the Government. Compound interest notes have stiffened a fraction, under a partial renewal of the investment demand.

In railway and miscellaneous stocks and bonds, the dealings of the week have been on a restricted scale, especially during the first three days, when the market succumbed to the prevailing dullness. During the past three days, there has been more disposition evinced to purchase for a rise, and the tendency of prices has been toward a higher range. The street opinion is that we are on the eve of another active speculative period, and this theory would seem to derive confirmation from the apparent eagerness of certain clique operators to "load up" at what they regard as the current low rates. Should money continue even approximately as cheap as it is at present, there can be no reason to question the power of the *bull* interest to gain complete control of the Share Market.

In general business, there is a tardy to revival. The long depressed Dry Goods interest begins to show "signs of life." Prices of all desirable fabrics, foreign as well as domestic, are quoted very firm on a moderately supplied market. The entries of foreign dry goods at this port, last week, were $2,378,815, against $1,240,829 same week last year. Foreign merchandise is quoted steady, with an increasing demand. Domestic produce is moving more freely. Flour, wheat, and oats are cheaper, and are in somewhat better request, partly for export. In Corn, there is an active export trade in progress, which tends to strengthen prices. Provisions have attracted more attention in part from shippers; the leading articles closed in favor of sellers. Other commodities are moderately inquired for at about uniform rates. The metal market is temporarily dull, but holders are not disposed to make any important concessions to buyers. The freight interest is less prosperous, as produce is only going forward at reduced figures.

Government received, through the four leading ports on the Atlantic, during the fiscal year ending with June 30, 1866, the sum of $159,608,012 in the form of customs revenue, including through the port of New York, $132,522,722; Boston, $16,792,987; Philadelphia, $6,616,271; and Baltimore, $3,676,032.

Government receipts from internal revenue last week were $4,931,935; thus far this week, they have been as follows: Monday, $1,383,537; Tuesday, $598,726. The total income from this source, since July 1, has been $20,778,929.

The New York exports, exclusive of specie, for the week ending July 24, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,847,757	$2,867,887
Prev. reported	84,857,260	113,255,966
Since January 1	$87,605,017	$116,123,753

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,240,829	$2,378,815
Gen. merchandise	2,446,345	3,875,179
Total for the week	$3,687,174	$6,253,994
Prev. reported	82,317,012	175,157,867
Since January 1	$86,004,186	$181,411,861

The balance in the Sub-Treasury on Wednesday was $84,399,165 94.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, Water Loan, 94; Jersey City Water Loan, 93; New York State 6s, 1873, 97¼; do. 1868, 98½; do., 7s, Bounty Loan, 104¼; Tennessee 6s, new, 70; Illinois War Loan, 97; North Carolina new bonds, 62, Louisiana 6s, 95; Ohio 6s, 1881, 100½; do., 1875, 99½; Connecticut 6s, 100½; Chicago and N. W., consolidated bonds, 73; Ohio and Miss. 1st mort., 90; Long Dock bonds, 99; Pacific 7s guar., by Missouri, 80; McGregor Western 1st mort., 60; Milwaukee and St. Paul, pref., 70; do., 1st mort., 90; New York and New Haven R. R., 111; Indianapolis and Cincinnati, 72; Catawissa, 79½; Stonington, 110; New Jersey Central, 118; Rome, Watertown and Ogdensburg, 96; Ashburton Coal, 16; Wyoming Valley Coal, 40; Central Coal, 45; Boston Water Power, Co., 35; Mariposa pref., 25; Smith and Parmalee gold, 8½; Western Union Tel., 55¾; Merchants Ex. Bank, 110; Bank of Commerce, 111; Shoe and Leather Bank, 110; Market Bank, 111; 4th National Bank, 103¾; Central Bank, 111; Phœnix Bank, 100; Bank of Commonwealth, 103½; Importers' and Traders' Bank, 110; Bank of New York, 119½; Am. Ex. Bank, 114; Metropolitan Bank, 120; Ocean Bank, 104; Hanover Bank, 110.

Philadelphia.—Huntingdon and Broad Top Mt. R. R., 16; Union R. R., 42½; Connecting R. R., bonds, 90; Sunbury and Erie 6s, 97; 13th and 15th streets R. R., 21; Clinton Coal, ⅝; Mahanoy Coal, 2⅛; New Creek Coal, ¾; Fulton Coal, 6¼; St. Nicholas 2⅝; N. Y. and Middle Coal Fields, 5⅛; Keystone Zinc, 1; Ocean Oil, 4⅜; McKean and Elk, 5½; Mechanics Bank, 31½; Manuf. and Mech. Bank, 31; Corn Exchange Bank, 64½. The latest quotations are: City 6s, 94⅜@94½; do., new, 97½@97⅝; State 6s, 92¼@92¾; do., coupon, 92½@98; do., 6s, W. L., 104@105; Phila., Wil. and Balt., 57½; Reading, 55@55⅛; do., 6s, 1870, 95@97; do., bonds, 90@90⅛; do., con., 108@110; Camden and Amboy, 121½@122½; Penn R. R., 55⅛@56; do., 1st mort., 99@99¼; do., 2d mort., 95@97; Little Schuylkill R. R., 36@38; Morris Canal, 80@85; do., pref., 115@120; do., bonds, 90@91; Wyoming Valley Canal, 67@68; do., 6s, 82@83½; Susquehanna Canal, 14@15; do., 6s, 59@60; Sch. Nav., 26¾@27; do., pref., 84¾@35½; do., 6s, 1882, 80¾@81; Union Canal bonds, 24@24½; Delaware Div. Canal, 55@57¼; do., bonds, 85@86; Elmira and Williamsport, 28@30; do., pref., 40@45; do., 7s, 1873, 93@98; Lehigh Coal, and Navigation, 57¾@58; do., bonds, 1884, 86⅝@87; North Pennsylvania, 38½@39; do., 6s, 88½@91; Philadelphia and Erie, 31⅛@31¼; do., 6s, 90@92; Minehill, 54⅞@55; Catawissa, 38@39¾; do., pref., 38⅜@38½; Lehigh Valley, 64¼@64½; do., bonds, 92½@93; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 88@89; West Philadelphia, 70@70; Spruce and Pine, 38½@39; Green and Coates, 30@35; Chestnut and Walnut, 55@55¼; Thirteenth and Fifteenth, 21¼@21½; Girard College, 27@29; Tenth and Eleventh, 50@60; Norristown, 58½@60; Union, 42¼@42½; Hestonville, 18½@18¾.

Boston.—Vermont Central 1st mort., 115; Boston, Hartford and Erie 7s, 44; Ogdensburg 2d mort., 52; Rutland and Burlington 1st mort., 88; Boston and Lowell 6s, 1879, 98½; Vermont Central and Vermont and Canada 8s, 1876, 103½; Vermont and Mass. 6s, 94½; Eastern R. R. 6s, 97; Ogdensburg and Lake Champlain R. R., 52½; do., pref., 101¼; Cape Cod R. R., 66; Union Railway, 94; Massachusetts 5s, 1894, gold, 96; New Hampshire 6s, 1874, 97½; Boston 5s, 1878, gold, 98; do., 1868, 124½; do., 6s, 1867, 138; do., 1876, currency, 102; Springfield 8s, 1886, 97½; Hartford 6s, 1890, 98; St. Louis 6s, 1886, 86½; Cook Co., Ills., 7s, 93¼; Chicago 7s, 1888, sewerage, 99¼; Albany 6s, 1879, 95¾; do., 1896, R. R. Loan, 93; Boston Water Power Co., 34½; Cary Imp., 13¼; Waverly Land, 3⅝; East Boston, 11; Essex Co., 95½; Short Mt. Coal, 20; Gilberton Coal, 25; Harleigh Coal, 60; Vermont Iron, 4¾; Baltic Gold, 90c.; Cambridge Gas, 99¼; Boston Gas, 762½; Chelsea Gas, 86¼ Farrar Oil, 5; Botolph Well, 1; Everett, 7c.;

Fuller Farm, 10c.; Indian Spring, 30c.; Great Basin, 6c.; Oil Creek, 37c.; Mass. and Oil Creek, 70c.; Pittsburg and Boston, 15c.; Stewart's Run Pet., 23c.; Pepper Well Pet., 3; New England, 12c.; Bennehoff Run, 5½; Maverick Bank, 104½; Atlas Bank, 116¾; Traders' Bank, 101; Fanuel Hall Bank, 130¼; Columbian Bank, 115; Blackstone Bank, 128; Atlantic Bank, 117; Everett Bank, 98½; Merchants' Bank, 122¾; Old Boston Bank, 66; New England Bank, 123¼; Eliot Bank, 121; 3d National Bank, 105½; Bay State Mining Co., 11; Calumet, 8¾; Eagle River, 2½; Hancock, 24¾; Humboldt, 3½; Hanover, 2½; Mesnard, 2; Manhattan, 1½; Madison, 2⅜; Petherick, 5¼; South Side, 1⅝; St. Clair, 5.

Baltimore.—Maryland 6s, 1870, 100½; Virginia 6s, registered, 41¼; Marietta and Cincinnati bonds, 81¼; Maryland Anthracite, 5½; National Exp., 5½; Franklin Bank, 12½; Citizens Bank, 15. The latest quotations are: Balt. and Ohio, 112@112; do., 6s, 1867, 99@99; do., 1875, 95½@96; do., 1880, 96@97; do., 1885, 96@97; Northern Central, 45@45¼; do., bonds, 1885, 86@86¼; N. W. Va. 1st mort., 1873, 94@95; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 83@83¾; Central Ohio, 21@30; do., 1st mort., 82@90; Western Md. bonds, 75@80; do., guar., 94@96; Maryland 6s, coupon, 1870, 99@101; do., Ins., 101@101½; do., 1890, 99@100; Baltimore 6s, 1870, 95@99; do., 1873, 95@98; do., 1875, 98½@99¾; do., 1886, 99@100; do., 1890, 100@100⅛; do., coupon, 100@100; do., Park, 99@99½; do., 1892, 93@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@18½; Canton Co., 51@61; Gardner, 0.30@0.35; Am. Gas Coal, 0.40@0.55; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.10@0.10; George's Creek, 99@104; Santa Clara, 9@9½; Balt. Chrome, 0.60@0.90; Bare Hill, 0.55@0.70; Atlantic Coal, 0.80@0.85; Mineral Hill, 0.50@1.00; Baltimore Coal, 140@200.

North Missouri Railroad Bonds.

The North Missouri Railroad Company are offering for sale, through the Banking House of Messrs. JAY COOKE & Co., six millions of their Seven per Cent. First Mortgage Bonds, having thirty years to run, with coupons payable in New York on January 1, and July 1, in each year. The proceeds of these bonds will be used in extending a road already completed 170 miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa; and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri River, so that this mortgage of $6,000,000 will cover a complete and well-stocked road of 389 miles in length, costing at least $16,000,000, with a net annual revenue after the first year of over $1,500,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

The railroad connects the great city of St. Louis, with its 200,000 inhabitants, not only with the richest portions of Missouri but with the States of Kansas and Iowa and the great Pacific Railroads.

Having caused careful inquiry to be made into the condition and prospects of this road, which was examined by W. Milnor Roberts, Esq., and others, in their behalf, Messrs. Jay Cooke & Co., have no hesitation in recommending the bonds as first class securities, and a safe and judicious investment. $500,000 of these bonds may now be obtained at 80 cents on the dollar, if early application is made.

Calvert Iron and Nail Works.

These works, situated in Baltimore, Md., were established in 1848 by the late J. HOPKINSON SMITH, and were incorporated in 1865. They are provided with machinery for producing every variety of Railroad Track Fastenings in general use in this country—including the Rolled Continuous Lip Chair. The works are capable of producing 2,000 tons per annum; and with a full supply of spikes and chairs of the different patterns always on hand, the company will be enabled at all times to fill orders with promptness. Also, manufacturers of the "Dougherty Patent" Railroad Switch—a perfect security against the running off of trains at turnouts, etc. Address Calvert Iron and Nail Works Company, 25 South Charles street, Baltimore, Md.

Fidelity Insurance Company.

This is the title of a company established at No. 170 Broadway, New York, for the purpose of guaranteeing the honesty and fidelity of employees for a moderate premium. Railroad Companies, Merchants, Banks, Bankers, Insurance Companies, and all employers are invited to adopt this security. Cashiers, Tellers, and others holding places of trust, and who are required to give bonds for the faithful performance of their duties can have their integrity guaranteed for a moderate premium. Capitalists who are solicited to sign bonds for friends who hold places of trust can avoid such responsibility by referring them to the Fidelity Insurance Company. This company was chartered by the Legislature of New York, April 7, 1865. Its trustees are men whose integrity cannot be questioned, and employers are assured of the continued solvency of the company. Prospectuses, forms of application, etc., can be had on application to the company as above.

Important Improvement in R. R. Tracks.

In the "Philadelphia *Press*," of the 21st, an article appeared giving as Railway statistics, that in September there were in the United States 593 Steam Railway Companies, with nearly 36,000 miles of railway, and paying out for annual expenses $1,266,336,000; Pennsylvania taking the lead in the number of miles, Ohio being next and Illinois third. A great proportion of this immense outlay could be reduced, especially in rails and rolling stock, (caused by jaring,) if a perfectly smooth track with *even joints* could be had. This was thought to be accomplished in what is known as the "Fish Joint," but on account of the nuts rattling off these in many cases had to be abandoned and the old fashioned chair again substituted. This week we give for the benefit of railway managers a full description of Knox's Patent Clamp which is nothing more than the old style chair and the Fish Joint *combined in one* with a very simple arrangement whereby instead of nuts working off, the more shaking there is and the longer the clamp is down the more perfect the joint becomes. The thing itself looks more practical than any written description that can be given. We understand the company are furnishing Superintendents with full size working models on application by letter.

☞ Messrs. Vossnack & Meissner, Mechanical Engineers, 5 Tryon Row, New York, have for sale twelve locomotive engines at reasonable prices and on liberal credit. They are new, built after good designs, and of the best material and workmanship. For a description of these engines, see their advertisement.

☞ We invite attention to the advertisement of the Steam Syphon Pump Co., in another column.

Dorchester and Delaware Railroad.

At a meeting of the directors of this company held at Cambridge, Md., on the 18th inst., Mr. S. D. Hessey the Engineer of the road, submitted the result of the preliminary survey made by him, giving some three different routes, and after full consultations among the Board of Directors, we understand that they located the road in part; that is, from Salem to a point in the New Market and Crotcher's Ferry road, between Donoho's and New Market, and from thence to the Wading Place near Federalsburg. This much of the road we understand to be a permanent location, on condition that the people along the route will subscribe liberally towards building the road. The Directors also ordered the location of the road from the Wading Place to Seaford, and also to Bridgeville, and will permanently locate on the route which will subscribe most liberally. The distance from Salem to Donoho's is 3½ miles; from "Wading Place" to Bridgeville 10¼; from "Wading Place" to Seaford 9½. The reason given for not locating from Cambridge to Salem is, that the Directors desired Mr. Hessey to locate on his maps a few more points near Cambridge before they could properly decide where it should run. Mr. Hessey commenced locating on Monday.

☞ The earnings of the Philadelphia and Reading Railroad in May, 1866, were $1,109,266, against $416,340 in May, 1865—an increase of $692,926. The net profit for the month was 495,013, against $2,126 for the same month last year—an increase of $492,887. For the first six months of the present fiscal year the net profit has been $1,696,991, against $1,530,441 in the corresponding period of the preceding year—an increase of $166,550.

☞ At the last session of the Connecticut Legislature a law was passed providing that each railroad company conveying passengers shall provide their passenger, baggage, mail and express cars with a connecting apron of the full width of the train, so as to connect the platforms and enable persons to pass from one car to the other with safety. If this provision is not complied with by the 1st of September, 1866, each company neglecting it forfeits to the State Treasurer $100 for every day of such neglect. These aprons have to be examined and approved by the State Railroad Commissioners, and are of much value in guarding passengers who move from one part of the train to another.

☞ The Fall River *News* mentions a new railroad being constructed at the Copper Works of Crocker Bros. & Co., near the Portsmouth coal mine, to connect with the track of the Old Colony and Newport Railroad.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending July 20th, 1866, were $54,715 72
Corresponding week of 1865 ..... 53,110 60

Increase..... $1,605 12

The earnings of the Grand Trunk Railway of Canada for the week ending July 14th, 1866, were $125,259 00
Corresponding week of previous year.. 115,000 00

Increase..... $10,259 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in July, 1866 .. $21,044 00
Corresponding week previous year.... 24,380 40

Decrease $3,236 40

The earnings of the Western Union Railroad for the week ending July 14, 1866 .... $21,177 25
Corresponding week previous year.... 17,167 89

Increase..... $4,009 36

The earnings of the Chicago and Great Eastern Railway for 2d week in July were..... $19,796 00
Same period last year..... 22,684 87

Decrease in 1866 ..... $2,888 87

The earnings of the Michigan Central Railroad for the 2d week in July, 1866, were ... $72,081 01
Corresponding week of previous year.. 72,942 55

Decrease $861 54

The earnings of the Chicago and Rock Island Railroad for the 2d week in July, 1866, were $58,075 00
Corresponding week of previous year.. 51,661 00

Increase..... $6,414 00

The earnings of the Chicago and Northwestern Railway for the second week in July, 1866 were..... $191,859 96
Corresponding week of previous year.. 179,744 81

Increase..... $12,115 15

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in July, 1866, were..... $85,474 00
Corresponding week of 1865 ..... 65,185 00

Increase..... $20,289 00

The Case of the New York Bankers.

We have been favored with the following opinion of Justice Nelson, of the United States Supreme Court, (Circuit of Southern New York) on the question of taxing the Sales of Bankers, while acting as both Bankers and Brokers, for their own account.

UNITED STATES CIRCUIT COURT.—BEFORE JUDGE NELSON.

Clarke, Dodge & Co. *vs.* The United States and S. Shook, Collector, and S. P. Gilbert, Assessor.—In June last a motion was argued by Mr. John E. Burrill, counsel for Clark, Dodge & Co., to continue an injunction to restrain the collection of taxes claimed by the Collector of Internal Revenue to be payable on sales of stocks and securities.

In the bill plaintiffs stated that they were bankers, duly licensed as such, and that their transactions were as follows:

1. They receive such securities for sale and discount, and in such cases make sales.

2. They lend and advance on such securities, and in such cases sell to reimburse themselves.

3. They buy and sell such securities on their own account.

4. In the fourth paragraph of the bill they stated that they received orders to buy, and in such cases bought in their own names and transferred to their principal on repayment, and in case of non-payment sold to reimburse themselves.

The Commissioner of Internal Revenue claimed that plaintiffs were liable to pay taxes on all sales made by them in the classes of transactions above enumerated, and also that even if they would have been exempt from taxation on such transactions had they confined themselves to the business of bankers; the fact that they did business as brokers deprived them of that exemption and subjected them to taxation in regard to all their sales in the same manner as if they were not bankers.

In support of the application affidavits were read, showing the course and custom of dealing in New York.

In opposition to the motion, Mr. S. G. Courtney, United States District Attorney, read an opinion of the Attorney-General and the instructions from the Commissioner of Internal Revenue to the Collectors and Assessors.

The counsel for Clarke, Dodge & Co., made substantially these points.

1. The tax imposed by the 99th section of the Revenue Act is imposed upon brokers, and not on bankers.

2. The 79th section of same act expressly authorizes bankers to "receive stocks and securities for sale or discount," and to "lend and advance on such stocks and securities," and this necessarily carries with it the right to sell the same, either to reimburse themselves or to discharge the duty to sell imposed by the receipt of such stocks for the purpose of sale.

3. That the transactions in the *fourth* subdivision of the bill mentioned were equally exempt, because:

(*a.*) No tax is imposed on the *purchase* of stocks and securities, but only on the sales.

(*b.*) When the purchase is made no tax or duty is payable until the banker *sells*.

(*c.*) In such cases no sale is made unless by *order* of the principal or to reimburse the amount paid by the banker on the purchase, and in either case the transaction is within the catagory of "stocks received for sale or on which loans or advances are made.

4. That the distinction between the banker and the broker is clear and well defined, and that even if it should be that the transactions above mentioned were such as a broker might engage in, this did not convert the banker into a broker, or deprive the banker of his exemption.

5. That even if the transactions in the fourth or other sub-divisions should be decided to form part of a broker's business, and taxable as such, this did render the plaintiff taxable in respect to transactions which formed a part of the business of bankers.

6. That by combining the business of a banker and broker, the banker did not lose the exemption to which he was entitled as banker.

7. That even if the plaintiffs were taxable in respect to transactions had on account of others, this did not render them taxable on transactions made on their own account.

8. That the Supreme Court of the United States, in the case of Fisk & Hatch, decided that bankers were exempt from taxation upon all transactions as bankers.

9. That in the case of Cutting, that Court decided that a broker doing business under the 9th paragraph of section 79 was liable to pay taxes on all transactions specified in that paragraph.

10. That the Supreme Court had *not* decided that a banker licensed under the first subdivision of section 79 was liable to pay any tax on the business for which he is so licensed, nor that where bankers engage in transactions on which brokers likewise engage, that they thereby lose such exemption as brokers.

The District Attorney controverted these propotions, and, in addition to the oral argument, filed a pointed brief, in which the questions were thoroughly discussed.

The following is the opinion of Justice Nelson, which was filed in the case:

The bill is filed, in this case, against the defendants, who are the assessors and collectors of the Thirty-second Collection District of New York, under the internal revenue laws, for the purpose of restraining them from the assessment and collection of a tax claimed to have accrued against the plaintiffs as bankers, doing business as brokers, within said district, under the following circumstances:

The plaintiffs have a license as bankers, and have from time to time received at their banking house stocks, bonds and bullion for sale, and also have, during the same time, received bills of exchange and promissory notes for discount and sale, and did discount and sell the same on and for the account of the parties from whom received, and charged the customary compensation as bankers; and also, during the time aforesaid, did, at their banking house, lend and advance moneys to various parties, on stocks, bonds and bullion, and, after such advances and loans, did sell said stocks, bonds and bullion, on account of the parties from whom the same were received, and to whom the moneys were lent and advanced, deducting from said sales the moneys so loaned and advanced, with the interest and customary charges as bankers; and also bought and sold stocks, bonds, &c., on their own account, and not on commission or for others. The tax claimed as having accrued out of the above dealings is 1-20th of 1 per centum, monthly, on all the sales of the stock, bonds, &c., under the 99th section of the act (13 U. S. St. p. 273,) which imposes the tax on brokers, and "bankers doing business as brokers." The question in the case is, whether or not the plaintiffs in carrying on the aforesaid business under a banker's license, are to be regarded as bankers doing business as brokers. The 1st subdivision of this 79th section (p. 251,) enacts that bankers employing capital, not exceeding $50,000, shall pay $100 for a license, and two dollars for every thousand over this amount—and then defines the term banker: "Every person, firm, company, &c., having a place of business; (1) where credits are opened by the deposit or collection of money or currency, subject to be paid or remitted upon draft, check or order; (2) where money is advanced or loaned on stocks, bonds, bullion, bills of exchange, or promissory notes; (3) where stocks, bonds, bullion, bills of exchange, or promissory notes are received for discount or sale, shall be regarded a banker under this act." Besides the license fee exacted, the banker, under the 110th section, (p. 277,) pays a tax of 1-24 of 1 per centum, monthly, upon the average amount of deposits—1-24 of 1 per centum monthly upon the average amount of the capital of his bank beyond the amount invested in United States bonds—1-12 of 1 per centum monthly on the average amount of circulation if issued by any bank—and in addition, 1-6 of 1 per centum monthly on the amount of circulation beyond 90 per centum of the capital. The license fee and the above tax are the burdens imposed on the banker for the privileges conferred. Now among these is the privilege of doing the business set forth in the bill of complaint, and to which we have referred at large; and yet, it is claimed, the plaintiffs are liable to the additional tax as brokers specified in the 99th section of the act. According to this construction the license or privilege of the banker would be of little value. He might, indeed, receive deposits and pay them out, advance or lend money on stocks, bonds, &c.; but in case of default or repayment, he must not sell the pledge to reimburse himself—he may receive stocks, bonds, &c., for discount or sale, but is not at liberty to sell. If he does, it is insisted he instantly becomes a broker, and liable to the broker's monthly tax, in addition to the banker's, which he has already paid. We cannot agree to this view of the act. On the contrary, we are satisfied the banker is both, by express terms, as well as by necessary implication, empowered to carry on the business, authorized under his license, to its practical and useful results. That, when he is authorized to lend or advance money on stocks, bonds, &c., he has the right in case of default in the re-

payment, to convert the security into money by way of reimbursement—and, when authorized to receive stocks, bonds, &c., for sale, he may sell the same without, in either instance, making himself a broker. The United States *vs.* Fisk *et al.*, decided at the last term, carried the privileges of the banker far beyond the present case; for it was there held that he could purchase and sell stocks, bonds, &c., for himself, and on his own account, under his license—a business not specified in the definition of a banker. That case, in effect, decided that any business which a banker could carry on, as such, did not fall within the 99th section of the act. The case of the plaintiffs as set forth in the fourth paragraph of the bill, is in substance, as follows: That in carrying on their business as bankers, they purchase stocks, bonds, &c., for others, but make the purchases in their own name, and advance their own money, and take the transfers in their own name, and hold the stocks as security for repayment by the persons for whom purchased; and on receiving such repayment, interest and customary charges, delivers the stocks, bonds, &c., as per agreement—or in default of repayment, they sell the same to reimburse themselves. This business is not only outside of the business of a banker, as defined by the act, but comes directly within that of a broker, and subject to the tax under the 99th section. But, it is urged, that if the plaintiffs, in any of their dealings in stocks, bonds, &c., are brought within the category of bankers doing business as brokers, their whole business, as bankers, is thereby brought within it, and subject to the brokers' tax; and this extraordinary proposition is supposed to be decided in the case above referred to. The ninth subdivision, (p. 252,) declaring who shall be a broker, is as follows: "Every person, firm or company, &c., except such as hold a license as a banker, whose business it is as a broker to negotiate purchases or sales of stocks, bonds, &c., shall be regarded as a broker." The exception takes the banker out of the category of broker, and to make it more clear what was intended by the exception, a proviso is added, "that any person holding a license as a banker shall not be required to take out a license as a broker;" meaning, obviously, that he may do business as a broker under his license as a banker. But, surely, there is nothing in the provision which thus permits the business both of a banker and broker to be carried under the broker's license that suggest the idea, or gives any countenance to it, that dealing in both capacities merges the banker into the broker, so as to subject all his dealings to the broker's tax. The fair and natural inference would seem to be the other way, namely: that the broker is merged in the banker. But, we suppose, the reasonable and proper conclusion is, that although the license of banker authorizes him to do the business of a broker without further payment of money, yet, so far as he may do that business, he is to be regarded as a broker, and must pay the broker's tax. This we think is not only the natural conclusion and fair legal effect from the provisions of the law referred to, but is confirmed, as will be seen, by the language of the 99th section, imposing the tax on brokers, as follows: "That all brokers and bankers doing business as brokers shall be subject to pay the following duties," &c.; clearly enough implying that the banker, beside carrying on his own business, may also engage in business as a broker; but in such case, and as respects the business done as a broker, he must pay the tax imposed over, and above what he has already paid as a banker. This view of the statute was taken in the case of the United States *vs.* Fisk *et al.*, and is stated in the opinion in a few words: "Now, a banker," says Mr. Justice Grier, "pays a much higher license than a broker, and is permitted to prosecute or carry on the business or profession of a broker without paying any further license; but, if he prefers, he may not combine that business with own." Without pursuing the case further, an injunction must issue in conformity with the above opinion. If any difficulty arises in the settlement of this order, it can be referred to me.

John E. Burrill, counsel for Clark, Dodge & Co.; S. G. Courtney, U. S. D. A. for defendants.

The Court also rendered decisions and opinions in another case submitted at the same time as follows:

Lewis Einstein *et al. vs.* Sheridan Shook.—NELSON, C. J.—There is one question in this case not involved in the case of Clark and others against Gilbert and Shook, nor in any case heretofore before this Court; and that is, whether or not a banker, who purchases and sells stocks, bonds, &c., for others, and therefore, falls within the category of a banker doing business as a broker, but who sells the stocks, bonds, &c., through intervention of a broker, is liable to pay the broker's tax under section 99. The argument is that the tax on the sales has already been paid by the broker called in and who actually made them. As this case came before the Court on short notice, at the close of the sitting we will hear a reargument on the point, and at the same time an explanation by affidavit by either party, as to the mode and manner of conducting the business thus claimed to be exempt from the tax.

Interest and Dividends.

The Illinois Central Railroad Company will pay, August 1, a cash dividend of five per cent., free of government tax, to holders of full paid stock.

The New Jersey Railroad and Transportation Company will pay, August 1, a semi-annual dividend of five per cent., free of government tax.

The Delaware and Raritan Canal and Camden and Amboy Railroad Companies have declared a cash dividend of 5 per cent., clear of tax, payable on the 31st instant. Accompanying this announcement is a notice that all who were shareholders on the 19th of July, instant, will be entitled to take one new share of stock at par for every four shares held, provided the right to do so is availed of before the first day of September, 1866.

The Morris Canal and Banking Company will pay, August 7, dividends of 5 per cent. on their preferred stock, and of 5 per cent. on their consolidated stock, free of tax.

The Philadelphia and Trenton Railroad Company have declared a dividend of 5 per cent., clear of tax, payable on and after the 31st instant.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of 8 per cent., payable August 1.

The Cleveland, Columbus and Cincinnati Railroad Company have declared a dividend of 4 per cent., payable August 1.

The East Mahanoy Railroad Company a semi-annual dividend of 3 per cent. free of tax payable on demand.

The Little Schuylkill Railroad Company, a dividend of $1 per share.

The Lehigh Valley Railroad Company a quarterly dividend of 2½ per cent.

The August coupons on bonds of the Union Pacific Railway Company, Eastern Division, will be paid in this city, in gold, by Jay Cooke & Co.

☞ The Portsmouth, Great Falls and Conway Railroad Company has obtained from the Legislature of New Hampshire authority to increase its capital stock to a million and a half dollars, and to extend its track to the Atlantic and St. Lawrence Railroad in Gorham, N. H. The directors have elected the officers of last year, viz.: G. M. Browne, of Boston, President; John B. Parker, Salem, Treasurer, and W. H. Hackett, of Portsmouth, Clerk.

Warren and Franklin Railroad.

The route of this road is wholly along the Allegheny river, commencing at Irvine on the Philadelphia and Erie Railroad and extending thence to Franklin in Venango county, a distance, we believe, of about fifty-five miles. The road has, for a short time, been in operation from Irvine to Tidioute; and in next month, it is said, it will be completed to Pithole creek, where what was begun as the Clarion Land and Improvement Company's Railroad is merged in it from Pithole to Oil creek, a decision of the Supreme Court having squelched the Clarion Land and Imprement Company's railroad aspirations, and constrained it to sell out to the Warren and Franklin Railroad Company, whose road will be operated as a tributary to the Philadelphia and Erie Railroad, from the sources of oil supply.

From Irvine to Oil City the distance is about forty-eight miles; whether or when the Warren and Franklin Railroad will be extended from Oil City to Franklin, seven miles, we are unable to say; though it is obvious that the Allegheny Valley Railroad, which is now open from Pittsburg to Mahanoy, fifty-five miles, will be pushed on up the valley to Franklin or such other point as will give it a connection with a road of its own gauge (4 feet 8½ inches) and thereby establish an unbroken narrow gauge route from Pittsburg to the Philadelphia and Erie Railroad, and also between the last named road at Irvine and Corry, and the Western Pennsylvania Railroad at Freeport.

In other words, the narrow gauge roads in Northwestern Pennsylvania, like the narrow gauge roads east of the Allegheny mountain, will be so connected together, by necessary links, as will allow each one to co-operate in a general plan for reciprocal intertrade of freights by interchange of cars, without transhipment of goods at the intersections.—*U. S. R. R. and Mining Register.*

Lehigh Navigation Company's Railroad.

The Easton *Express* says: "The cribbing for the piers of the new railroad bridge of the Lehigh Navigation Company, across the river at Easton, is nearly completed, and will be sunk in a few days, when in a short time will be seen looming up, from the placid Lehigh, a splendid structure of masonry upon which the bridge will rest. The work in the "cut" and the piers at Williamsport, below Easton, are also nearly completed. The work goes bravely on, and no time, it appears, shall be lost to have the new road completed and in running order at the earliest day possible."

☞ The Baltimore City Passenger Railway Company has paid to the park commission for the quarter ending June 30th, $18,808 50, being one-fifth of the gross amount of receipts of said company for that period. The "York Road Passenger Railway Company" has also paid, for the same term, $527 17. The whole amount paid to the park commission by the Baltimore City Passenger Railway Company for the first six months of the past year is $34,006 15, and by the latter company, $527 17. This income of the park is appropriated to the payment of the interest on the city bonds issued for the purchase of the park, and the balance, if any, is expended in improvements.

☞ Trains on the Agricultural Branch Railroad have commenced running from Fitchburg to Boston, *via* Clinton and Framingham. This road opens up communication between Worcester and the towns of Bolton, Berlin, Northborough and Marlborough.

☞ In 1865, France had 97,278 kilometres of telegraphic wires at work; 610 offices were established, 1,967,748 despatches sent, and 6,123,272f. realized therefrom.

Journal of Railroad Law.

FENCING RAILROAD.—WHEN THE DUTY IS ASSUMED BY THE LANDOWNER.

Illinois Central Railroad Company *vs.* Elijah W. Swearingen.

Appeal from the Circuit Court of De Witt Co., the Hon. John M. Scott, Judge presiding.

This was an action on the case, instituted in the Court below by Elijah W. Swearingen, against the Illinois Central Railroad Company, to recover damages for the killing of three horses of the plaintiff on the road of the company.

The ground of recovery, as set forth in the plaintiff's declaration, was that by reason of the fences along the company's road not being kept in repair, the plaintiff's horses got upon the track and were run over by the cars and engines of the defendant, and thereby killed. It appears that the railroad ran through the pasture of the plaintiff, and the horses got out of this pasture upon the track through the railroad fence. The plaintiff alleged in his declaration, that he had not, as proprietor of the lands, erected, or agreed to erect, the fence in question.

Mr. Chief Justice Walker delivered the opinion of the Court.

It is insisted that appellee was not entitled to recover because he averred in his declaration that he had not, as the proprietor of the lands, erected, or agreed to erect, the fence required by the act of 1855, (Scates' Comp., 953,) when the proof shows that he did erect the fence. It also appears that the company fully admitted and recognized their liability to erect and maintain this fence, when they employed appellee, for them and with their materials furnished for the purpose, to erect the fence, and for which they paid him the sum agreed between them. Is this such an agreement as the statute contemplates shall release the road from its liability, and impose it upon the owner of the adjoining land? We think not. The act imposes the duty upon the company, but at the same time permits them by contract with the owner, to absolve themselves from its performance, by agreement with the owner that he shall assume it.

It cannot be imagined that it was the intention of the law makers to transfer this duty from the company to the land owner, simply because the company employed him as their agent or servant to construct the fence. The statute only contemplates the release of the company when the duty is assumed by the land owner, and in this case it is perfectly apparent that when he was employed to build this fence he did not intend, nor did either party suppose, that he was taking upon himself such a duty. It might as well be contended that because a hand in the employment of the company under their direction, and in discharging their duty, had built the fence and afterwards became the owner, that the duty was transferred from the company to him. It is not probable that it ever occurred to appellee that it could be imagined that he had assumed this duty, until he heard it claimed on the trial below, or to the company and its agents until they began to prepare for the defense of this suit. The pleas of appellant, to which demurrers were sustained, only relied upon this fact as a defense, and were, therefore, insufficient, and the demurrers were properly sustained to them.

It is likewise insisted that the Court erred in refusing to give appellant's last four instructions. The first of which asserts that the company, having built a good and sufficient fence, if it was blown down or thrown down by trespassers, and loss thereby ensues, before a reasonable time had elapsed for its repair, that the company are not responsible for damages thus occasioned. This instruction, like the sixth, asserts that where the fence has been insufficient to turn stock, they have a reasonable time within which to repair their fence. This is manifestly true, as it is not required that the company should have a patrol at all times, night and day, passing along their road to see the condition of the fence. If this is done daily, and they shall at once, when informed of its insufficient condition make the necessary repairs they should not be held liable. This was the rule adopted in the case of The Central Railroad Company *vs.* Dickerson, 27 Ill., 55, and the instructions numbered four and six should have been given. Under these instructions, it would have been for the jury to consider in the light of all the circumstances appearing in the case, whether reasonable care had been used to keep up the fence. Or if it had been injured, reasonable efforts had been used to repair the same. They, as practical men, must determine this question. And the road must be held to a high degree of diligence in the performance of this duty, but not to an impossible or unreasonable extent.

Whilst the fifth instruction stated the law correctly, it would have been better had it been qualified so as to inform the jury, that while the evidence tended to prove due diligence, it was not conclusive. Properly understood by the jury, it is free from objection; but if they understood that it could not be rebutted by other evidence, or that they could not weigh it as other evidence, then it would mislead and would have been improper.

The seventh instruction was properly refused. This action is transitory and not local, either by the common law or the statute. The act of 1853, (Sess. Laws, p., 65,) only relates to actions at law or suits in Chancery, where service could not be had by summons. It in such cases authorized publication instead of actual service. And the sixth section of that act confined the bringing of such suits to the county in which the cause of action accrued. This is the scope of that act. It was not intended to apply to cases where service could be had. The judgment of the Court below must be reversed, and the cause remanded.

Judgment reversed.

☞ The Cleveland *Herald* says: "The opening of the first division of the Warren and Franklin Railroad, between Irvington, on the line of the Philadelphia and Erie Railroad, and Tideoute, has given great impetus to oil mining operations in the vicinity of Tidioute. West Hickory is also a very important oil producing point. The whole road to Oil City will be finished the present month."

☞ Mr. Henry Tyson has been re-elected President of the Baltimore City Passenger Railway Company.

☞ Mr. Richard C. Smith has been elected Treasurer of the Baltimore City Passenger Railway Company.

SEVEN PER CENT.

First Mortgage Bonds

OF THE

North Missouri Railroad Company,

We offer for sale the Seven Per Cent. First Mortgage Bonds of the North Missouri Railroad Company, having thirty years to run. Coupons payable in New York on January 1 and July 1, in each year.

Before accepting the agency for sale of these bonds, we made careful inquiry into the condition and prospects of the road, which was examined by Mr. Wm. Milnor Roberts and others, on our behalf, and their highly satisfactory report enables us to recommend the bonds as first-class securities, and a safe and judicious investment.

The proceeds of these bonds ($6,000,000 in all) will be used in extending a road already completed one hundred and seventy miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa; and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri river, so that this mortgage of $6,000,000 will cover a complete and well stocked road of three hundred and eighty-nine miles in length, costing at least $16,000,000, with a net annual revenue after the first year of over $1,600,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

The railroad connects the great City of St. Louis with its 200,000 inhabitants, not only with the richest portions of Missouri, but with the States of Kansas and Iowa and the Great Pacific Railroads.

To the first applicants we are prepared to sell $500,000 at the low rate of 80 cents, desiring to obtain a better price for the remainder. This will yield about 9 per cent. income, and adds 20 per cent. to principal at maturity.

Any further inquiries will be answered at our office.

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THE STEAM SYPHON PUMP

COMBINES the properties of a Lift and Force Pump, without valves or machinery of any kind.

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CHARCOAL PIG IRON

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July 19th, 1864. WILLIAMS & PAGE, Boston.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 4, 1866.

Old Colony and Newport Railroad.

At the annual meeting of the stockholders of this company, held in Boston on the 26th ult., the following gentlemen were elected directors for the ensuing year: Onslow Stearns, Alexander Holmes, Uriel Crocker, Francis B. Hayes, George A. Kettell, Oliver Ames, Benjamin Finch, Minot Tirrell, Samuel L. Crocker. The Annual Report of the Directors was presented and accepted. On motion, the directors were authorized to make and issue the bonds and obligations of the corporation, in sums not less than $100 each, and for an amount not over $1,000,000, in all, for the purpose of funding its floating debt, and borrowing money to complete the works of the corporation, said bonds or obligations, to be payable in not over twenty years from their date, and to bear interest not exceeding six per cent. per annum. The President, Mr. Holmes, said that the road was in a very flourishing condition, notwithstanding the heavy debt hanging over their head. They had commenced with a road of thirty-seven miles in length, and at this time they had about one hundred and forty miles. To be sure there were heavy responsibilities attached, but they were fully able to meet them. They had paid dividends amounting to sixty-nine per cent. since the company was formed, and he thought that in the course of ten years it would be the best stock, out of the city, in the market. In concluding his remarks the President, in declining a re-election, paid a merited compliment to his associates and the various employes of the company for their faithfulness in the discharge of their duties.

At a subsequent meeting of the directors, Hon. Onslow Stearns, of Concord, N. H., Agent of the Northern Railroad, was chosen President, and George A. Kettell, Esq., Treasurer of the Northern road, was chosen clerk.

Southern Pacific Railroad.

A meeting of the stockholders of this company was held at New Orleans on the 24th ult. Mr. J. S. Adler was called to the chair, and Mr. Tarleton appointed Secretary. The Vice President of the line stated that the road from Shreveport to Marshall was in running order, and that they were ready to contract for freight; there were running, 2 first class passenger cars, 3 locomotives and a number of freight and platform cars. Mr. A. S. Mitchell, who represented the Western stockholders, informed the meeting that the stockholders in Louisville were anxious to continue the active assistance they had been rendering the line. They took the statement as to the standing of the line, on trust, from the Directors and their agents, and have not been disappointed. They do not desire that any large loans shall be made. The same gentleman also stated that the Western shareholders will undertake, so fast as the Texas people will grade the line, to supply the iron for it and have it laid down. It is therefore, trusted, that with such mutual enterprise, the matter will be speedily carried through. Resolutions were passed unanimously thanking the President and Directors of the company for the industry, zeal and energy displayed by them in pushing forward the completion of the road between Shreveport, La., and Marshall, Texas; and requesting them to publish at the earliest moment, an official statement of the condition of the company, setting forth the amount of indebtedness, and the amount of stock under new charter. Also, that the Directors should use all diligence to extend the road as contemplated by its charter, it being understood that the counties West of Marshall are prepared to do their part in making the line.

East Indian Railways.

We give elsewhere, from the *London Railway Times*, extracts from the Annual Report of Mr. JULIAN DANVERS, Government Director of the Indian Railway Companies, to the Secretary of State for India; by reference to which it will be seen that up to close of 1865, there were 3,331¾ miles of railways open in India, exclusive of the lines belonging to the Indian Branch Railway and the Indian Tramway Companies.

These 3,331¾ miles form a length considerably longer than was open in the previous year, when the length was 2,943 miles. In the course of the year the additional openings were the following:

Great Indian Peninsula	116	miles.
Madras	40	"
East Indian	24½	"
Punjab (between Lahore & Mooltan)	208	"
	388½	miles.

The 24½ miles opened during the year of the East Indian Railway were part of the main trunk of that great line. The total length of main line of the East Indian now open (1st May, 1866,) is 1,129¼ miles, the whole authorized length of this company's main line being 1,276¼ miles, so that only 147 miles of it remain to be completed. The Chord line (with its coal line) remains to be opened of that great company's main line, and this Chord line shortens the main line, which is now completely open all the way from Delhi (at the left bank of the Jumna) to Calcutta. Until August last there was a gap on the East Indian line near Allahabad, at the Jumna, "but," to use Mr. Danvers' words, "the splendid iron girder bridge, which spans that river, was then opened, making the year 1865 memorable in the railway history of India as that in which an uninterrupted traffic was first established between Calcutta and the left bank of the Jumna at Delhi. The distance of 1,020 miles can now be traversed in 37 hours. Ten years ago the same journey generally occupied almost as many days, and, at express speed, seldom less than a fortnight."

The bridge at Delhi is expected to be completed in the course of the present year.

The total length of railway sanctioned for India

is 4,944 miles; 282 more miles are to be opened in 1866; 351¾ in 1867; and in and after 1868, 979 miles. Thus there are finished 3,331¾ miles, and remaining to be finished 1,612¼ miles. Above two-thirds of the whole authorized length are open for traffic.

Cleveland and Toledo Railroad.

The earnings and expenses of this road for the years ending April 30, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$1,028,476 47	$1,140,986 81
" freight	979,553 01	1,139,781 84
" mails	25,849 98	25,849 98
" express	70,219 18	82,249 39
	$2,104,098 64	$2,388,868 02
Expenses, viz:		
Repairs of road	$375,821 44	$320,333 42
" bridges	24,048 45	19,381 39
" buildings	39,559 54	89,842 31
" fences	5,074 11	8,011 42
" engines	84,908 46	106,780 75
" cars	89,863 93	122,520 17
" tools, etc.	11,107 65	6,189 29
Fuel	94,458 44	126,574 55
Oil and waste	13,445 49	13,615 15
Conductors & trainm'n	50,615 90	55,409 42
Engine and firemen	46,982 86	52,040 72
Watchmen	10,863 44	13,102 49
Station expenses	132,089 91	142,261 99
Mail "	902 00	946 00
Losses and damages	19,528 44	11,951 28
Gen'l Sup't, office exp., etc.	32,435 15	30,925 55
Contingencies	49,050 83	26,983 08
Foreign agencies (6 months)	.....	20,205 52
Total running exp.	$1,080,756 04	$1,117,074 50
State taxes	48,015 65	61,535 83
Government taxes	53,872 64	69,454 34
Miscellaneous exp.	19,811 93	19,681 04
Rents	59,577 93	65,823 96
Interest & exchange.	5,866 27	9,237 91
Profit and loss	1,417 62	10,342 97
Total expenses	$1,269,318 08	$1,353,150 55
Net earnings	$834,780 56	$1,035,717 47
Interest on bonded debt, 1865–'66	$172,636 22	
Dividend Oct. 25, 1865, 5 per cent.	249,774 00	
Dividend April 25, 1866, 8 per cent.	387,248 00	
		809,658 22
Balance to credit of income account		$226,059 25
The gross earnings for the year were	$2,388,868 02	
Running expenses	$1,117,074 50	
Taxes, rents, salaries, etc	236,076 05	
Interest on bonds	172,636 22	
		1,525,786 77
Leaving for the stock a net of		$863,081 25

—or 17.83 per cent. of the capital.

The balance to credit of income account May 1, 1865, was	$440,883 73
Add income for the year ending April 30, 1866, after payment of interest.	863,081 25
	$1,303,964 98
Deduct dividends Oct. and April, 13 per cent.	637,022 00
Leaving balance of income account, May 1, 1866, as shown in General Account	$666,942 98

The gross earnings show an increase over those of the preceding year of $284,769 38, with an increase in running expenses of only $36,318 46; to which add increase in general expenses, (including interest on bonds,) $40,281 01—making the total increase in expenses, $76,599 47, and leaving a net increase for the stock of $208,169 91.

The running expenses were 46 76 per cent. of gross earnings; in 1864–'65, they were 51.36—showing an improvement of 4.60. The total expenses were 63.87 per cent.—an improvement of 5 per cent.

The following is a comparative statement of the capital stock and bonded debt of the company, as given in their reports for the past and preceding year. The date of maturity of these bonds, and the time when and place where the interest is payable is given in full on page 738 of this week's issue.

Bonds:	1865.	1866.
Junction 1st mort., 1st div.	$229,000	$213,000
" " 2d div.	159,000	146,000
Tol., N. & C. 1st mort.	3,000	.....
Dividend bonds	12,235	.....
" Certificates due '65	575	280
Clev. and Tol. income	6,000	6,000
" mortgage	.....	300,000
" sinking fund.	2,205,000	2,081,000
Total bonded debt	$2,614,810	$2,746,280
Capital stock.	4,690,600	4,841,600
Total stock and bonds	$7,305,410	$7,587,880

Capital stock has increased during the year $151,000, all by conversion of bonds; the increase in bonded debt is $131,470—making the total increase in bonds and stock, $282,470, which is represented by new works and improvements chargeable first to "change of line," and "Union Passenger Depot," and thence to construction, by real estate purchased in Cleveland, by increased equipment, etc., as will more fully appear by reference to the annexed statement, showing the resources of the company and disposition of the same for the past year:

Resources.

Net earnings	$863,081 25
Cash on hand, June 1, 1865	39,011 64
Bills receivable collected	8,013 05
Balances due from other companies, &c., collected	61,015 48
Stocks and bonds of other companies sold	21,621 65
Increase of capital and bonded debt.	282,470 00
Construction and iron accounts	27,976 33
Portion of May earnings used	574 99
	$1,303,764 39

Disposition.

Expended for real estate	$18,302 30
" on account of new line	33,032 30
" " Union Passenger depot	46,500 25
Increased inventories of materials, &c.	89,299 46
" equipment	144,320 53
Reduction in unpaid bills	13,536 66
" " dividends	7,874 10
" " pay rolls	265 22
" " coupons	742 72
" bills payable	50,000 00
" of construction account	27,416 58
Paid into sinking fund	24,000 00
" Dividend No. 15	249,774 00
" Dividend No. 16	387,248 00
" Dividend Bonds (old)	2,840 00
" Discount, &c	30,000 00
Cash on hand, June 1, 1866	178,612 27
	$1,303,764 39

With the consent of the committee on accounts, the "Construction Fund" and the "Iron" accounts have been closed by merging them into General Construction, which account is thereby somewhat reduced, and now shows, it is believed, the real cost of the property it represents. The President, in his report, says:

During the last four months of the fiscal year, the rates for freight transportation were 2.43 cents per ton per mile, and for the whole year 2.63 cents; or for the year, 10 per cent. less, and for the last four months 16 per cent. less than during the previous year.

In passenger train earnings, there was a falling off in December, January and February last, as compared with the corresponding months of the previous year, of $35,329 66, due chiefly to the *passport system* of 1864–'65 diverting the usual travel from the Canada lines to your route.

As will be seen by the Superintendent's Report, the expenses for fuel and for repairs of equipment, have been unavoidably higher than for the previous year, and the car repair account has been largely increased, by inventorying new cars at less than cost or present actual value.

Under these circumstances, the results of the year's operations are deemed very satisfactory.

A large amount of ballasting has been done, and masonry in bridges and culverts built during the year, materially improving the road bed.

The track has also been maintained in good condition. The rapid wear of re-rolled rails placed in your track during the past three years, has induced the Board to make efforts to obtain the best iron rails for renewals.

Experience both here and in Europe in the use of steel rails, leads to the opinion that steel will prove superior to, and more economical than iron, for rails on roads having a heavy traffic.

Your equipment has been increased by the addition of 122 new freight cars, 6 new passenger cars, and 2 baggage cars.

The number of freight cars now owned by the company would be ample for the coming year, if all your connecting lines furnished their share of cars for the through business.

Your motive power has been increased in capacity, by rebuilding three engines on larger proportions; four others are now in process of reconstruction, but to meet the probable demands for power, new engines should be built as the capacity of your shops will admit of it.

A sense of the importance to your company of having their own line completed to Cleveland at an early day, has caused the Board to proceed with the construction of the Oberlin and Elyria line, which will, it is expected, be ready for use in August next.

To meet the outlay on this and other improvements made and to be made, the Board, on the 22d of February last, authorized the issue of $1,000,000 in seven per cent. mortgage bonds, payable in 1886, to be sold as funds are required for these purposes. Of these bonds, $300,000 have already been sold. Upon the completion of the road between Elyria and Oberlin, the use of the C. C. & C. road by your trains between Berea and Grafton, will be discontinued, when your payments to that company for rents and repairs, will be materially reduced.

The large and increasing freight business of both roads, will soon require more facilities in Cleveland, which can be readily obtained by restoring your North Division track between Berea and Cleveland.

The Sinking Fund Commissioners' Report shows the assets in that fund to amount now to $370,860 65, a sum which, with the annual contribution from your earnings, provided for by the mortgage, will retire the bonds before maturity.

The Superintendent's Report shows a large increase in through freight and in passenger business, but owing to short crops along your line, last season, the local freight tonnage has fallen considerably below that of the previous year.

In the general business, the anticipations of the last report of the Board have been fully realized, and no reason now appears why you may not expect a steady increase in traffic.

Recent action of the principal railroad lines, indicates that you may look for more remunerative rates on freight business, than prevailed during the last part of the past year, and further, that

the payment of large commissions to parties selling passenger tickets, will be stopped.

This company has joined other roads in forming a line of through freight cars between Chicago and the seaboard, *via* New York Central road, which line proves a satisfactory addition to your facilities for freight business.

A similar line, to run in connection with the Erie Railway, is proposed, but not yet fully in operation.

The Union Passenger Depot at Cleveland is now approaching completion; it is expected that when done, passenger trains will be run through without change between Buffalo and Toledo, to the manifest advantage of the traveling public.

The equipment of the road consists of 37 locomotives, 32 coaches, 7 second class cars, 4 mail, 15 baggage, 380 box, 65 stock, 112 rack and 195 platform cars.

Number of miles run by freight cars, 7,075,916; by passenger cars, 1,030,170; by emigrant cars, 252,148; by baggage cars, 438,234; by mail cars, 99,154—total, 8,895,622.

Miles run by freight engines, 589,129; by passenger engines, 267,132; by working engines, 138,302—total, 994,554.

The number of passengers carried eastward was 270,575, of which 85,356 were through, and 185,219 way; do., carried westward, 336,911, of which 136,504 were through, and 200,407 way—total passengers carried 607,486, of which 172,820 were foreign, and 434,666 local passengers. Equivalent number of passengers carried one mile, 87,263,769, equal to 311,284 through. Number of passengers carried in 1864-'65, 586,172—increase 21,314; decrease in mileage of passengers, 869,571.

Tons of freight transported eastward 300,866, of which 229,109 were through, and 71,757 way; do., westward, 173,357, of which 119,203 were through, and 54,154 way—total tons transported, 474,223, of which 348,312 were through, and 125,911 way. Equivalent number of tons carried one mile, 44,328,972, equal to 406,869 through. Tons carried in 1864-65, 410,401, showing an increase in tonnage of 63,822, and in mileage of freight, 9,537,680.

GENERAL ACCOUNT.

Construction—cost of road to date	$6,672,156 75
Equipment	868,769 42
Stocks & bonds of other companies	35,115 10
Real estate	57,317 16
Bills receivable	17,501 43
Materials on hand	312,001 40
Cash	178,612 27
Due from other companies and individuals	1,340 83
Due from Post Office Department	2,374 16
Sinking fund	221,790 89
Dividend bond account	2,840 00
	$8,369,819 41
Capital stock	$4,841,600 00
Bonded debt, as above	2,746,280 00
Bills payable	3,741 90
Unpaid audited bills	29,102 98
Dividends not called for	4.038 40
Unpaid on pay rolls	2,285 41
Coupons due but not yet presented	2,797 98
Portion of May earnings collected	73,029 76
Income account, balance	666,942 98
	$8,369,819 41

President.—JOHN NEWELL.

Directors.—John Newell, James Mason, T. P. Handy, D. N. Barney, A. H. Barney, Henry Keep, John Gardiner, T. H. Hoag and S. M. Young.

Superintendent.—L. D. RUCKER.

Secretary and Treasurer.—WM. F. STAUNTON.

California Treasure Shipments.

The San Francisco *Price Current* of 9th ult., reports the combined exports of treasure and merchandise during the past half year, compared with the same period of 1865 and 1866, as follows:

	1865.	1866.
Mdse. exports	$5,816,519 03	$8,031,823 04
Treas. exports	21,050,613 23	23,407,828 24
	$26,867,132 26	$31,439,551 28

The San Francisco receipts of treasure from different sources, during the past half year, have been as follows through public channels:

From California, northern mines	$12,327,734
From California, southern mines	2,298,384
From Nevada	7,263,218
From Coastwise ports, Oregon, etc.	2,079,069
Imports Foreign, British Columbia, etc.	1,345,340
Total	$25,313,745

The exports of Quicksilver from San Francisco for the first six months of this year as compared with the same period of 1865, were as follows:

To	1865. Flasks.	1866. Flasks.
New York	3,020	3,059
Great Britain	4,200	3,000
China	7,000	5,752
Mexico	1,426	4,007
South America	5,500	1,000
Australia	200	575
British Columbia	17	2
Other countries	....	41
Totals	21,363	17,427

The product of the silver mines of the State of Nevada, for the half year ending June 30, exceeded $7,000,000—being at the rate of $14,000,000 per annum.

India—Its Material Progress.

The subjoined extracts from the report presented by the Government Director to the Secretary of State for India will be read with avidity by every one interested in railway enterprise in India:

The length of open line has increased during the year from 2,945 to 3,332* miles by the addition of 116 miles to the Great Indian Peninsula, 40 to the Madras, and 24½ to the East Indian, and by the opening of the Punjaub line between Lahore and Mooltan, a distance of 208 miles.

Until August last there was a gap on the East Indian line at the Jumna, near Allahabad, but the splendid iron girder bridge which spans that river was then opened, making the year 1865 memorable in the railway history of India as that in which an uninterrupted traffic was first established between Calcutta and the left bank of the Jumna at Delhi. This distance of 1,020 miles can now be traversed in thirty-seven hours. Ten years ago the same journey generally occupied almost as many days, and, at express speed, seldom less than a fortnight. The bridge at Delhi is still incomplete, so that the railway does not yet enter that city, but the work is going on satisfactorily, and will probably be finished in the course of the present year.

The progress which has been made on the Jubbulpore branch of the East Indian is such as to warrant the expectation that it will be ready for traffic by the cold season of 1867. The communication between Calcutta and Bombay will not, probably, be completed for more than a year after that time, as the works on the Great Indian Peninsula, although now being vigorously proceeded with, have hitherto been in a backward state. The line which will connect Bombay with Madras will be finished about the same time, so, that by the beginning of the year 1869, continuous railway communication between Madras, Bombay, Calcutta and Delhi will be established.

* This is exclusive of the lines belonging to the Indian Branch and the Indian Tramway.

The following table shows the length of each line now open for traffic and the extent remaining to be finished:

	Miles sanctioned.	Opened during 1865.	Opened 1st May, 1866.	Remaining to be finished in 1868 and subsequently.	1866.	1867.	Total.	Ultimate Cost. £	Cost per Mile. £
East Indian { Main line	1,276¼	24½	1,129¼	147	147	28,000,000	22,000		
East Indian { Jubbulpore line	225	....	....	225	225	....	....		
Great Indian Peninsula	1,266¾	116	701½	220	145¾	220	565¾	18,380,000	14,510
Madras { S. W., including Bangalore branch	492	....	492	....	....	....	....	5,904,000	12,000
Madras { N. W. line	318	40	119	82	68	129	219	....	....
Bombay, Baroda and Central	310	....	306	....	4	....	4	7,488,000	24,000
Scinde	109	....	109	....	....	....	....	2,180,000	20,000
Punjaub	253	208	253	....	....	....	....	2,530,000	10,000
" Delhi	320	....	....	320	....	....	....	....	....
Eastern Bengal	159	....	114	45	45	....	45	2,720,000	17,000
Great Southern	166	....	79	87	87	....	87	1,600,000	10,000
Calcutta and South Eastern	29	....	29	....	....	....	....	609,000	21,000
Total	4,944	388⅛	3,831¾	282	351¾	979	1,612¾	....	....

The length of line now sanctioned under the guaranteed system is 45 miles more than that given in my last report. This addition consists of the extension of the Eastern Bengal (which was then contemplated) from near Kooshtea, its present terminus, to Goalundo, a place situated at the confluence of the Ganges and Barampootra Rivers, where the railway will receive the down traffic of these streams.

Of the whole extent authorized—viz., 4,944 miles, above two-thirds have been opened for traffic. Of the 3,332 miles, which form this proportion, only about 250 miles are at present made with a double line. It has already been found necessary, however, in consequence of the unexpected development of the traffic, to take measures for the doubling of a greater extent, and a still further increase of the double system is in contemplation.

Last year I stated that the extension of the Raneegunge branch of the East Indian to Luckieserai on the main line had been determined on. This new work, which is called the Chord line of the East Indian, because it connects at Burdwan and Luckieserai two ends of the crescent formed by the main line *via* Rajmahal, has been let under contract to Messrs. Brassey, Wythes and Perry. Its length from Barrakur, to which place the railway is now open, is 123 miles, and it is to be made with a double line of rails at once. There is also a branch of 24 miles to the coal fields, to be constructed with a single line. The contract price is about 8,500*l.* per mile, exclusive of permanent way and rolling stock, which with contingencies, will probably bring the cost to 14,000*l.* a mile, or about 2,000,000*l.* for the whole.

With regard to the progress which has been made with those undertakings which were not started under the guarantee system, but which receive assistance in the shape of a subsidy from the Government, there is not at present much to report. They are still confined to the "Indian Branch Railway" and the "Indian Tramway" Companies.

The Branch Company have opened a line 27 miles in length from Nulhatee on the East Indian to Mooreshedabad, but hitherto the traffic has been such as to disappoint expectations. The chief hopes of the company are, however, placed upon the line which they are constructing between Cawnpore and Lucknow, and which is rapidly approaching completion. It is made with the 5ft. 6in. gauge, and is reported to have been well executed at a cost not exceeding 5,000*l.* a mile including rolling stock. It would appear to possess the elements of success, connecting as it does two large cities, between which there is already a considerable traffic. The further operations of the company in Oude and Rohilcund have not proceeded beyond the surveys for the proposed extended lines, the board deeming it advisable to await the result of the working of the Cawnpore and Lucknow section before more is attempted. The whole expenditure of the company upon the two lines, including 60,000*l.* borrowed from the Secretary of State in Council, to complete the equipment of the Cawnpore and Lucknow line, amounts to about 400,000*l.*

The Indian Tramway has opened a line in the Madras Presidency, 19 miles in length, from Arconum to Conjeveram. It has been constructed at the rate of about 4,000*l.* a mile, the 3ft. 6in. gauge having been adopted and light rails used. The traffic does not appear to be large at present, but the earnings per mile per week have only to reach the moderate rate of 9*l.* to realize a profit of 5 per cent. This company has a scheme for extending its operations, but the measure of the assistance to be granted to them by the Government for the purpose has not yet been determined.

It may be observed that all future railways, especially those which are connected with the main lines, will derive great advantage from the facilities for the transport of materials which they will afford. One main source of expense and delay in the construction of the trunk lines has been the difficulty of conveying the heavy materials along imperfectly constructed roads, and, in some places, across country destitute of permanent communications.

The absence of the returns from the Bombay Presidency of persons employed on the open lines prevents a comparison being made with that of the previous year. It may be taken for granted that, for some time to come, the number of Europeans will increase with the increase of open lines and of traffic. Measures are, however, taken to train the natives and Indian born so as to become qualified for situations which hitherto have been filled almost exclusively by European mechanics. On the Great Indian Peninsula two or three natives have already been employed as engine drivers.

The total expenditure of capital on the lines which are open and are in course of construction amounted on the 1st May (instant,) to 60,645,000*l.*, of which expenditure 22,000,000*l.* was incurred in England, and 38,645,000*l.* in India.

The amount raised up to the same period was 60,860,000*l.*, of which 47,980,000*l.* is in share capital, and 12,880,000*l.* in debentures.

The expenditure last year was 5,384,431*l.*, of which 2,192,090*l.* was expended in England, and 3,192,323*l.* in India. This is slightly in excess of the estimate made at the beginning of the year, and is 1,500,000*l.* more than the expenditure of the previous year.

The estimated expenditure for the current year is for England about 2,800,000*l.*, for India about 3,600,000*l.*, which is greater than it has been for several years. This is owing to the vigorous efforts now being made to complete the works on the lines in course of construction, and to the large supplies of locomotive engines and rolling stock required to equip the open lines. The balance now in the Government Treasury towards meeting this expenditure of 6,800,000*l.* is only about 220,000*l.* In addition to the amount required for this year's expenditure, the sum of 1,000,000*l.*, which the Government has been obliged to advance to some of the companies, will have to be raised during the year.

Besides the expenditure by the companies from guaranteed capital, it is estimated that this year the charge against the State for land required for the new lines under construction will amount to about 860,000*l.* Last year this item was not more than 173,000*l.* The estimated loss by exchange upon the capital advanced by the Governments in India, at the rate of 1s. 10d. the rupee, was last year upwards of 400,000*l.* The gain by exchange upon the net receipts was about 140,000*l.*, leaving a net loss for the year of 260,000*l.* It has been explained in a former report how the loss which is thus incurred by Government will be covered in future years by the gains arising out of the application of the 1s. 10d. fixed rate of exchange to the earnings of the railways paid into the Government treasuries.

The sum which it is now estimated will be expended on the undertakings as at present sanctioned is upwards of 81,000,000*l.*, being 4,000,000*l.* in excess of last year's estimate. This is accounted for by the construction of a much larger extent of double line than was then expected to be necessary by the additional length to certain lines, and by the greater number of engines, carriages, trucks, &c., required to equip the open lines, in order to provide for the rapidly increasing traffic.

The traffic on the principal lines during the past year has exceeded the most sanguine expectations. Upon the completion of the Allahabad bridge over the Jumna, on the East Indian, and of the ghat inclines of the Great Indian Peninsula, the unfinished state of which works had in former years caused serious interruptions in the traffic, the demand for the conveyance of goods was so great that the resources of the companies were, according to the accounts from India, inadequate to meet it. The rolling stock was reported to be insufficient, the locomotive power to be strained beyond what was desirable, and the officers and servants of the company to be hardly equal to the unexpected pressure brought to bear upon them. This state of things has unfortunately produced inconvenience and disappointment to the public, and has deprived the companies of much that they might have earned; but, greatly as it is to be regretted, the primary cause of it cannot but be satisfactory to the Government and to the companies. It is clear now that the traffic on these great highways will be enormous, and that for some time to come it will increase in proportion to the means provided for carrying it. As it is augmented, a proportionate decrease in the working expenses may be confidently expected, so that there is a fair prospect of an annual improvement in the revenues.

The following table gives the result of the traffic the years ending June 1864, and 1865:

	Mean Mileage open.	Net Receipts 1864.	Mean Mileage open.	Net Receipts 1865.
East India	979	£500,707	1,082	£772,099
Great Indian Peninsula ..	550	154,817	595	314,626
Madr's { S.W. / N.W. }	448	{ 118,998 / .... }	555	171,639
Scinde	105	6,657	114	3,507
Punjaub	45	5,547	84	6,009
East'rn Bengal	110	41,025	110	58,746
Gt. Southern..	79	13,717	79	14,711
	2,316	£841,468	2,569	£1,341,337

It thus appears that, during the year ending 30th June 1865, the railways, exclusive of the Bombay, Baroda, and Central India, whose accounts have not yet been made up, yielded the aggregate sum of 1,341,337*l.*, as compared with 841,468*l.* of the previous year. The chief increase in the traffic has, however, taken place during the latter half of last year—viz., from June to December; but the revenue accounts of all the companies have not yet been received from India, and I am only able to furnish the results of the five following lines for the year ending 31st December 1865:

	Net Receipts, 1864.	Net Receipts, 1865.	Guaranteed Interest, 1865.	Capital.	Expended on open lines.
	£	£	£	£	£
East Indian.....	625,894	928,750	1,161,813	23,236,260	22,000,000
Great Indian Peninsula.....	178,220	480,494	609,233	12,184,660	10,000,000
Madras.....	156,378	219,452	367,926	7,346,520	7,000,000
Eastern Bengal...	42,202	62,111	78,441	1,568,820	1,500,000
Great Southern of India.....	11,805	17,785	43,391	867,820	650,000
	1,014,499	1,708,592	2,260,204	45,204,080	41,150,000

The net amount earned by these companies last year is thus shown to be 1,708,592*l.* The guaranteed interest paid to the same companies during the year was 2,260,204*l.* But this amount applies to a capital of 45,204,080*l.*, while the sum expended on the lines earning 1,708,592*l.* does not amount probably to more than 41,150,000*l.*, the guaranteed interest on which would be 2,057,500*l.* The amount earned by the open lines would, therefore, fall short of the sum paid for the guarantee on the capital representing those lines by only about 349,000*l.*

The receipts and expenses for 1864–'65 were as follows:

	Receipts.	Expenses.	Net.
East Indian.....	£1,442,104	£670,005	£772,099
Gt. Indian Peninsula.....	870,296	555,670	314,626
Madras.....	349,456	177,817	171,639
Bombay & Baroda	196,485	....	*
Scinde.....	82,493	78,986	6,657
Punjaub	25,258	....	....
Eastern Bengal..	112,840	54,094	58,746
Calcutta & South Eastern.....	8,367	11,412	†3,045
Great Southern ..	30,878	16,107	15,911

* No revenue accounts have been received from India.

† Deficiency.

The expense of maintaining and working railways is a most important question in relation to their success. If, as in the case of some of the American lines, they are roughly made with steep gradients and sharp curves, with light rails, imperfect ballast, and wooden bridges, the cost of maintenance will absorb much of the profits. The railways in India do not labor under these disadvantages. They have been constructed substantially. Rails of the best iron, sometimes of steel, and of considerable weight, have been used; the bridges are of masonry and iron, and are executed with the greatest skill. The only part of the construction that has in any way failed is the wooden sleeper, which, on some lines, has not been found to resist the effects of the wet and heat. Iron is, consequently, being largely substituted for wood and, on the Madras, has already produced a considerable reduction in the cost of maintenance. But while the works have been admirably constructed, and the best materials have been used, it must not be overlooked that they cannot be altogether exempt from the influences of a tropical climate, with its floods and cyclones, and that watchfulness will be necessary to insure the preservation of the lines in their present condition. With regard to the working expenses, there are two items which, at present, are particularly high on Indian lines, and these are the

European establishments and the fuel, both of which, compared with railways in Europe, entail a heavy charge. As regards the high cost of fuel, however, this does not apply to the Bengal lines, the coal for which is obtained from collieries at Burdwan, Raneegunge, and Kurhurballee. The great advantage of these sources of supply will be understood when it is stated that the price of coal at the pit's mouth to the East Indian is about 10s. per ton, while English coal has lately cost the railways in the Bombay and Madras Presidencies from 40s. to 70s. a ton at their maritime termini. This high price is, at the present time, caused by the rise in freights from this country to India, but the cost, at the most favorable times, will not be less than 40s. On some lines wood is used instead of coal, and, with proper precautions against the escape of sparks, answers admirably. On the Madras it is calculated that the cost of wood fuel is less than half that of coal and coke. When some 150,000 or 200,000 tons of fuel are consumed annually, and when from 40s. to 60s. per ton has to be paid for it, it is time to look round for relief. Australian coal has been tried, with what success has not yet been reported; but from India herself the supply of fuel should ultimately come. By the judicious planting and preservation of forests, and by the developments of the mineral resources of Central India, means will, it is hoped, be afforded for rendering her independent of foreign supplies.

There has been a tendency during the past year to increase the rates and fares. They are still, however, low, as compared with European rates. It is hardly possible yet to judge what the established rates of charge for passengers and goods, especially the latter, should be. At present, the traffic on the principal lines is, as I have before explained, restricted by a scarcity of rolling stock. This has partly caused the rise in fares, but when there is a sufficient supply of rolling stock, and a large and well-sustained traffic, lower rates may be found to be more profitable than higher. If, however, the traffic goes on increasing in the same ratio as it has done during the last two years, the rates will, in some cases, have to be raised higher than they are now to realise the profits which the railways could command. Considering the question in the abstract, the first point to be ascertained, before fixing charges of this kind, is the cost of conveyance, and then, the charge which, in addition to what is required to cover the cost, will produce the greatest aggregate return; for it should be borne in mind that it is not the high profit upon the unit, but the small profits upon the large numbers or quantity, which should be sought for. Supposing the cost of running a train which should carry 50 tons to be 3s. a mile, and only 25 tons at 3d. a mile are carried, the profit is only 3s. 3d., or 1½d. per ton; but supposing the charge to be 2d., and 50 tons are carried, the profit is 5s. 4d., or 1¼d. per ton. Thus, when the profits upon each ton is more, the aggregate results are less, because the amount conveyed is insufficient to fill the waggons. When the amount is increased by the lower charge, the profit is smaller upon each ton, but (more being carried at the same cost) the profits are greater on the whole. The great aim should be, in the first place, to provide an adequate supply of rolling stock, and then to impose such rates as would bring that stock into constant use. An over-supply, as well as an under-supply, is to be avoided. Both have a tendency to raise rates. If too many carriages and trucks are provided, charges must be put on to cover the cost of those unemployed. If too few are provided, charges would have to be imposed to check the demand for conveyance. The East Indian and the Great Indian Peninsula lines have been in the position of being unable to meet the demand upon them, so that the rates are levied under circumstances which ought to be exceptional. At some of the stations on the East Indian, such was the demand for tracks, that it is supposed bribes were given to secure a preference; and it was proposed by a committee appointed to apply a remedy, that the trucks should be put up to auction, ignoring altogether the established rates. This would not have been a proper arrangement, and it was accordingly decided to fix higher charges generally.

With regard to the passenger fares, the tables given hereafter, exhibiting the number in each class, show that comparatively few people travel in the first and second classes. It appears that 91 per cent. travel in the third, 4-78 travel in the second, and 1-12 in the first class. Various fares and different kinds of carriages have been tried with the view of attracting more to the first and second, but without producing other results. Cheap fares are stronger than caste. The rich murasider and merchant may be seen traveling in the same carriage with the Coolie laborer who works in his fields and godowns.

On the Bombay lines the Government have established the principle of fixing maximum rates, within which the companies are allowed to levy such charges as they may find to be most desirable. The system has worked well, and the other Governments of India will probably deem it expedient to extend it in the course of the present year to the other railways. But whatever the fares may be, a most material point in relation to the profits they produce is the class of goods to which they are applied. On the Great Indian Peninsula, for instance, the transfer of cotton from the second to the fourth class has been attended with marked success.

The following statement shows the amount that has been advanced by the Government to the several companies on account of guaranteed interest during the past year, together with the aggregate sum which has been paid on the same account from commencement to the close of 1865:

	During 1865.	Total paid up to end of 1865.
East Indian	£1,161,812	£7,419,370
Great Indian Peninsula	609,233	3,470,134
Madras	367,326	2,192,808
Scinde	96,762	532,951
Punjaub	96,204	419,686
Delhi	52,367	142,628
Indus Steam Flotilla	18,695	98,030
Bombay, Baroda, and Central India	252,050	1,064,051
Eastern Bengal	78,441	356,215
Calcutta & South Eastern	20,391	96,009
Great Southern of India	43,391	173,968
Total	£2,796,676	£15,965,855

It will thus be seen that a sum of very nearly 16,000,000*l.* has been paid by the Government during the last fifteen years to the companies as interest on the capital raised by them. Of this sum, about 4,900,000*l.* has been received back by the Government from the earnings of the companies. The sum paid last year on account of the guaranteed interest was 2,796,677*l.*, as compared with 2,567,744*l.* in 1864. The receipts from the traffic, which in 1864 amounted to about 840,704*l.* last year rose to 1,341,550*l.*, reducing the net payment by Government on account of the guarantee from 1,727,040*l.* to 1,455,122*l.* This improvement furnishes ground for the hope that gradually the two amounts will be balanced, and that a commencement will then be made by the companies in paying back past years' interest, and in declaring a larger dividend than the guaranteed interest of 5 per cent. to the shareholders.

☞ The Milwaukee *Wisconsin* says that iron enough has been received to build the St. Paul and Pacific Railroad to St. Cloud, and is being put down as fast a corps of workmen can do it. The Minnesota Central, and Winona and St. Peter railroads are also being pushed forward as rapidly as possible between Faribault and Owatonna, on the Central Road. The track is being laid at the rate of three-quarters of a mile per day. The two roads are expected to reach Owatonna by the 1st of September, thus giving the citizens of that place an all connection with Winona.

Projected Railroads in the South.

It is proposed to construct a railroad connecting Memphis, Tenn., and Montgomery, Ala., passing through Columbus, Miss. A letter from Hon. W. J. Sykes, of Columbus, to Hon. J. D. Phelan, of Montgomery, in favor of the project, says:

This is an enteprise in which your City and State are deeply interested. From Memphis to Montgomery by this route it will not be more than three hundred or three hundred and fifty miles, the exact distance not known. The distance from Montgomery to Memphis is very little more than that from Montgomery to Nashville. At Memphis you are brought, by means of the Mississippi River, in communication with the great grain region of the North and Northwest. Your supplies can be brought as expeditiously and as cheaply over this road as by any other route. Memphis is destined to be the great city on the Mississippi River. The nearest route between Montgomery, Ala., and Memphis, Tenn., will either be Tuscaloosa or Selma. It is evident that Alabama must, in the new order of things, become a great manufacturing State, and Tuscaloosa, Selma and Montgomery must be the principal manufacturing cities in that State. They are all near the coal, the iron and the cotton, and when the various railroads are completed they will have every facility for manufacturing enjoyed by any cities. The railroads needed in your State immediately are the Northeast and Southwest road from Chattanooga to Meridian, the Decatur and Montgomery, the Montgomery and Selma, and a railroad either from Selma by Columbus, Miss., to Memphis, or a railroad from Lime Kiln Station on the Montgomery road to Tuscaloosa, Ala., and Columbus, Miss., to Memphis. To build these roads will require a very large amount of capital, but the productive energies of the country will furnish that capital in a few years, and the enhanced value of the property, arising from the building of these roads and the consequent developments of the natural resources of the country will more than pay for the building of the roads. The road from Memphis to Montgomery will cost say $10,000,000; this includes the road from Montgomery to Selma. Alabama possesses as many of the elements of wealth as any State. In the extreme Southern portion of the State there are the extensive piney woods, with splendid forests of timber and fine ranges for cattle. In the middle portion the rich canebrake and bottom lands for cotton, corn and other agricultural products, and north of a line drawn through Tuscaloosa, east and west, there are, in great abundance, coal and iron, and all other things necessary for manufacturing purposes. There is also fine land in the northern and northeastern part of the State. She may and probably will raise a less amount of cotton than formerly, but the enhanced price will compensate for the diminished production, and if it should be manufactured at home, the profits would be greatly increased, as before shown.

☞ We learn from the Pittsburg *Gazette* that the portion of Oil City, which was recently burned, has been almost entirely rebuilt. In a few months Oil City will be the terminus of no less than three railroads, the Atlantic and Great Western, already finished, the Oil City and Pithole, which connects with the Warren and Franklin at Oleopolis, and thence with the Philadelphia and Erie at Warren, and the Oil City and Petroleum Centre road, which connects with the Oil Creek Valley road, connecting Pittsburg and Oil City, is being pushed to completion as fast as possible.

☞ The N. O. *Commercial* says that "a railroad meeting was held at Waco on the 9th ult., and a committee appointed to confer with the President and managers of the Central railroad, in reference to carrying the road to that place."

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca	5	----	50,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	----
Albany and Boston "	50	25½	20,000	----
Algomah ... "	25	3	20,000	----
Allouez ... "	25	1½	20,000	----
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Atlas ... "	25	2	20,000	----
Aztec ... "	25	4½	20,000	----
Balt. and N. C. ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13½	20,000	12½
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	----
Black River ... "	----	2½	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	----
Boston ... L. S.	25	2½	20,000	----
Brooklyn ... L. S.	25	2½	20,000	----
Bronze ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	½	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	5	20,000	----
Canada ... Vt.	4	1	100,000	50c
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	----
Champlain ... Ca.	1	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	½	20,000	----
Concord ... "	25	4	20,000	----
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	----
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	3½	20,000	2½
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1½	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	3
Edwards ... "	25	1½	20,000	----
Ely ... Ca.	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	60,000	----
Franklin ... L. S.	25	8½	20,000	47
French Creek ... Pa.	5	----	100,000	65c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	----
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	27½
Hanover ... "	25	1½	20,000	2½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	----
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	½	20,000	----
Humboldt ... "	25	5	20,000	4½
Hungarian ... "	25	1	20,000	----
Huron ... "	25	19	20,000	40
Indiana ... "	25	10	20,000	----
Inverness ... Ca.	24	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	10
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ... L. S.	25	8	20,000	----
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lennoxville ... Ca.	5	----	100,000	----
Logan ... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca	2	----	200,000	----
Madison ... L. S.	25	6	20,000	2
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	----
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5	----	----	----
Mass ... L. S.	25	4½	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1½	20,000	----
Mendota ... "	25	1½	100,000	----
Merrimac ... "	25	6½	20,000	----
Merryweather ... "	25	----	20,000	----
Meanard ... "	25	8	20,000	----
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1½	20,000	----
Minnesota ... L. S.	25	18½	20,000	8
Missisquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	----
National ... "	25	5½	20,000	----
Native ... "	25	2	20,000	75c
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	----
North State ... "	25	3½	20,000	----
North Western ... "	25	11½	20,000	----
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	----
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	55
Petherick ... "	25	5½	20,000	5½
Pewabic ... "	25	3½	20,000	36½
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	----
Pittsburg & Boston "	25	5½	20,000	44
Pontiac ... "	25	10½	20,000	1½
Prescott ... Ariz. T.	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	10	10	20,000	43
Reliance ... "	25	----	20,000	----
Republic ... "	25	----	8,000	----
Resolute ... "	25	6½	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	25	2½	200,000	----
Rockland ... "	25	12	20,000	7½
Roscoe ... Ca	1	----	200,000	----
St. Clair ... L. S.	25	5	20,000	5½
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	----
St. Margaret ... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	----	20,000	----
Salem ... "	25	½	20,000	----
Seneca ... "	25	1	20,000	----
Sharon Consol ... "	25	½	20,000	----
Sheldon & Col. ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	½	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise, "	----	----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	2
Star ... L. S.	25	11½	20,000	----
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	8½
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	----
Toltec ... L. S.	25	21	20,000	----
Tremont ... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	----
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ... "	5	----	100,000	----
Winona ... "	25	8	20,000	----
Winthrop ... "	25	4½	20,000	----
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ... Pa	50	----	----	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	----	----
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	----
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Toni Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	----	----
Clute ... "	5	5	110,000	----
Continental ... "	5	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ... "	2	----	100,000	----
Hampton ... Mass.	5	----	100,000	----
Jefferson ... N. Y	----	----	----	----
Kings Hill ... "	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	----	40
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	2½	----	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	160,000	----
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ... "	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	----	----
Warren ... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ... Pa.	25	----	60,000	58
Appleton ... "	----	----	----	----
Ashburton ... Pa.	50	50	50,000	17
Atlantic & G. C. ... Md.	----	----	----	----
Baltimore ... "	100	100	----	----
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	----
Big Mountain ... Pa.	----	----	----	----
Boston & Pictou ... N. S.	5	----	100,000	----
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American ... N. S.	----	----	----	----
Cape Briton ... N. S.	2½	2½	200,000	3
Cameron ... Pa.	50	----	50,000	----
Central ... "	100	100	20,000	46½
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	----	----
Consolidation ... Md.	----	----	----	----
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	47½
East Mahanoy ... Pa.	----	----	----	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	----
Fulton ... "	5	5	60,000	----
Gilberton ... "	50	50	5,000	25
Hamp. & Balt. ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	----
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	----	----
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	----	----
Lehigh & Susq ... "	50	50	----	----
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	----
Mammoth Vein ... "	----	----	----	10½
Maryland Anth ... Md.	20	20	25,000	----
Metropolitan ... "	100	100	----	----
Mt. Pleasant ... Pa.	----	----	----	----
Narragansett ... R. I.	10	10	8,000	----
N. Y. & M. C. Fi'da. Pa.	----	----	----	----
North Carbondale ... "	----	----	----	----
Pennsylvania ... "	50	50	64,000	----
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	19
Shamokin ... "	----	----	----	----
Somerset I. & C. ... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ... "	10	----	100,000	----
St. Nicholas ... Pa.	----	----	----	2½
Shawmut ... "	20	----	40,000	----
West Virginia ... W. Va.	----	----	----	----
Wilkesbarre ... Pa.	100	100	21,750	54½
Wolf Creek ... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market rice p.sh.
GOLD:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	----
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	----
Baltic ... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ... "	5	----	100,000	----
Black Hawk ... "	100	----	50,000	----
Bob Tail ... "	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	----
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	----
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Jobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	----
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	----
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	----
Downieville ... "	1	----	300,000	----
Eagle ... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,000	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	30,000	----
Garrison's ... "	50	----	100,000	----
Gem ... "	50	----	25,000	----
Golconda ... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	300,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	----
Holman ... "	2	----	150,000	----
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	----
La Crosse ... "	10	----	100,000	----
Liebig ... "	5	----	200,000	----
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	50,976	12
Do. preferred ... "	100	100	57,744	28
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	----
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ... "	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	----
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	4
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	----
Sherbrooke ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	9½
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20,000	----
Tascher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	----
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	----
QUICKSILVER:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	50½
Santa Clara ... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equi-val't in single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	----	27
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	----	43½
30 Nov. '64	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	93½
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	—	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poll'n)		6	----	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	—	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	----	42
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	—	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	----	25
30 Nov. '64	31.85	—	341	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	----	51
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	—	3	----	48
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	—	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	—	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	----	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	—	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	—	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	----	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	----	93½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	----	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,589	—	—	—	—
30 Nov. '64	11.60	—	59	8	—	Worcester	96,657	75,800	—	53,668	25,453	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	—	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	—	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	581,784	366,000	200,000	19,144	82,049	4,162	—	—	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	—	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12,000	—	700	—	—	—	—	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfl'd.	33,500	15,000	18,500	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	—	327,713	30,493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	—	—
30 Sep. '64	—	6 00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	49,000	5,000	452,701	4,208	12	—	—
30 Sep. '64	12.00	1.00	—	59	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	—	—
30 Sep. '64	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	—	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Morris & Ford'm	158,749	72,000	88,000	—	34,660	897	—	—	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	100	65
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	—	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,395	loss.	—	—	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	—	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,300	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	55
31 Oct. '65	5.50	—	—	122	21	3 Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct. '65	12.33	—	—	262	40	0 Frankford & Southw'k (Ph.)	766,569	491,620	200,000	—	286,861	91,545	—	50	—
31 Oct. '65	6.00	—	—	86	14	2 Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	—	195	33	8 Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	—	250	44	0 Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	—	120	25	0 Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	30
31 Oct. '65	2.00	—	—	25	4	1 Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	—	328	56	0 Hestonv., Mantua & Fairm'nt	—	—	183,600	75,131	153,813	39,179	—	50	15½
31 Oct. '65	4.50	—	—	105	16	2 Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'rg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct. '65	3.75	—	—	124	18	6 Pittsb., Allegheny & Manch'r	96,585	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct. '65	2.06	—	—	67	12	0 Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct. '65	3.80	—	—	165	27	0 Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct. '65	5.00	—	—	64	10	3 Philadelphia and Darby	56,383	100,000	17,000	—	38,781	6,494	5	20	—
31 Oct. '65	4.50	—	—	51	10	0 Ridge Avenue & Manyunk	179,335	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	—	431	67	5 Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,582	158,830	10	50	86
31 Oct. '65	5.62	—	—	87	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	—	118	16	3 Spruce & Pine (Phil. & Gr'nF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	25	38½
31 Oct. '65	7.00	—	—	210	35	2 10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	60
31 Oct. '65	6.25	—	—	143	23	0 13th & 15th st. (Phila.)	—	—	—	—	143,038	38,435	5	50	21½
31 Oct. '65	23.05	—	—	412	70	0 Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42½
31 Oct. '65	6.00	—	—	327	52	5 West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	68
31 Oct. '65	1.00	—	—	9	4	0 Williamsport	—	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	—	31,549	239,050	21,058	—	—	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31Dec. '62	3.62	—	—	—	—	— Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Morris & Ford'm					
1st Mortgage	88,000	7	J. & J.	----	----
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	----	1880	92
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	----	----	----
Middlesex:					
1st Mortgage	31,000	--	----	----	----
Malden & Melrose bonds	51,762	--	----	----	----
Real Estate	4,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	67,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	103
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	----	----	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City:					
1st Mortgage	65,500	?	----	----	----
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	129½
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	124
" " " coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	99
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	100
" " " coupon		5	" "	1871	104
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	103
" " " " coupon		6	July.	1881	10
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 registered	264,314,500	6	" "	1881	109½
" " " coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	----
" " " (5-20s) coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) registered	80,734,500	6	May & Nov.	1885	106
" " " (5-20s) coupon		6	" "	1885	106
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	98½
" " " coupon		5	" "	1904	98½
Pacific R. R. Bonds of (currency) registered	5,402,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---		Due.	----
" June 20, '64 & Mar. 3, '65 1st series	312,221,600	7.3	Feb. & Aug.	1867	104½
" March 3, 1865 2d series		7.3	June & Dec.	1868	104½
" " 1865 3d series		7.3	Jan. & July.	1868	104½
Debt Certificates	43,025,000	6	At maturity.	1 year	100½
Gold Certificates of Deposit	22,568,320	---			----
Compound Interest Notes of 1864	162,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	124,561,486	---	" "	10 d'y	----
United States Notes (greenbacks)	402,128,318	---			----
Fractional currency	27,334,965	---			----
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" " " " "	683,000	6	" "	1876	----
" —Funded Interest Bonds "		---			----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116
" —War bonds "		7	" "	1872	----
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	'72-'90	100½
" " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	----
" " " " "	2,271,750	6	" "	'68-'86	109
" " " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	100
" " " " coupon	1,759,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	----
" " " 1862-'79 "	436,000	6	" "	'62-'79	----
" " " 1865-'79 "	229,372	6	" "	'65-'79	----
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	----
" " " " "	1,778,677	6	" "	1877	----
" " " " "	241,000	6	" "	1879	----
" " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	86
" " " " "	2,058,173	2½	" "	1866	----
" " " War Loan coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	447,000	6	" "	'66-'73	----
" " " " "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	95
" —Fu de ' Coupons "		6			----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds coupon	4,900,000	6	Jan. & July.	1888	96½
Maryland—State Bonds coupon	2,171,903	5	quarterly.	var.	60
" " " " coupon	1,727,000	6	" "	1870	100½
" " " " coupon	3,192,763	6	" "	1890	----
" " " " inscribed		6	" "	1890	----
" " " " (sterling) coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	124½
" " " "	244,000	5	Jan. & July.	'70-'74	97½
" " " "	375,000	5	April & Oct.	'72-'74	97
" " " "	220,000	5	May & Nov.	1880	96
" " War Loan	6,429,000	5	" "	1894	93½
" " Scrip	297,000	6	June & Dec.	'68-'77	109½
" " " "	150,000	6	April & Oct.	1868	122
" " " "	1,024,000	6	Jan. & July.	'71-'75	108½
" " " "	2,030,000	6	" "	'76-'78	----
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" " " " "	1,750,000	6	" "	'73-'83	----
" —Canal Loan "	100,000	6	" "	1878	----
" —Renewal Loan "	216,000	6	" "	1878	----
" —War Loan Bonds "	1,122,000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	79½
" " " (H. & St. R R.)	3,000,000	6	" "	'72-'85	80
" " " (Pac. R. R.)	7,000,000	6	" "	'72-'87	80
" —New Sinking Fund Bonds		7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	96
" " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan coupon	731,000	6	" "	'71-'72	96
New York—State Bonds general fund	703,000	7	quarterly.	1870	----
" " " bounty fund	25,566,000	7	Jan. & July.	1877	104½
" " " general fund	1,189,780	6	quarterly.	pleas.	----
" " " canal fund	702,000	6		1866	----
" " " general fund	500,000	6	" "	1868	98½
" " canal fund	3,050,000	6	" "	1871	----

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	97½
" " " " "	2,250,000	6	"	1874	97
" " " " "	500,000	6	"	1875	----
" " " " "	900,000	6	"	1877	----
" " " " general fund	800,000	6	"	1878	97½
" " " " "	909,607	5	"	pleas.	----
" " " " canal fund	192,585	5	"	1866	----
" " " " "	1,163,000	5	"	1868	----
" " " " general fund	442,960	5	"	1868	----
" " " " canal fund	167,000	5	"	1871	----
" " " " "	4,500,000	5	"	1874	90½
" " " " general fund	900,000	5	"	1875	----
" " " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	84½
" " " " (new) "	3,500,000	6	Jan. & July.	1900	63
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	----
" " " " "	536,798	6	" "	1860	----
" " " " "	379,866	6	" "	1868	----
" " " " "	2,183,532	6	" "	1870	----
" " " " "	1,600,000	6	" "	1875	99½
" " " " "	4,095,309	6	" "	1881	100½
" " " " "	2,400,000	9	" "	1886	----
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State stock registered	20,209,000	5	Various.	'66-'90	90½
" " " coupon	6,168,000	5	"	'77-'82	93
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	97½
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" " " " inscribed	1,708,000	6	" "	'68-'90	----
" " " " coupon	1,499,000	6	" "	'17-'90	----
" " " (new) "		---			----
Tennessee—State Bonds coupon	1,091,180	5	April & Oct.	'76-'90	80
" " " " "	239,167	5½	" "	'72-'79	----
" " " " "	1,706,000	6	" "	'82-'89	71½
" —Railroad Loans "	14,046,000	6	" "	long.	92
" —Funded Interest "		6	" "	1892	69½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	68
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	41½
" " " coupon	11,108,000	6	" "	'86-'95	64
" " (sterling). "	1,866,000	5	" "	1872	----
" —Funded Interest registered	----	6	" "	'76-'96	----
" " " coupon	----	6	" "	'76-'96	----
West Virginia—State Bond coupon	----	6			----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) "	641,800	6	Jan. & July.	'17-'88	----
" " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" " "		6	"	1870	----
" " "		6	Jan. & July.	1873	97½
" " "		6	May & Nov.	1875	93½
" " "		6	Jan. & July.	1886	98
" " "		6	quarterly.	1890	100
" " " coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	124½
" " "		5	"	'71-'76	----
" " "	7,846,026	5	"	'76-'80	98½
" " "		5	"	'81-'86	145½
" " "		6	"	'67-'76	128
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" " " (sterling)	1,949,711	5	Jan. & July.	'77-'78	98
Brooklyn—Municipal Bonds coupon	3,036,200	4½	" "	'72-'73	----
" —Public Park Loan "		6	Jan. & July.	'66-'71	89
" —Improvement Loans "		6	" "	'81-'97	----
" —Water Loans coupon	5,500,000	6	" "	'66-'96	----
Chicago—Municipal Bonds (old)	371,000	6	" "	'81-'97	95
" " " (new)	956,000	7	Various	'67-'81	97½
" —Water Loan coupon	1,464,000	6	Jan. & July.	1876	----
" —Sewerage Loan "	1,184,000	6	" "	1888	98½
Jersey City—Water Loan coupon	650,000	7	" "	'79-'87	99½
Milwaukee—Re-adjusted Bonds coupon	925,000	7	Jan. & July.	'79-'81	93
New York City—Municipal Stock	3,478,900	4	June & Dec.	1894	----
" " " "	4,714,000	6	F., M., A. & N.	'73-'75	----
" " " "	1,800,000	6	" "	'76-'78	----
" " " "	5,149,271	6	" "	1883	----
" " " "	275,000	6	" "	1887	----
" —Fire Indemnity Stock	402,768	6	" "	1898	----
" —Municipal Stock	150,000	5	Feb. & Aug.	1868	----
" " "	3,125,200	5	F., M., A. & O.	'67-'69	----
" " "	319,000	5	" "	1870	94
" " "	1,000,000	5	" "	1873	----
" " "	334,700	5	" "	1874	----
" " "	2,016,000	5	" "	1875	----
" " "	2,375,000	5	" "	1876	----
" " "	900,000	5	" "	79-'80	----
" " "	674,300	5	" "	1890	----
Philadelphia—City Bonds (old)	552,700	5	" "	1898	----
" " " (new)	739,222	5	Jan. & July.	'67-'81	----
" " " (old)	2,232,800	6	" "	'97-'82	----
" " " (new)	7,898,717	6	" "	'66-'93	94½
Pittsburg—Municipal Bonds coupon	1,009,700	6	" "	'66-'99	98½
" —Railroad Bonds "	1,800,000	6	Jan. & July.	Var.	97
Portland—Municipal Bonds	985,326	6	" "	1913	----
" —Railroad Bonds coupon	1,500 000	6	Various.	'66-'83	94
Sacramento City—Municipal Bonds	1,496,100	6	April & Oct.	'69-'71	----
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'88-'89	----
" —Water Loan "	484,000	6	Jan. & July.	'66-'90	86
" —Sewerage Loan "	425,000	6	" "	'71-'83	85½
" —Railroad Loans "	1,161,000	6	" "	'79-'88	86½
San Francisco—City Bonds coupon	1,352,800	6	" "	'71-'77	----
" " " "	329,000	10	May & Nov.	1871	----
" —City and County B'ds. "	1,138,500	6	Jan. & July.	1875	----
" " " " "	2,200,000	6	" "	1888	----
		6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	314,521	332,098	406,076	446,044	396,847	381,510	357,556	----
1865	289,400	327,269	399,870	343,408	399,364	521,174	595,523	738,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	388,480	394,533	451,477	------	------	------	------	------	------	------	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,356	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,002
1866	210,171	207,918	304,885	270,889	333,432	368,273	------	------	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,976	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	303,231	389,499	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	------	------	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,944	702,681	767,508	946,707	921,886	749,191	546,669	7,958,980
1866	523,566	405,634	528,744	518,736	736,082	922,892	------	------	------	------	------	------	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25,461	211,077
1862	24,843	21,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,757	51,286	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	------	------	------	------	------	------	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,224,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,622,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,484	1,153,295	1,001,668	1,243,143	------	------	------	------	------	------	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,800,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,603	460,573	617,682	578,403	747,469	739,786	641,559	643,587	518,068	7,181,206
1866	582,828	512,628	516,822	406,773	507,830	560,025	------	------	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,088,166
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	------	------	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	------	------	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,923	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193.120	200,826	181,983	180,915	226,819	276,109	325,818	306,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	352,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,882	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	------	------	------	------	------	------	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	207,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,787	365,196	335,083	------	------	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,901
1866	131,707	122,621	124,175	121,904	245,511	243,944	------	------	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,188	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,893,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,816	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	300,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,563	284,219	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	------	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,000	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,845	350,763	407,077	483,509	505,814	466,300	487,642	5,152,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	------	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,865	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	------	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,236	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,523	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	161,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,200	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,524	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	------	------	------	------	------	------	----
Western Union:													
1866	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,333
1866	45,102	36,005	39,301	43,332	86,913	102,918	------	------	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	6			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850	676,000	6	Jan. & July.	"	1880	96
" " " 1855	1,085,000	6	Jan. & July.	"	1875	95½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	91
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	98½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	90½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	94½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	70
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	856,000	8	Jan. & July.	New York.	1883	109½
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	95
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	84
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	99
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	78½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	78
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,500	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1890	
Cleveland and Pittsburg:						
3d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	92
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	77
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1887	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	Jan. & July.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Dividend	36 650		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	91½
Connectic't and Passump. Rivers:						
1st Mortgage	638,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622 000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,230					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	98
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	696,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	97
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	99
1st M. (State) $75,000 n y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,784	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	81
Land Security	3,344,60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1836	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1853	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1863	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	90
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	66-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	81½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,255,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	98½
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	300,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Db'ts of former Cos outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] Bds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,810,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	150½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	96
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,491,000	7	April & Oct.	Boston.	1869	96½
2d Mortgage (now stock)						53½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	80
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1869-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
" 1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	105½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85½
Bridge Bonds	163,580	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago.						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	88
2d Mortgage	937,500	7	" "	"	1863	39½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1886	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1865	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	115½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	85
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	88
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,701	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	506,156	260,269	6	.....
								ARKANSAS.													
6 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,881	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	3½	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53.204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	149.785	8,081,181	117.4	629,209	1,982,213	549,834	9	111
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	208,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.8	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	...	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	413,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	753,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	28.7	...	...	.....	Brunswick and Florida	756,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	230.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	109½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,555	2,799,435	31	125
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	36½
31 Mar. '66	181.8	—	.....	—	55	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	102½
31 May, '63	174,5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	.....	—	148	76	3,297	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	124½
31 Dec. '65	118.0	—	.....	112	15	6	234	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,563	880,333	250,186	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	34½
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4.562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,868	230,834	9	72
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,022	1,372,000	997,000	106,879	2,975,878	84.0	384.539	771.763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,40	—	75½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73.0	411,278	1,248,726	596,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,906	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,961	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412.156	162,268	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok. Ft. Desmoines & Minn	1,037,876	82,490	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,256	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	.....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,483	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,582,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	*	5,527,871	3,297,000	39,307	12,578,715	300.0	933,047	4,814,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,313	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 424	—	.....
31 Aug '60	53.7	—	.....	136.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108.424	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	111½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,176	663,971	19,672,646	523.8	2,181,615	4,586,445	1,936,788	6	84½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	400,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,752	895,902	6,331,599	236.0	.....	884,842	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,947	121,559	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	.....
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	490,186	950,499	640,641	—	35
1 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
8 Feb, '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	2,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
8 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	239,189	399,291	229	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,281	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	223	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,328	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	236.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,039,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	48
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,800,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192.638	381,467	1,830,000	640,600	47,118	3,020,600	70.9	413,213	752,605	172,232	6	103½
30 Nov. '64	74.3	8.8	51.1	—	38	78	720	Boston and Maine	3,884,161	476.975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	125½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	136
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,418,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	125,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6¼	66
30 Nov. '65	60.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	105½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	107
30 Nov. '65	51.0	42.5	75 8	—	27	28	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,231	993,694	314,255	8	109
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Oper. by Boston & Lowell)				5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	186,647	300,994	51,227	8	124½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	101½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	—
31 May, '65	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438.317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	101
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper by B. & L. Co.)		17,500		1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,880,000	558,955	—	3,635,667	77.3	151,327	390,086	122,307	2	49½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,848,806	218.0	1,358,514	3,431,584	1,226,658	10	147½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	349,253	1,800,000	1,050,000	31,216	3,199 [illegible]	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	64½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	368,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	32.0	387,789	615,728	215,973	9	103
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,750	—	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,386,245	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,406	10,264,463	—	.....	124.2	.....	5,799,980	1,140,788	35	122
31 Dec. '64	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,881,424	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10,685,940	1,509,000	838,636	13,861,735	86.0	1,187,978	3,036,390	1,287,966	10	120
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,960	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,765	7	80
31 Dec. '65	23.8	—	.....	—	...	...	.....	New Jersey	3,903,171	788,164	1,793,064	5,000,000	806,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	125
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	168,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	...	...	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	280,022	130,510	6¼	46½
31 Dec. '64	38.5	—	.....	47.	...	...	.....	West Jersey	1,461,219	*	—	588.400	700,000	—	1,288,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,729	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	134	108½	—
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434.775	5,066,511	4	68½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452 [illegible]	994,668	8	121
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,666	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	664.9	5,804,048	13,975,524	2,694,714	6	165½
30 Sep. '65	130.8	2.1	45.0	—	48	83	687	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	—
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	2,850,072	831,561	—	3,077,900	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	55
30 Sept. '65	18.0	—	0.5	10.3	...	...	.....	Oswego and Rome	585,880	—	—	206,800	222,000	157,050	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	—
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	—
30 Sept. '65	18.5	—	1.3	—	...	...	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	—
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water'n & Ogdensb'g.	2,006,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	439,252	979,737	302,076	10	96
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	...	...	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased to Rensselaer and Saratoga R. R						6	—
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	" " " "						6	—
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	—
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,596,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	—
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	—
30 Sept. '65	10.3	—	.....	—	...	...	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,108	23,733	3	—
								NORTH CAROLINA.													
31 May, '65	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,236,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,183	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	582,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	111
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101.0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	88½
31 May '66	109.1	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,250	114,996	8,369,819	188.6	994,554	2,388,868	1,271,793	13	117½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	—
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,764,630	186,762	6,326,333	142.0	—	951,357	339,924	—	—
30 Nov. '66	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	682,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,883,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '64	153.9	82.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595 400	251,867	3,343,950	1,341,093	14,202	5,172,133	205.9	356,409	719,924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	32 07	189,488	—	—
31 Dec 64	242.4	—	.....	—	48	13	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 663,868	—	10,243,015	350.0	1,244,358	2,050,322	945,492	3½	89½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	.....
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,464,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000		3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,586	14,481,135	204.5	1,437,363	1,733,320	38,671	15	150
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.8	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	83,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	686,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	65
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	37
31 Oct. '65	130.5	—	68.3	—	31	....	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	55½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,084	412,353	—	38½
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,851,447	45,850,798	821.0	5,846,778	17,459,169	4,189,111	10	56
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	—	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	386,376	8	88½
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,692,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	30
30 Nov. '65	98.0	59.5	238.3	—	254	68	7,082	Philadelphia and Reading	22,280 948	8,765,774	4,661,353	20 240,673	6,900,663	—	30,608 075	471 8	3,688,309	11,142,519	4,812,271	10	46
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,586	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	125
31 Oct., '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,826	10,669,242	197.0	981,465	3,884,609	1,046 804	10	57½
31 Oct., '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	—	9
31 Dec '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,078	8,489 062	3 2-3 547	10	103½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	110
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	263,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	106,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,187,707	47.6	.....	29,967	19,187	—	—
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	84,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	80,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,956,544	1,731,000	.....	.....	159.0	.....	734.118	337,884	6	—
1859.	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all sided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	52,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '65	110.3	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	*	—	1,679,600	638,500	.....	3,033,466	105.0	164,794	428,180	184,470	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	282,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	oper	r. by Vt.	Central	.....	8	97½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	108.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	108.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	18	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,669	*	2,318,432	2,000,000	1,655,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,961	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,064	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	.....	121,063	7	—
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,180	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	506 [illegible]	—	57½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	6,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	188,210	—	—
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '67	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '68	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible],410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	116.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,260,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	169,421	107,640	20,005	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Novn Scotia	4,273,401	*	—	4,273,281	—	—	4,273,251	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec 63	5,[illegible]	—	—	—	11	22	120	Pan ma	5,000,000	*	658	5,000,000	75,000	—	10,763,738	48.7	.....	[illegible] 237,438	1,328,924	—	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	38½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	49½
Chicago & Alton (preferred)	2,425,400	7	7	110
Chicago & Northwestern (pref.)	12,994,720	7	7	67½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	72½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	43
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	95
" " " (2d pref.)	1,014,000	7	7	95
Milwaukee & St. Paul (preferred)	2,400,000	7	---	72½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo & Wabash (preferred)	984,700	7	7	61
Toledo, Peoria & Warsaw (1st pref.)	1,850,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----------	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	-------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	96½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	90,852	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	81
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	105
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	87
Delaware and Hudson	100	10,000,000	10	101
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,091,700	10	58
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	84
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	27½
" " (preferred)	50	2,888,988	---	38½
Susquehanna and Tide Water	50	2,048,200	---	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash) per ton	46 — @ 50 —	
Pig, American, No. 1	47 — @ 48 —	
Bar, Refined, English	105— @110 —	
Bar, Swedes, assorted sizes (in gold)	95 — @100 —	
Bar, Swedes, assorted sizes	170 — @ — —	
Bar, English & American, Refined	125 — @ — —	
Bar, English & American, common	115 — @ — —	
Scroll, English	155 — @205 —	
Ovals and Half round	150 — @160 —	
Band, English	— — @155 —	
Horse Shoe	150 — @160 —	
Rods, English	130 — @185 —	
Hoop, English	165 — @225 —	
Nail Rod per lb.	— 10½@ — 11½	
Sheet, Russia per lb.	— 25 @ — 26	
Sheet, English, Single, Double and Treble	— 7 @ — 9	
Rails, English (gold) per ton	55 — @ — —	
Rails, American	85 — @ — 90	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18½@ — 24
English Spring (1st & 2d qlty.)	— 11½@ — 13
English Blister (1st & 2d qlty.)	— 12½@ — 20
English Machinery	— 14 @ — 16
German	— 15½@ — 17½
American, Blister	— 11½@ — 13½
American, Cast, Hammered	— 18 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 12½
American Machinery	— 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— 44 @ — 45
Sheathing, Yellow	— — @ — 33
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 31 @ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— 6 75 @ 6 87½
German Refined	— 6 75 @ 7 —
English	— 6 87½@ 7 12½
Bar per lb.	— — @ 11 25
Pipe and Sheet	— — @ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold) per lb.	— — @ — 20½
Straits (gold)	— — @ — 20½
English (gold)	— — @ — 20

	(Gold.)	(Currency.)
Plates, I.C. Charcoal, p. box	— @ 10 —	15 50 @ 16 —
Plates, I. C. Coke	7 25 @ 8 —	11 — @ 13 50
Plates, Coke Terne	7 37½@ 7 50	10 75 @ 11 —
Plates, Charcoal Terne	— — @ 9 75	14 75 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash) per 100 lb.	6 75 @ 7 —
Clinch (cash)	— — @ 8 50
Copper	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 23
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 24 @ — 24½
Refined, free L. S. to White	— 53 @ — 55
Ref'd, in bond, prime L. S. to White	— 39½@ — 40
Ref'd, in bond, Standard White	— 41½@ — 42
Naptha, Refined (60@63 gravity)	— 38 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

	Th 26	F. 27	Sat. 28	M. 30	Tu. 31.	W. 1
Atlantic M. S. S. Co.	---116	----	116	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	116	----	----	----	----
Canton Co.	----	53	53½	----	53	53
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	---102	104	----	105	105½	107½
" " pref.	---105	105	106	106	107	110
" " 1 M.	---98	----	----	----	98	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	---125	125	----	----	125	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	---34½	35½	36½	36¼	36⅜	36½
" " pref.	---64½	65½	65½	65½	66⅞	67½
" " 1st M.	---90	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	---99	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	---97½	99½	100½	101½	103	102½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	---112	111	111	111	111	111
Clev. and Pittsburg	---85	85	86½	86½	87½	88½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	---111½	112	114½	115½	116	115½
" " S. F. J p.c.	----	----	----	----	----	102
Cumberland Coal, pref	---45½	46½	46½	46½	46½	46½
Del. & Hudson Canal	---149	150	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	---64½	65	65	65½	67½	67½
" pref.	---76	----	----	72½	73½	72½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	50
" " bonds	----	----	----	----	----	----
Hudson River	---120	119½	----	119½	119½	121
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	103½	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	100
Illinois Central	---119	119½	121½	123	123½	122½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	43	43	42½	42½	43	43
" " 2d "	----	----	----	20½	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	---11½	12	----	12½	12	12½
Michigan Central	---110½	109½	109½	110½	112½	112
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	---82½	83½	84½	84½	84½	84½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	96	----	96½	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	85	85	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	---79½	----	79½	79½	----	----
" iss. to H. & St. J. R.	----	----	80	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	---105	104½	104½	104½	105	103½
" Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	---84½	----	----	----	----	84½
Ohio & Miss. cer.	---28½	28½	28½	28½	28½	28½
" pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	---210	209	----	212	216	220
Panama	---280	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	---111	111½	111½	111½	111½	112
Pitts. Ft. W. & Chicago	---99	101½	101½	102	103	102
" 1M.	---102	----	----	102½	102	----
" 2M.	---95	----	----	----	----	95
" " 3M.	----	----	85½	----	----	----
Quicksilver Mining Co.	---49½	49½	50½	51½	52	50½
St. L., Alton & T. H.	----	----	----	----	----	34½
" " pref.	----	----	----	66½	66½	67
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	82½	----	----	----	----	----
" Inc. b'ds.	----	----	75½	----	----	----
Tennessee 6s. 1890	----	----	----	----	93	92
Tol. Wab. & Western.	----	38½	----	39	38½	39
" Pref.	----	----	----	----	61	----
" 1M. ex.	----	----	92	----	----	----
" 2M.	----	----	----	----	----	77
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	65	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

	Th.26.	F.27	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg. 100	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100	----	----	----	----	99
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	98	98⅛	98⅛	98⅛	98⅛	99
U. S 5s, 10-40s, reg	----	----	98⅛	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, coup.	109	109¼	----	110	----	109⅝
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg. 129	----	----	----	----	----	129⅛
U. S. 6s, 1868, reg. 124	----	124	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	121	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862 106	107	107¼	108⅝	108⅛	108⅛	
U. S. 6s, 5-20s, c. 1864 104	105⅛	105⅛	106	----	106	
U. S. 6s, 5-20s, c. 1865 104	105⅛	105⅛	106⅛	106	106	
U. S. 6s, " reg. 105	105⅛	105	106⅜	----	106	
7.30 Notes, 1st series. 103	103⅛	----	104¼	104⅛	104⅛	
" " 2d series. 103	103⅛	104	104⅜	104⅛	104⅜	
" " 3d series. 103	103⅛	103⅛	104⅛	104⅛	104⅛	
American Gold	----	----	148	----	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu 31
Cattawissa	----	----	----	----	----	----
" preferred	38⅛	38	38	38⅛	----	38⅜
Camden & Amboy 123	----	122	122	----	122	
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	90⅜	----	
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'80	93⅜	94⅜	----	----	----	----
Chea. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	30	----	
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	58	58	----	
" " 6s, '82	----	83⅞	----	----	----	----
Lehigh Valley R. R.	64⅛	64⅛	64⅛	65	----	
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	55	55½	55⅛	55⅛	55⅝	
Morris Canal	85	----	----	----	85	
" " pref.	----	----	----	120	----	
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	38	38⅛	38	----	38⅛	
" " 6s	----	90	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	45⅛	----	----	48	
Pennsylvania R. R.	56	56	56⅜	56⅛	56⅜	56⅜
" 1st m.	----	----	----	100	100	
" 2d m.	----	96	----	----	----	93
Penn. State, 5s	----	----	----	----	----	----
" " 6s, coupon	----	----	----	101	101⅛	
" " 6s, W. Is.	----	----	----	----	----	----
Philadelphia City, 6s	94	94⅛	94⅛	----	94⅛	
" " new	97⅛	97⅜	99	99⅛	99⅛	98⅛
" " muno	97⅛	98⅛	----	----	----	----
Philad., Germ. & Nor.	58⅛	58⅛	58⅛	----	----	
Phila. & Reading	55⅛	55	55⅜	55⅛	55⅛	
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	31⅛	31⅛	----	31⅛	30	
" " 6s	91	91	----	91	----	
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27	----	27⅛	----	----	
" " pref.	35⅛	----	----	35⅛	35⅜	
" " 6s '82	81	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	89⅛	89	
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	59	----	
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	24	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	18⅛	----	----	18⅛	18⅛	
Chestnut & Wal. "	55	55	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	38⅛	38⅛	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 31.

	W.25	Th 26	F.27.	Sat.28.	M 30.	Tu.31
Baltimore City 6s, 1875	----	----	99	----	----	98⅛
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890 100	----	----	100	100	----	
Balt. and Ohio	----	----	----	----	----	114
" " b'ds,'62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	----	----	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	----	----	----	----	----	----
Northern Central	45⅛	----	----	----	----	47
" " b'ds, '85	86⅛	----	----	86⅛	----	----
" " '95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug.1.

	Th. 26.	F.27.	Sat 28.	M.30.	Tu 31.	W 1
Boston and Lowell	----	----	----	----	103⅛	103⅛
Boston and Maine	----	----	----	----	----	126⅛
Boston and Providence 136	----	136	----	----	----	----
Boston and Worcest.	----	140	----	----	----	----
Cheshire, pref. 49	----	----	49	----	49⅛	
Concord	64	----	----	----	64⅛	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	103	103	106⅛	106⅛	107	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg 108	----	----	----	108⅛	109	
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	107	----	
Northern, N. H. 102	103	102¾	103	103	----	
Old Colony and Fall R. 101	101⅛	101⅛	100	100⅛	101	
Ph., Wil. & Baltimore 57	56⅛	56	55⅛	----	55	
Portl'd, Saco & Ports. 100	----	100	----	100	100	
Vermont & Canada 97	97⅛	97⅛	97⅝	----	97⅝	
Vermont & Mass. 49	49	----	49	49	49⅛	
Western	----	149⅛	147⅛	147⅛	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	----	92	----	93⅛	
Metropolitan "	----	----	----	----	51	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	----	----	----	----	----	
Franklin "	41⅜	43⅛	----	45	47	
Huron "	----	----	----	----	40	
Isle Royale "	----	10	10	10	----	
National "	----	----	----	----	----	
Minnesota "	9	9⅛	9⅛	----	8⅛	
Pewabic " 35	----	----	----	35	55⅛	
Pittsburg "	----	----	45	44⅛	44	
Quincy " 44	44	----	----	----	43	
Rockland " 6⅛	----	6⅛	----	7⅛	7⅛	

London Stock Exchange.

The following were the closing prices for American Securities on the 20th of July.

United States 5-20 yrs., 1882, 6 per cent	69¼@ 70
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	44 @ 46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	65 @ 67
Do., consolidated mortgage bonds, 1890	44 @ 45
Erie shares, $100 (all paid), 8 p. c	42¼@ 42⅝
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	78 @ 78½
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, August 4, 1866.

Stock Exchange and Money Market.

Money is unusually abundant and low in price in this market. General business is comparatively prostrate, calling for little pecuniary accommodation. Speculation in Stocks, Produce, and Merchandise, especially the first mentioned, is reviving, but in a tardy sort of way; and does not afford lenders an adequate channel of employment for their idle means. Borrowers find no difficulty in negotiating call loans at rates ranging from 3@5, the ruling figure being 4 per cent., for Stock Exchange purposes. Prime discount applications are readily met at 5@6 per cent. per annum. The city banks last week increased their loans $647,053, or to $256,612,071, while adding $4,180,822 to their legal tender reserve, and $1,533,847 to their deposit item. They lost $1,158,607 in specie, and cut down their circulation $334,039. The Bank Exchanges at the Clearing House, through the week, averaged only $71,720,801 a day, against a daily average of $95,225,813 the preceding week; and $106,275,964 the week ending with July 14th. The exchanges of last week were the lightest thus far this season, reflecting pretty accurately the extreme dullness of business. It is more than probable that they will prove the most limited of the whole season, as the current week's clearances indicate a rising average, the aggregate having been on Monday, $86,417,527, on Tuesday, $96,873,417, and on Wednesday, $104,571,922.

The U. S. Sub-Treasury receipts, week ending with July 28, were $14,013,441, including $2,926,884 from customs duties; payments, $19,682,107; balance at the close of the week, $85,904,263, against $91,572,929 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $4,062,457, and payments, $4,293,073; Tuesday, receipts, $2,115,484, and payments, $7,657,904. The balance at the close of business on Tuesday stood at $80,131,227, against $67,765,455 at the beginning of July, showing an increase of $12,365,772 in the amount of cash on hand in the Sub Treasury, in July. The aggregate receipts of the office in July were $54,414,801, including $11,617,980 from customs duties at the port; andthe aggregate disbursements, during the month, were $51,937,088, including $7,346,979 in the form of coin and currency interest on the public debt, leaving the grand total balance to the credit of the Sub Treasury and Assay Office at the close of the month, $80,131,227, as given above. The cash balance in the U. S. Sub Treasury at Boston on Saturday last was $9,919,318, including $7,506,616 in coin.

The disbursements of the Treasury Department on account of the War, Navy and Interior Departments last week and month were:

	Week.	All July.
War	$845,906	$2,752,764
Navy	1,116,729	3,679,360
Interior	236,850	2,399,125
Total	$2,199,485	$8,831,249

Gold was as high as 151¼ on Friday, and as low as 146 on Monday. It has since rallied to 149 and receded to 148⅝. The extreme depression was caused by the telegraphic summary of the news by the *China* (to July 21.) reporting U. S. 5-20s in the London market as high as 70½@71, which showed an advance of about seven per cent. in the London price of this favorite American security since the close of June. With gold at 150 as at the close of business on Saturday, the *China's* quotations for the 5-20s in the London market were equal to about 115 in our currency, or nearly seven per cent. above the ruling figures in the home market on Saturday. Since the receipt of the *China's* news, London advices to July 30, have been received by the Atlantic Telegraph Cable, (now in successful working order). These advices quote 5-20s back to 68½@69, causing more firmness in the gold speculation, and some heaviness in the public funds. The speculative demand has improved since Monday, but the floating supply has been sufficient to prevent any very rapid inflation of the premium. The *Henry Chauncy* arrived from Aspinwall on Tuesday with $1,678,519 in California gold, of which about half a million came to the U. S. Sub Treasury on the transfer of San Francisco customs to this city. Government receipts from customs at this port last week, were $2,926,884; and, last month, $11,617,979, as against $9,908,190 same month last year. The Sub Treasury disbursements of coin interest, last week, were only $292,231; and, last month, $5,873,377, against $5,714,367 same month

last year. The city banks now hold a specie reserve of $9,701,540, against only $7,797,218 at the beginning of July. Saturday's exports of specie were $545,775, and Wednesday's, by the *Malta* from this port, $103,068, making the total since our last, equal to only $648,843, against receipts of $1,678,519 of California gold on Tuesday. There is no considerable export demand for specie at present, as with the extreme depression in foreign exchange, it would involve a loss of 1½@2 per cent. to ship specie under existing circumstances. Our exports of produce and securities are increasing so as to turn exchanges in our favor, and prevent the outflow of gold. The mainly reliance of the *bull* interest, outside of speculative operations, is on the customs demand for coin, which on Monday of this week amounted to $281,000, on Tuesday reached $757,000, and on Wednesday $715,000. This heavy drain was caused by the effort of importers to anticipate the enforcement of the revised tariff.

In the foreign exchange market, there has been unusual heaviness. Prime bankers' sixty day bills on London have been quoted down to 108@108¼; and on Paris to 5.16⅝@5.15; sight bills on London to 109¼@109⅜; and on Paris to 5.12½; with a supply of good to prime bills largely in excess of the demand. The active export trade in United States bonds, and the revival of the shipping inquiry for our produce add materially to the floating supply of bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $3,343,670, against $2,947,348 same week last year. The exports since January 1, have been to the value of $119,467,423, or over twenty-nine million dollars in excess of the exports, same time last year. Besides the produce exports of the week, there were nearly five millions of U. S. securities shipped to Europe during the week.

A very active business has been transacted in the public funds, this week. All the gold and currency interest bearing obligations of the Government have improved in price; the sixes of 1881, and the 5-20s of 1862, remarkably, on a lively demand for home and foreign account. The highly favorable news from Europe by the China led on Monday to extensive purchases of the old 5-20s for export. The later and less encouraging telegraphic reports partially checked this outflow; but the foreign houses are still purchasing pretty freely, in anticipation of an early and decisive rally in the markets abroad. In the 5-20s of 1865, there has been a vigorous home trade, partly by way of dealings through the commission houses, but largely also in the form of conversions of Seven-Thirties into the new 5-20s at the Sub-Treasury. The 7-30s and 10-40s have been actively sought after at strengthening prices, on which the rather adverse foreign telegraphic accounts had no perceptible influence. The Treasury Department has paid off all but three millions of the one-year certificates of indebtedness, and has *reduced the aggregate of the public debt twenty-seven million dollars since* the publication of the last exhibit of the National finances, June 1, 1866. The next debt statement will be issued about the close of the current week, and will doubtless favorably affect the market values of the public funds, which the extraordinary ease in money also largely benefits.

It is informally announced that Secretary McCulloch will promptly issue an order limiting the privilege of converting the 7-30s into 5-20s of 1865, to the holders of the first series of the 7-30s, maturing in August, 1867.

The dealings in railway and miscellaneous stocks have increased considerably, this week, on a decidedly firmer and buoyant market, caused by extensive purchases of the leading share property, on speculation which the low price and great plentiness of money tend to stimulate. On Tuesday there was some reaction, from liberal realizations; but on Wednesday there was a pretty general rally, on renewed orders to buy. Higher prices are confidently looked for by the bulk of the street operators, as also by the outside public; this serves to strengthen the disposition to "load up." The noticeable feature of the current business in railways is the marked preference of purchasers for the good dividend paying stocks, which indicates a more legitimate trade than usual in speculative seasons. This is an encouraging "sign of the times." The total sales of railroad and miscellaneous stocks at the various stock boards in July, were 1,461,517 shares, against 1,445,276 shares in June. The total sales of bank stocks in July, were 3,485 shares, against 3,430 shares in June. The aggregate value of Government, State, railway and miscellaneous bonds, and of gold, sold at the boards in July, was $16,836,000, against $13,923,000 in June.

In domestic produce, the business of the week has been an average one, on a tolerably steady market for the leading articles, though toward the close, the turn of prices is in favor of buyers. There have been considerable export dealings in breadstuffs, provisions and cotton. The week's shipments of cotton, are 3,007 bales, the heaviest for some time past. They were nearly all to Liverpool. In domestic cotton goods, there has been more firmness, on a revival of the consumptive demand. In domestic woolens, there has been little movement, and prices have been depressed. Foreign dry goods are quiet and rather heavy. The total imports of such goods, last week, were $2,869,310, and the total amount marketed $2,675,183. In foreign merchandise, the transactions have been generally moderate, on a firm market. Heavy purchases of Rio coffee were made on speculative account. The value of foreign merchandise imported last week, was $2,959,977—making the grand total value of last week's imports of dry goods and merchandise, $5,829,287. The ocean freight market is only moderately active, with 572 vessels of all classes in port.

The total number of National Banks authorized thus far in this country is 1,660, with an aggregate capital of $417,850,000, and an aggregate circulation of $286,126,845.

The balance in the Sub-Treasury on Wednesday was $81,944,266 31.

The Treasury of the United States has possession of United States bonds amounting to $328,725,150, as security for circulating notes of national banks, and bonds amounting to $38,310,500, as security for deposits of public moneys in banks designated as depositaries. The total amount of securities held, $367,035,650.

Government receipts from internal revenue last week were $5,770,850; thus far this week, they have been as follows: Monday, $1,375,505; Tuesday, $1,136,505, and on Wednesday, $2,146,216. The total income from this source, since July 1, has been $31,218,003.

The New York exports, exclusive of specie, for the week ending July 31, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,947,348	$3,343,670
Prev. reported	87,605,017	116,123,753
Since January 1	$90,552,365	$119,467,423

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$3,366,859	$2,869,310
Gen. merchandise	2,839,604	2,959,977
Total for the week	$6,206,463	$5,829,287
Prev. reported	86,004,186	181,411,861
Since January 1	$92,110,649	$187,241,148

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Tennessee 6s, 1890, 92; do., 6s, ex-coupon, 71¼; do., new, 69½; North Carolina 6s, 84½; do., ex-coupon, 61; do., new, 63; New York State 7s, Bounty Loan, 104¼; do., 6s, 1874, 97; Georgia 6s, 109; Kentucky 6s, 95; Brooklyn 6s, Water Loan, 95; N. Y. City 5s, 1870, 94; do., 6s, 1886, 90; Pacific R. R. 7s, guar., by Mo., 80; Chicago and N. W., con. bonds, 78½; Milwaukee and St. Paul, 57½; do., pref., 72½; do., 1st mort., 90; New York and New Haven, 111; New Jersey Central, 120; Catawissa, 79¼; New Jersey R. R., 125; Stonington, 110; Wyoming Valley Coal, 40; Wilkesbarre Coal, 54½; Central Coal, 46½; American Coal, 58; Ashburton Coal, 17; Mariposa pref., 28; Boston Water Power Co., 31½; Smith and Parmalee gold, 97⅛; Western Union Tel., 55¾; do., Russian Extension, 110; Bank of Commerce, 111; Bank of North America, 106½; Continental Bank, 100; Bank of Commonwealth, 103¾; 4th National Bank, 103; Bank of New York, 120; Ocean Bank, 102; Nassau Bank, 106; Merchants Ex. Bank, 112; Bank of State of New York, 108.

Philadelphia.—Huntingdon and Broad Top 2d mort., 80; Warran and Franklin 7s, 80; Pittsburg 5s, 70¼; Allegheny County coupon 5s, 71½; Union R. R., 42½; 13th and 15th streets, 21⅜; West Philadelphia R. R., 68; Ph., Wil. and Balt. R. R., 56½; St. Nicholas Coal, 2⅝; Clinton Coal, ⅜; Lehigh Zinc, 40; Commercial Bank, 55; Mechanics' Bank, 32; Farmers' and Mechanics' Bank, 128½; Central Bank, 128; Ocean Oil, 4¼; The latest quotations are: City 6s, 94½@94¾; do., new, 97½@97¾; State 5s, 93@93⅛; do., coupon, 93@95; do., 6s, W. L., 101@102; Phila., Wil. and Balt., 55; Reading, 55⅞@56; do., 6s, 1870, 95@97; do., bonds, 90@90⅛; do., con., 110@110; Camden and Amboy, 122@123½; Penn R. R., 56⅜@56⅛; do., 1st mort., 99@100; do., 2d mort., 96@97; Little Schuylkill R. R., 37⅛@39; Morris Canal, 83½@84; do., pref., 118@120; do., bonds, 90@91; Wyoming Valley Canal, 65@68; do., 6s, 82@90; Susquehanna Canal, 12@14½; do., 6s, 59@60; Sch. Nav., 27@27⅜; do., pref., 85½@35¾; do., 6s, 1882, 81½@82; Union Canal bonds, 24@24¾; Delaware Div. Canal, 56@57¼; do., bonds, 85@86; Elmira and Williamsport, 29@30¼; do., pref., 41@45; do.,

7s, 1873, 92@100; Lehigh Coal and Navigation, 57½@57⅞; do., bonds, 1884, 86¾@87; North Pennsylvania, 38¼@39; do., 6s, 90@90½; Philadelphia and Erie, 31½@31¾; do., 6s, 90@92; Minehill, 55@55½; Catawissa, 38@39¾; do., pref., 38¼@38⅜; Lehigh Valley, 64@65; do., bonds, 93@93½; Fifth and Sixth streets, (horse,) 44@50; Second and Third, 87@89; West Philadelphia, 70@70; Spruce and Pine, 38@38½; Green and Coates, 30@32; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 21¼@21½; Girard College, 27@29; Tenth and Eleventh, 50@60; Norristown, 58@58⅝; Union, 42¼@42½; Hestonville, 18½@18¾.

Boston.—Vermont Central and Vermont and Canada 8s, 102; Vermont Central 1st mort., 115½; do., 2d mort., 35; Boston, Hartford and Erie 7s, 44; Rutland and Burlington 2d mort., 39½; Ogdensburg 2d mort., 53½; Granite Railway, 55; Ogdensburg and Lake Champlain R. R., 55; do., pref., 102; Union Railway, 93¾; Worcester and Nashua, 110½; Taunton branch, 110¼; Boston Water Power Co., 32; Cary Imp., 13¼; Essex Co., 95¾; Waverly Land, 4½; New England Coal, 55; Mammoth Vein Coal, 10¼; Cape Breton Coal, 3; Short Mt. Coal, 19; Harleigh Coal, 57; Gilberton Coal, 25; Quartz Hill Gold, 4.05; Chelsea Gas, 93½; Massachusetts 6s, 1876, gold, 109⅜; do., 5s, 1894, gold, 98¼; Rhode Island 6s, 1882, 97½; Cook Co., Ills., 7s, 1880, 93¼; St. Louis 6s, 1886, 86¼; Chicago 7s, sewerage, 99¼; do., municipal, 98½; Boston 6s, 1877, 102; do., 5s, 1894, 98½; Pittsburg and Boston Oil, 10c.; Bennehoff Run, 6.10; Pepper Well Pet., 3.25c.; Mass. and Oil Creek, 75c.; Stewart's Run Pet., 20c.; Everett, 8c.; New England, 17c.; Indian Spring, 15c.; Central, 2.20c.; Fuller Farm, 15c.; Chelsea Bank, 96; Bank of Commerce, 120¼; State Bank, 101¾; Blackstone Bank, 124; Howard Bank, 107; Old Boston Bank, 65; Maverick Bank, 104¾; Globe Bank, 133; Bank of North America, 106; Merchants' Bank, 121¼; Everett Bank, 98¾; Atlas Bank, 115¼; Atlantic Bank, 117½; Traders' Bank, 101¼; Bay State Mining Co., 12¼; Canada, 50c.; Calumet, 8¾; Dana, 2⅜; Eagle River, 3; French Creek, 65c.; Hancock, 21½; Humboldt, 4¼; Hanover, 2¼; Madison, 2; Native, 75c.; St. Clair, 5¼; Superior, 3⅜; South Side, 2.

Baltimore.—Marietta and Cincinnati bonds, 82⅞; Virginia 6s, registered, 41; Maryland 6s, 1890, 100½; Bare Hill Mining Co., 0.55; Liberty, 0.60; Laurel Coal, 0.25; Anthracite Coal, 1; Am. Gas Coal, 0.40; Franklin Bank, 12½; Bank of Baltimore, 104½; Citizens Bank, 115½; Mechanics Bank, 17¼; 3d National Bank, 100½; Bank of Commerce, 27½; Exchange Bank, 95. The latest quotations are: Balt. and Ohio, 113@114; do., 6s, 1867, 99@99; do., 1875, 95½@95½; do., 1880, 95½@96; do., 1885, 98½@100; Northern Central, 46@47; do., bonds, 1885, 86⅛@86½; N. W. Va. 1st mort., 1873, 94@96; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 79@80; Central Ohio, 21@30; do., 1st mort., 82@90; Western Md. bonds, 75@77; do., guar., 94@96; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 100@100; Baltimore 6s, 1870, 96@96½; do., 1873, 95@98; do., 1875, 99@99½; do., 1886, 99@100; do., 1890, 100@100⅛; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@18½; Canton Co., 51½@61; Gardner, 0.50@0.50; Am. Gas Coal, 0.40@0.60; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.10; George's Creek, 99@105; Santa Clara, 9@10; Balt. Chrome, 0.50@0.60; Bare Hill, 0.50@0.65; Atlantic Coal, 1.05@1.10; Mineral Hill, 0.50@1.00; Baltimore Coal, 140@200.

Rhode Island Locomotive Works.

This extensive establishment, of which Gen. A. E. Burnside is President, is situated in Providence, R. I., on the line of the New York, Providence and Boston Railroad, and is prepared to fill ordess for Locomotive Engines interchangeable in all their parts, combining all the latest improvements, and made of the best materials and superior workmanship. We understand that these Works have now under way four 27-ton and two 18-ton engines, and will have one of their engines running on the Providence and Worcester Railroad the present month.

☞ Messrs. Wm. P. Kittredge & Co., 164 Water street, N. Y., have for sale at a large discount, 20 new street railway cars, built by John Stephenson for a foreign market, of best material and workmanship.

Car Fares.

On Wednesday, August 1, the Internal Revenue law under which city railroad companies are obliged to sell tickets by the dollar's worth, with only the two and a half per cent. tax added to the legal rate of fare—five cents—went into operation. The following is the section of law referred to:—"And whenever the addition to any fare shall amount only to the fraction of one cent, any person or company liable to the tax of two and a half per centum, may add to such fare one cent, in lieu of such fraction, and such person or company shall keep for sale, at convenient point, tickets in packages of twenty and multiples of twenty, to the price of which only an amount equal to the revenue tax shall be added."

Union Pacific Railroad.

A dispatch dated Omaha, August 1, states that the Government Commissioners have just examined 35 miles more of the Union Pacific Railroad, and find the section in acceptable condition. The road is now in running order 163 miles from Omaha, and within 28 miles of Fort Kearney, to which point it will be built by September 1.

Kent County Railroad.

At an adjourned meeting of the friends of this road, held on the 26th ult., Mr. Warner, engineer, reported his surveys from Townsend to Massey's Cross Roads, 9 miles, and from Middletown to Massey's Cross Roads, 11 miles—the former costing $115,000, and the latter $150,000. The following resolution was adopted: *Resolved*, That the commissioners of the Kent County railroad be requested to call a meeting of the stockholders, in Chestertown, on the 11th of September next, to organize by electing a president and directors.

☞ The Southern Pacific Railroad was opened to Marshall, Texas on the 25th ult., and arrangements are making to continue it. The old Berwick Bay route to Galveston, was to have been resumed August 1st, with three steamers per week. The time of travel will be lessened from six to ten hours. Work on the broken levees will commence September 1st.

Anthracite Coal Trade.

The Philadelphia *Ledger* of July 31, says: "The authracite coal trade continues large. The tonnage from the Schuylkill region last week reached 127,239 tons, of which 87,730 tons were brought down by the Reading Railroad, and 39,509 tons by the Schuylkill Navigation Company. The total brought to market from that region so far this season, is 2,870,798 tons, being an increase over the tonnage from the same region to the same time last year of 1,081,976 tons. The Lehigh Valley Railroad has worked its coal business up over 50,000 tons per week, and thus far this season, has carried to market 1,030,873 tons of coal, being an increase over its last year's tonnage to the same time of 324,487 tons. The coal production thus far this season is 6,635,341 tons, against 4,462,551 tons to the same time last year—being an increase of 2,172,790 tons.

Western Union Telegraph Co.

The following gentlemen were elected directors of the Western Union Telegraph Co. on the 26th ult.: J. H. Wade, Cleveland; Hiram Sibley, Isaac Butts, G. H. Mumford, H. R. Selby, D. A. Wasson and B. R. McAlpine, Rochester; Ezra Cornell, Ithaca; Anson Stager, Cleveland; Alfred Gaither, Cincinnati; R. S. Burrows, Albion; N. Green, Louisville; John Butterfield, Utica; P. McD. Collins, Wm. Orton, John P. Yelverton, Wilson G. Hunt, C. Livingston and E. S. Sanford, New York; Thomas T. Eckert, Washington. At a meeting of the new Board John H. Wade was elected President, Messrs. Sibley, Orton and Green Vice Presidents, and A. H. Palmer Secretary and Treasurer.

Southern Central Railroad.

The new company of the Southern Central Railroad is pushing matters rapidly. They have acquired the old road bed north of Auburn, valued at $250,000, for the trifling sum of $63,000 of which $50,000 is payable in stock of the company. A survey is now being made from Cayuga along the shore of Cayuga Lake to Ithaca, which is intended to unite with the proposed road from Ithaca to Towanda and the Pennsylvania coal fields.

Schenectady and Ogdensburg Railroad.

We learn from the Albany *Journal* that the survey for this route has been commenced under Colonel R. Fanchot, of Schenectady. He has selected for his principal assistant A. Mason Peck, of Albany, for many years connected with the New York Central Railroad, and recently with the Imperial Mexican Railway. Mr. P. has organized his party and is fully under way. Ed. Edwards, Esq., has been selected to take charge of the commissary department through the wilderness.

☞ We learn from the Richmond *Examiner* that the long contemplated connection between the Richmond and Petersburg and the Richmond, Fredericksburg and Potomac Railroads, has at last been contracted for by Messrs. Gallaher & Mason. The task of connection involves the tunnelling of Gamble's Hill—a thing of difficulty and vast labor—but Messrs. Gallaher & Mason have proved themselves equal to even much greater performances. They have just completed the Clover Hill Railroad, in Chesterfield county, where they excavated 100,000 cubic yards of earth in seventy days—having within the same period also to purchase everything to commence the work.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending July 27th, 1866, were $53,356 86
Corresponding week of 1865 ..... 54,825 41

Decrease $1,468 55

The earnings of the Grand Trunk Railway of Canada for the week ending July 21st, 1866, were $127,917 00
Corresponding week of previous year.. 119,462 00

Increase..... $8,455 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in July, 1866 .. $22,577 00
Corresponding week previous year.... 24,706 50

Decrease $2,129 50

The earnings of the Western Union Railroad for the week ending July 21, 1866 .... $20,984 46
Corresponding week previous year.... 15,801 93

Increase..... $5,182 53

The earnings of the Michigan Central Railroad for the 3d week in July, 1866, were ... $67,806 39
Corresponding week of previous year.. 73,359 67

Decrease $5,553 28

The earnings of the Chicago and Rock Island Railroad for the 3d week in July, 1866, were $63,995 00
Corresponding week of previous year.. 54,167 00

Increase..... $9,828 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in July, 1866, were..... $70,546 00
Corresponding week of 1865 ..... 60,737 00

Increase..... $9,809 00

Journal of Railroad Law.

PROOF OF NEGLIGENCE—DEGREE OF CARE REQUIRED OF PARTIES STANDING IN SIMILAR RELATIONS.

The case of Patrick Bannon *vs.* Baltimore and Ohio Railroad Company, was an appeal to the Court of Appeals of Maryland, from the rulings of the court below, excluding certain evidence offered on the part of Bannon, and rejecting certain instructions offered by the plaintiff and defendants, and granting of others in lieu thereof by the court, from which rulings each party appealed.

The opinion of the court was delivered by

Bowie, C. J.—The cause of action is injury sustained by the plaintiff, through the alleged wrongful act, neglect, or default of the defendants or their agents, whilst moving their engine and cars in reversed order, over a semi-circular track called a Y, on the Locust Point branch of the defendants' road.

After evidence of the injury, for the purpose of showing negligence, the plaintiff proposed to prove it was the daily practice of the defendants to move their cars, without a guard at the rear of the train, over the Y, which was so situated that the engineer at the engine could not see the rear, which evidence the court rejected being of opinion the testimony must be confined to the mode in which the cars were managed at the time of the occurrence of the injury complained of; which constitutes the ground of the plaintiff's first exception.

There can scarcely be a question about the propriety of the court's decision on this exception.

The general conduct of the defendants was not in issue. They were not required to meet such an investigation by the pleadings. The acts and omissions of their servants and agents at other times, furnished no legitimate evidence of their conduct upon the particular occasion referred to; and if they did, the safe conduct of the cars for a long time before without injury, would rather tend to mitigate than inflame the injury, showing there was no danger to the community in that mode of managing the cars. The evidence was collateral and incapable of affording any reasonable presumption or inference as to the matters in issue, and properly excluded. Vide 1 Greenl., § 52. The first and second prayers of the plaintiff, referring exclusively to the measure of damages, will be considered in connection with the instruction of the court upon that subject.

The series of instructions offered by the defendants, substantially affirms—

1st. If the place where the accident happened was not a thoroughfare and used as such, or being crossed at the time by the plaintiff, and the cars were moving at a speed which would have permitted either adult or child to have avoided them, had he been using the street as a thoroughfare, or crossing the same, if he had used such diligence as was reasonably to have been expected of him, then the plaintiff is not entitled to recover.

2d. If the plaintiff was, just before the accident, playing in a place of safety, and seeing the cars, ran and jumped on them, and fell off and was injured, he is not entitled to recover, although the Jury believed the defendants did not use the care and diligence that would have prevented him from getting on the cars.

3d. If, in addition to the above facts, the plaintiff had been warned, and was of an age to understand such warning, and to know he was doing wrong, he is not entitled to recover, although the defendants had not used such care and diligence as would have prevented plaintiff from getting on the cars.

4th. If, at the time of the accident, the defendants were not complying with the ordinances offered in evidence regulating the use of locomotive engines in the city of Baltimore, yet the plaintiff is not entitled to recover, if the Jury believe that his conduct, was the immediate cause of the accident, and his injury the result of a want on his part of that degree of care which was, under all the circumstances, naturally and reasonably to be expected in one of the plaintiff's age and intelligence.

The instruction of the court is silent as to the place being a thoroughfare, but affirms, if the defendants were owners of the track, along which their cars were drawn or propelled about the business of the company, then in the management and movement of said cars the company was bound to exercise the utmost care and diligence which it was within their means and power to employ, to prevent accidents endangering the lives of the people of the city; and if the Jury find the plaintiff was injured by the defendants' cars, and if the defendants, in the use of their cars, had exercised the highest degree of care and diligence which it was in their power to employ, the said accident could have been prevented, then the plaintiff is entitled to recover; but although the Jury might find that the said accident could have been prevented by the use of such care and diligence on the part of the defendants, yet the plaintiff was not entitled to recover, if the Jury believed the accident could have been avoided by the circumstances, to be naturally and reasonably expected from one of the plaintiff's age and intelligence.

The theory of the defendants' prayers, taken collectively, is that if the injury was owing to the want of the reasonable care and diligence on the part of the plaintiff, the defendants are not liable, although they might have prevented the accident by the exercise of the utmost care and diligence. The theory of the court's instructions is, that the defendants, in the movement and management of their engines and cars, were bound to use the utmost care and diligence, and if by so using it, the accident might have been prevented, the plaintiff is entitled to recover, unless the Jury believe the accident could have been avoided by the exercises of such care as was reasonably to have been expected from the plaintiff.

The difference between the two propositions is, that under the court's instruction the defendants were bound to use the utmost care and diligence, and if the defendants were not in default at all, and the plaintiff was, he cannot recover. Unde the defendants' prayer, although the defendants were in default, yet the plaintiff cannot recover, if his own want of care, &c., was the cause of his injury.

The first of the plaintiff's prayers was liable to objection for the intended discretion it proposed to give the Jury, without any guide to its exercise; the pernicious tendency of which practice has been so strongly exposed in the cases cited by this court, in the case of the state of, use of Coughlan, against the defendants; and without adopting or denying the proposition so elaborately discussed by the learned Jurists, Sedgwick and Greenleaf, that "wherever the elements of fraud, malice, gross negligence, or oppression mingle in the controversy, instead of adhering to the system or even language of compensation, the law permits the Jury to give what it terms punctive, vindictive, or amplary damages," its application must entirely depend upon the circumstances of the case and the evidence in the cause.

There is no element of fraud, malice, or oppression in this case; but the inquiry is, was there gross negligence? Gross negligence is a technical term; it is the omission of that care "which even inattentive and thoughtless men never fail to take of their own property;" it is a violation of good faith; Angell on carriers § 10.

It implies malice and evil intention. Hence, in all questions of punctive or vindictive damages, the intention of the defendant is a material consideration.

"What is, and what is not gross negligence, is often a mixed question of law and fact;" Angell on carriers §§ 22, 27; Peirce on American Railroad Law 282, 283. Whether malice or gross negligence existed is a qustion for the Jury; but what facts are sufficient to prove malice or gross negligence, is in such cases the province of the court to determine. "The Judge is to inform the Jury as to the degree of diligence, or care, or skill, which the law demands of the party, and what duty it devolves on him, and the Jury are to find whether that duty has been done; Hunter *vs.*

Caldwell, 11 Jur. 770; 10 Ad. and El. 69; 11, M. and W. 817, and other cases cited by Greenleaf, note 1 to § 49, p. 70, 11th edition.

The law requiring of the defendants only ordinary care and diligence towards third persons not passengers, or connected with the defendants by contract, trust or confidence, there was no evience of gross negligence which would warrant the court to instruct the Jury, that if they should find such on the part of the agents of the defendants, they might allow punctive or exemplary damages. The prayer was, for this additional reason properly rejected.

The case being divested of all aggravating circumstances, the second instruction granted by the court enumerated all the elements of compensatory damages which properly belonged to it.

The infancy of the plaintiff does not change either the degree of care or diligence to be used by the defendants in the management of their cars and engines or enhance the measure of damages to be adopted by the Jury.

The rules regulating the rights and duties of persons natural and artificial to reach other must be uniform; they cannot vary according to the years or degree of intellect of natural persons, without producing an uncertainty in the law destructive of all principle. For this reason and others which might be suggested in the conflict of decisions, we think those of Hartfield *vs.* Roper, 21 Wend. 615, and Willetts *vs.* Buffalo and Rochester Railroad Co., 14 Barb., are to be preferred to Lynch *vs.* Nurdin, 1 Ad. and El. (N. S.) 29.

In Hartfield *vs.* Roper, 21 Wend. 615, the action was by an infant two years old. He was in the sleighpath alone, and was run over and injured. It was held that no action would lie, if the injury was not voluntary or from culpable neglect.

The rule of negligence was applied to the case, and the want of care on the part of the parents was regarded as a want of care on his part.

It results from what has been said, that the defendants were bound, in the management of the engine and trains, to use such diligence and care as prudent and discreet persons would use and exercise on such occasions, having due regard to the safety of property and persons, with such motive-power and trains; and if, owing to the absence of such diligence and care, the plaintiff was injured, he was entitled to recover, unless from his own negligence or want of reasonable care, he brought the injury upon himself.

The defendant's 1st, 2nd, 3rd, and 4th prayers are defective in not presenting this alternative distinctly to the Jury. They enumerate certain facts and specify a certain want of care in preventing the plaintiff from getting on the cars, but do not refer to the absence of ordinary care and diligence, in the general management of the engine and train on that occasion, as an element of the condition on which would necessarily depend the right of the plaintiff to recover.

The conclusion from the foregoing is, that the court below was correct in rejecting the evidence set out in the plaintiff's exception, and in rejecting the evidence set out in the plaintiff's and defendant's prayers; and also, in giving its second instruction; but that there was error in the first instruction granted by the court; hence the Judgment below must be reversed, and a *procedendo* awarded.

Stamp Tax on Brokers' Sales.

By the new law which went into operation on the 1st inst., Bankers and Brokers will be relieved of the duty of making their returns of sales of Stocks, Bonds and Gold to the Revenue Assessors under the old Tax Law. In lieu of such monthly returns, however, they will be required, on all sales, whether for their own account or the account of others, to pay a stamp tax of *one cent on the hundred dollars.* They will have to provide themselves with the stamps, and will have to accompany every sale *with a stamped bill or memorandum*, the stamps being made at least equal to one cent on the $100, and one cent additional on every fractional part of $100 *of the currency value of the sale.* In the case of stocks selling *below* par, the stamp tax is made equal to only the currency proceeds of the sale. In the case of stocks and gold selling above par, the stamp tax is raised to the currency value of the sale. For example, in the first instance, we take 100 shares of Erie. The old tax was $5 on the par value. The new tax is only 66 cents on the currency value, say of $6,600. If the value be $6,625, or 66¼ per cent., the fraction goes to the Government, and stamps to the value of 67 cents must be attached to the memorandum of sale. In the second instance we have Government 6 per cents of 1862. The old tax upon the sales of brokers and bankers, *not made for their own account*, was $5 on the par value of every $10,000. The new tax, upon *all* sales, is in the nature of a stamp upon every memorandum of sale, whether such sale be made on commission, or for account of the broker or banker, is at the rate of $1 08 on every $10,000 the sale being at 108 per cent. The words of the new act are as follows:

That there shall be paid on *all* sales made by brokers, banks or bankers, whether made for the benefit of others or on their own account, the following taxes, that is to say, upon all sales and contracts for the sale of stocks, bonds, gold and silver bullion or coin, promissory notes or other securities, a tax at the rate of one cent for every hundred dollars of the amount of such sales or contracts. * * * And on every sale or contract for sale, as aforesaid there shall be made and delivered *by the seller to the buyer a bill or memorandum of such sale or contract*, on which there shall be fixed a lawful stamp or stamps in value equal to the amount of tax on such sale. * * * And any person or persons liable to pay the tax as herein provided, or any one who acts the agent or broker of such person or persons, who shall make any such sale or contract, or who shall in pursuance of such sale or contract, deliver or receive any stocks, bonds, bullion, coin or promissory notes or other securities, *without a bill or memorandum as herein required*, or who shall deliver or receive such bill or memorandum, *without having the proper stamps affixed thereto*, shall forfeit and pay to the United States a penalty of $500 for each and every offence where the tax so evaded, or attempted to be evaded, does not exceed $100, and a penalty of $1,000 when such tax shall exceed $100, &c.

Union Pacific Railroad.

The Omaha *Herald*, speaking of the recent arrangement consummated between the Union Pacific and Chicago and Northwestern Railroads, which insures the completion of the latter to Council Bluffs by the first of April next, says:

Under this new arrangement between the two companies, the Union Pacific is to build and furnish 250 cars for transporting their own material over the Chicago and Northwestern. These cars are all to be manufactured in this city, in the extensive car shops of the company, where they are now constructing large numbers of superior platform and freight cars.

Louisville and Portland Canal.

For more than six years past the work of enlarging the canal around the Falls of the Ohio river, known as the Louisville and Portland Canal has been in operation. The change is made so as to admit of the passage of large steamers, and a committee of the Cincinnati Chamber of Commerce, a body very much interested in the success of the work, have just reported that $1,800,000 have already been expended upon the enlargement, and that $365,000, and at least two more years' labor, will be required to complete it.

Taunton Branch Railroad.

The earnings of this road for the year ending May 1, 1866, were $125,757 75, exclusive of toll paid to the Providence Railroad; expenses $96,509 37; net earnings $29,248 33. The new stone passenger house at Taunton has been completed, at a cost of $36,384 07, less $3,465, amount of insurance on the old one destroyed by fire; no large expenditures for depots will be required for a long time; the road and equipment are in good order; the rolling stock is valued at $77,475; capital stock $250,000; and there is on hand a reserve of $14,831 99; profits of six months $16,049 53.

Chippewa Falls and Mississippi Railroad.

This proposed railroad which was chartered by the last legislature is attracting the attention of capitalists. The idea that a railroad running alongside of a navigable river cannot be made profitable is exploded. Good railroad men who have examined this route, consider it one of the most important routes in the west; and when completed, the best paying road in the country, and which will make Chippewa Falls the largest city in Northwestern Wisconsin; and would answer Eau Claire as well as the Tomah and St. Croix road; and would also build up Durand—one of the best natural points and promising places on the Chippewa River—and open up the largest and best agricultural and lumber districts of the West. Its usefulness would not be confined to the Chippewa River—it would make Wabasha one of the most important points in Minnesota.—*Chippewa Times.*

☞ The Davenport *Gazette* in noticing the sale of the Mississippi and Missouri railroad at that place on the 9th ult., says: "The sale certainly gave the Chicago, Rock Island and Pacific Railroad a great bargain; but, as the road had to be sold, we suppose they had just as good a claim for that as any other party, and what is now wanted by the people of this country and Central Iowa is to complete the road, at least to Desmoines. This, we understand, will be done. Two corps of engineers are now selecting and deciding upon the route, and just as soon as estimates can be made the contracts for grading and bridging will be let. The iron can be had when wanted, and the new owners of the road have got the cash on hand to pay for the material and construction. The supposition is that within ten days the estimates will be ready, and the assurances now are that within six months the iron horse from Davenport will sound his arrival in the City of Desmoines."

☞ The Pittsburg and Connellsville Railroad Company have put three hundred hands to work on the Sand-patch tunnel. It is also supposed that the Turkey-foot division of this road will be put under contract within the next month.

Central Pacific Railroad.

A correspondent of the San Francisco *Bulletin*, writing of this road, says the work is progressing much more rapidly than the public generally are aware. The present terminus of the road, is four miles this side of Dutch Flat, but the intention is to run cars to Crystal Lake, twenty miles further on, by the 15th of September, and the company expect to reach the summit of the Sierras before winter sets in. Watson, who conducted the first train over the road, is sanguine of being able to run a passenger train into Virginia in eighteen months or two years from this date. The worst part of the entire route from Sacramento to Salt Lake—that portion between Colfax and Dutch Flat—is already built, and there are 11,000 Chinamen at work on the road between Colfax and the summit of the mountains. In no place would the grade be over 115 feet to the mile, nor that, only for a distance of four miles beyond Dutch Flat. The Baltimore and Ohio road has a grade of 116 feet to the mile, and the Central Pacific Company are allowed to reach the same grade and curvature as that road. The road can be built on the east side of the Sierras much easier than on this side. After descending to the Truckee river, 1,500 feet, the remainder of the route to Virginia is as easy of construction as from Sacramento to Newcastle, which is only 925 feet above the level of the sea. Between Colfax and Dutch Flat are several deep ravines that had to be crossed by bridges, but after getting beyond the latter place the mountains are larger, and by winding around them there are fewer bridges to be built and gulches to be filled, making the work much less expensive. One of the bridges between Colfax and Secrettown is a quarter of a mile in length and from 50 to 115 feet high. Another of about the same dimensions is just being completed between Secrettown and Dutch Flat. Almost the entire work of digging is done by Chinamen, and the Directors of the road say it would be impossible to build it at present without them. They are found to be equally as good as white men, and less inclined to quarrels and strikes. They are paid $30 per month and boarded, and a cook is allowed for every twelve men. They do not accomplish so much in a given time as Irish laborers, but they are willing to work more hours per day, and are content with their lot so long as they are promptly paid. If the work on this road continues to progress as fast as it has done during this season, there is little doubt that the cars will be running from Sacramento to Salt Lake inside of three years.

☞ The first section of eight miles of the Stockton and Copperopolis (Cal.) Railroad will be in running order by the first of September. A road from Stockton to "deep water," at "Venice," a distance of 15 miles, has been surveyed; and the road will be built between the points and in running order within a year.

☞ The Dalton *Georgian* says that several hundred able bodied freedmen have recently passed that place, who are to be put to work on the lower end of the Dalton and Jacksonville Railroad. We hope soon to learn that the work is in rapid progress of construction along the whole line.

☞ The June product of the Franklin mine was 105 tons and 175 pounds. The product of the Alany and Boston mine was 15 tons and 1,475 pounds.

Cape Cod Railroad.

The earnings of this road for the year ending May 31, 1866, were $186,154 82
Expenses 108,803 32

Net earnings 77,351 50
Interest paid 2,199 40

Balance $75,152 10

Which has been applied as follows:

Tax to State 1¾ per cent	$10,594 60
Tax on dividends to U. S. 5 per cent ..	2,028 70
Dividend January 1, 1866	18,642 00
Dividend payable July 2, 1866	20,000 00
Applied toward payment of debts	23,886 80
	$75,152 10

☞ The iron for a continuation of the St. Joseph Valley Railroad from Schoolcraft to Kalamazoo, Mich., was purchased recently of the Cleveland Rolling Mills. A part of it has been delivered on the line of the road, and the entire quantity is to be delivered by November 1st. Nine miles of the line is already located, and it is thought the road will be ready for trains by December 1st.

Newark and Paterson R. R.

We learn that the building of the Newark and Patterson Railroad is rapidly going on, contractors being at work on two points in the village of Bellville. It is expected that a connection will be made from that point with the New Jersey Railroad before the end of the year.

STREET RAILWAY CARS.

20 NEW CARS, BUILT FOR A FOREIGN market, of

BEST MATERIAL AND WORKMANSHIP, BY

JOHN STEPHENSON.

FOR SALE AT A LARGE DISCOUNT

WM. P. KITTREDGE & CO.,

164 Water Street, New York.

MR. JOHN H. JACQUELIN withdraws this day from our firm, A. G. HEMINWAY & CO.

—o—

Mr. A. G. HEMINWAY will continue in the same business as heretofore at No. 10 Wall Street, New York, August 1, 1866.

—o—

We have this day formed a co-partnership for the transaction of a general STOCK, BOND and COMMISSION BUSINESS, under the name of

JACQUELIN & DE COPPET,

JOHN H. JACQUELIN,
Late of the firm of A. G. Heminway & Co.
HENRY DE COPPET,
Formerly with Western & Billier.

New York, August 1, 1866. Office No. 26 New-st. 4t31

CIVIL AND MINING ENGINEERING,

AT THE RENSSELAER POLYTECHNIC INSTITUTE, Troy, N.Y.

The next Annual Session begins SEPT. 12th. For the new ANNUAL REGISTER, containing full information, apply to

8t31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, July, 27, 1866.

TWENTY-SIXTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three Per Cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of July instant, and be reopened on the morning of Thursday, the twenty-third day of August next.

8t31 E. D. WORCESTER, Treasurer.

SEVEN PER CENT.

First Mortgage Bonds

OF THE

North Missouri Railroad Company,

We offer for sale the Seven Per Cent. First Mortgage Bonds of the North Missouri Railroad Company, having thirty years to run. Coupons payable in New York on January 1 and July 1, in each year.

Before accepting the agency for sale of these bonds, we made careful inquiry into the condition and prospects of the road, which was examined by Mr. Wm. Milnor Roberts and others, on our behalf, and their highly satisfactory report enables us to recommend the bonds as first-class securities, and a safe and judicious investment.

The proceeds of these bonds ($6,000,000 in all) will be used in extending a road already completed one hundred and seventy miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa; and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri river, so that this mortgage of $6,000,000 will cover a complete and well stocked road of three hundred and eighty-nine miles in length, costing at least $16,000,000, with a net annual revenue after the first year of over $1,500,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

The railroad connects the great City of St. Louis with its 200,000 inhabitants, not only with the richest portions of Missouri, but with the States of Kansas and Iowa and the Great Pacific Railroads.

To the first applicants we are prepared to sell $500,000 at the low rate of 80 cents, desiring to obtain a better price for the remainder. This will yield about 9 per cent. income, and adds 20 per cent. to principal at maturity.

Any further inquiries will be answered at our office.

4t30 **JAY COOKE & CO.**

THE STEAM SYPHON PUMP

COMBINES the properties of a Lift and Force Pump, without valves or machinery of any kind.

It will not get out of order and cannot freeze up. A Locomotive can raise water to fill its tender in a few minutes, thus dispensing with tanks, pumping machinery and attendance. It can be used as a Fire Engine where steam power is employed, as at Machine Shops, Car Shops, &c. Address STEAM SYPHON COMPANY,

6m30 **48 Dey St., New York.**

THE RHODE ISLAND

LOCOMOTIVE WORKS,

PROVIDENCE, R. I.

(FORMERLY THE BURNSIDE RIFLE CO.)

—o—

THIS EXTENSIVE ESTABLISHMENT, situated in **PROVIDENCE, R. I.**, on the line of the New York, Providence and Boston Railroad, is prepared to fill orders for

LOCOMOTIVE ENGINES

Interchangeable in all their Parts,

Combining all the Latest Improvements, and made of the Best Materials and Superior Workmanship.

—o—

Orders addressed to

A. E. BURNSIDE, President,

will meet with prompt attention.

THE

Sterling Iron and Railway Co,

Office No. 42 Pine St., New York,

Offer for sale at lowest market rates, in quantities to suit purchasers,

THEIR SUPERIOR

MAGNETIC IRON ORE,

for Blast and Pudding Furnaces; also

"STERLING"

CHARCOAL PIG IRON

AND

ANTHRACITE PIG IRON.

J. DUTTON STEELE, President.

Car Covering or Roofing.

—o—

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 32.] SATURDAY, AUGUST 11, 1866. [WHOLE No. 1,582, VOL. XXXIX.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 11, 1866.

Ely's Railroad Box and Lining Metal.

The attention of Railroad Companies, Steamboat Proprietors, Machinists, Engineers, and all parties using Anti-Friction Metal, is invited to the Advertisement of Messrs. A. L. HOVEY & Co., in another column.

The composition known as "ELY'S RAILROAD BOX AND LINING METAL," has achieved a success which warrants the manufacturers in commending it to the attention of all who have occasion to use Anti-friction Metal in any form.

Its superior advantages are claimed to be—

1st.—Durability and unequalled power to resist friction.

2.—Cheapness, both as regards first cost and the amount of service rendered.

3.—Capability of resisting heat and non-liability to fuse, except at a high degree of temperature.

4th.—It does not wear the journals like soft metals.

5th.—Smoothness and fineness of fibre, rendering it capable of a very high polish.

6th.—Not liable to corrode; making it very desirable for lock or ornamental work on ships, steamboats, &c.

The undersigned having greatly increased their facilities for its manufacture, respectfully solicit a continuance of the favors of former patrons, and invite all to give it a trial, feeling confident that one trial will satisfy the most skeptical.

That all may be suited, we have put the metal at the following low rates, viz., No. 1, 20 cents.; No. 2, 25 cents.; No. 3, 30 cents.: Railroad, and other solid Boxes cast in shape, 35 cents per pound.

No. 13 Spruce Street, June 11th, 1866.

Messrs. A. L. HOVEY & Co.

In reply to your enquiries as to how I liked your Box and Lining Metals, I would say that I have put it to a severe test, having made a pair of gibs for the slides of my engine, and a bearing for the main shaft, where this is now working to my entire satisfaction. H. W. GREENE.

Williamsburgh, L. I. June 11th, 1866.

This is to certify that we have used A. L. Hovey & Co's Anti-friction Metal in our Planing and Saw Mill for the past four months, and would recommend it to any party using the same, as it has given us entire satisfaction.

CROSS & AUSTIN.

Proprietors of the Wallabout Planing and Saw Mill, Kent Ave. foot of Morton Street, Brooklyn, E. D.

Williamsburgh, June, 11th, 1866.

A. L. HOVEY & Co.

Gents,—This is to certify, that I have put your Anti-friction Metal for Journal Boxes, to a severe test at the speed of 3,500 per minute, and by this I certify and recommend it as the best I have ever used for Journals. Its merits are recommendatory independent of its cheapness and durability over all other metals I have ever used.

LEONARD TILTON, Master Mechanic,
Machine Works, Williamsburgh, N. Y.

No. 15 Spruce St., N. Y., June 8th, 1866.

I have used A. L. Hovey & Co's Anti-friction Metal and find it as represented. It is the best I have ever used. I have used it in filling Journals and Boxes where friction takes place, and find it superior to all other metals used by me; would recommend it to all machinists.

CHARLES E. GARRET.

Brooklyn E. D. N. Y. June 19th 1866.

Gentlemen,—We take pleasure in contributing our testimonial of approbation to your Anti-friction Metal for journals of machinery, lately purchased by us, having had several kinds before, which have never accomplished what they have been recommended to do. We use your Metal in driving Circular Saws, Moulding and Planing Machine, Scroll Saw, Boring Machine, Tenon Machine, at speeds varying from 1,800 to 3,600 revolutions per minute. We recommend it cheerfully to all persons using Anti-friction Metal, as its merits are recommendable independent of its first cost, being cheaper than other metals in general use.

CLOSE & MILLER, Builders.
269 and 271 South 3d St.

New Jersey, July 21, 1866.

Gentlemen.—We have used A. L. Hovey & Co.'s Anti-friction Metal where it has been subjected to the most severe test, in that it has not had the lubricating attentions it deserves. It comes in contact constantly with soda water which is fatal to any lubricating substances. We have used it by the side of Harden Steel, Cast and Wrought Iron, and also Bronze, and find neither to stand the hard use which it is put to so well as the above Metal. I think it the best metal for like purposes that I have ever used, having had an experience of twenty-five years in the use of metal boring.

Continental Screw Company.
By H. P. HUNT, Supt.

Elizabeth, N. J. July 7, 1866.

Gentlemen.—I have used A. L. Hovey & Co.'s Anti-friction Metal, for boxes for running Emery wheels and belts, at a speed varying from one to two thousand revolutions per minute. I find it to be the most economical Box metal I have ever used, being cheaper and more durable than any other, and cheerfully recommend it to all machinists.

JOSHUA G. REYNOLDS.
Foreman for Stackpole Bit Brace Co.

Elizabethport, June 26, 1866.

Messrs. A. L. HOVEY & Co.

This is to certify that I have used A. L. Hovey & Co.'s Anti-friction Metal for Journal Boxes and find it as represented. It is the best we have used. We also found a great saving in oil which is recommendable in itself, combined with its cheapness and durability, we would recommend it to all parties using the same.

Elizabethport Steam Cordage Co., at Elizabethport, N. J. JAMES C. FAIRBANK, Agent.

The composition is made under the personal supervision of Mr. T. R. ELY, the inventor, and the only genuine has our trade mark stamped upon it.

A. L. HOVEY & CO.,
Cor. 2d and South 11th Streets,
Williamsburgh, L. I.

☞ The Monroe (La.) *Telegraph* says that one of the locomotives on the railroad will, in a week or ten days, be in running order. The road is in readiness for it as far as the Lafourche, which is not yet bridged, although the timbers are nearly ready. By October the cars will run to Delhi,

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the year ending April 30th, 1866, were:

From freight	$4,204,740 82
" passengers	1,757,387 99
" mails, etc.	213,424 54
	$6,175,553 35

The operating expenses were:

Repairs of track	$863,573 46	
" bridges	77,347 01	
" buildings	84,232 02	
" fences	8,580 79	
" locomotives.	347 358 52	
" cars	347,485 45	
Loss and damage	21,535 35	
Fuel consumed	251,965 90	
Oil and waste	81,924 74	
Train service	148,101 65	
Engine "	212,471 05	
Station "	295,626 72	
Water "	35,9f1 00	
General expenses	191,644 89	
Miscellaneous	52,406 18	
		3,020,164 78
Earnings less expenses		$3,155,388 57
Interest and exchange		30,152 17
Balance received from Quincy and Chicago Railroad		81,176 06
Add balance to credit of income account April 30, 1865		988,401 03
Total		$4,255,117 83

From which deduct—

Interest on bonds	$421,566 34	
Premium on fractional stock	64 88	
Taxes—State	169,619 96	
" National	323,040 16	
Expenditures for improvements	6,668 68	
Rents of tracks and depots	17,457 92	
Transfer office exp.	1,583 33	
Dividend May 15, 1865, 5 per cent.	418,825 00	
Distribution of stock, Oct. 31, 1865, 20 per cent	1,675,300 00	
Dividend Nov. 15, 6 per cent	503,300 00	
Transfer of Sinking Fund.	129,000 00	
		3,666,426 28
Leaving balance of Income Account May 1, 1866, as shown in General Account		$588,691 55

The following is a comparative statement of the earnings of the line, 400 miles in length, for the fiscal years ending April 30, 1865 and 1866:

	1865.	1866.
Freight	$3,919,859 83	$4,204,740 82
Passengers	1,508,234 25	1,757,387 99
Mails, etc	153,758 14	213,424 54
Totals	$5,581,852 22	$6,175,553 35

The earnings of the road, as stated above, have been $6,175,553 35; and the expenses including State and National taxes, $3,376,118 34—leaving of earnings above ordinary expenses and taxes $2,799,435 01. The report says:

We have paid during the year for additional equipment, consisting of locomotives, passenger and freight cars, $426,244 86, and for lands purchased at Chicago, Burlington, Peoria, and elsewhere along the line, new station houses, buildings, and other improvements, $275,373 50, and the usual dividends, interest, and all the accruing obligations of the company, amounting in the aggregate to $1,506,172 72, and have also paid into the sinking fund $129,000, according to the terms of the trust deed, securing the construction debt of the company. The track of the road, and the rolling stock has been well kept up and improved, and it is believed that the capacity of the road and equipment to meet the demands of business, and fully equal the requirements likely to be made upon them, was never greater than at the present time.

The increase of gross revenues over those of the year before was from passengers	$249,153 74
From freight	284,880 99
Miscellaneous	59,666 40
Total	$593,701 13

When it is considered that the gross earnings during the last year of the war were greater by $1,541,929 41 than had ever been realized, the earnings of the first year of peace will be deemed very satisfactory. The prices during the last year of the war reached their maximum for all the productions of the country. The Government was the greatest purchaser of them all, and many things combined to make that a year of immense activity, and yet the progress of the western world is so rapid that in the very first year of a comparatively healthy and normal state of affairs both the numbers of passengers and of tons of freight moved over the road have been larger than in any previous year, even during the war. The increase, however, has not been uniform in every species of business. The extreme high price of pork two years ago, combined with a short crop of corn, induced farmers to sell every hog that could be spared from the farm, and the large business of that year in this article was in a great degree at the expense of the succeeding year, and during the last year the number transported was less, by 220,950, than the year before. The low prices of last year, and the abundant crops, will probably produce the reverse result this year, and the trade in this item of our business may equal and surpass that of two years ago. Of sheep there were 36,000 less in number carried over the road last year than the year before. For several years the movement of sheep to Iowa has been very large. The State has become well supplied, and the movement in that direction falls off, and the eastward movement is commencing. In cattle, where the price and the crop of any one year has less effect upon the numbers than is the case with hogs, the increase from year to year is generally steady, running up in three years from 83,117 head, moved over the road in 1863, to 119,093, transported the last year. The expense of operating the road, if we leave out the large item of State and National taxation, has been 48.90 of the gross earnings, and including those items, 54.67. This must be deemed satisfactory, when it is considered that during the year the prices both of labor and material were maintained at their highest points. During the year there have been fifty-three miles of track re-laid with new and re-rolled iron, being about one-eighth of the whole track. There have been added about five miles of side track, also, during the year. For several years the road from Galesburg to Quincy was in the hands of trustees, and in litigation, and was not kept in as good a condition as it ought to have been. This will be remedied as rapidly as may be. About half of all the track re-laid during the year was upon that part of the road. Enlarged accommodations for passengers have become necessary at many points upon the line. Passenger houses once equal to the wants of the community, have become entirely inadequate to the present necessities. In some places freight houses also require to be enlarged or rebuilt. In some other respects improvements may be judiciously made. These wants will all be met as rapidly as may be expedient.

The siding of the road has not been lengthened fast enough to accommodate the increasing numbers of the trains, and during the current year it will be necessary to add at least five, and possibly ten miles, to them, at the points where the trains most frequently pass each other.

Further extensions, when required, will easily connect several stations, and make a continuous double track where it will be most required.

There have been added to the equipment during the year 6 locomotives, 8 passenger coaches, 2 elegant sleeping cars, and 131 box freight cars. There are now upon the road 111 locomotives, 54 passenger, and 25 baggage, mail, and express cars, 1,639 house freight, and cattle cars, 442 platform and coal cars, 36 drovers' cars, and other cars employed in the work of repairs.

Though the working equipment of the road is very effective, and, as is seen, tolerably large, it is still inadequate to the full demand made upon it, and must be still further enlarged.

The capital stock of the company now amounts to $10,193,010, and that of its funded and other outstanding liabilities, for construction, and for the purchase of the road from Galesburg to Quincy, including $270,000 money due on that purchase not called for, amounts altogether to $6,024,406.25. The whole aggregate amount of the capital stock and debt of the company is therefore $16,217,416.25. This amount will be diminished by $231,664.86 in the trustees' hands not yet invested in the liabilities of the company, and placed in the sinking fund. The property charged with this aggregate liability is four hundred miles of road, and depot grounds, and other property, earning in the past year, gross, $6,175,553.35, and above the ordinary expenses and taxes, $2,799,435.01.

By the statement of the Treasurer, it appears that there is a balance to the credit of Income account (after payment of dividend May 15, 1866, $509,650) of $79,041.55. To which should be added the amount paid into the sinking fund, and to the Trustees of that fund, $778,125.99, making a total of $857,167.54, which represents that portion of the income above the ordinary expenses of operating and maintaining the road which has not been distributed in any form among the Stockholders.

At the annual meeting in 1864, when the subject was properly before the Stockholders by a legal notice, they adopted a resolution authorizing the board to enter into a contract with the Burlington and Missouri Railroad Company, the effect of which should be to aid in extending that road about sixty miles further into the interior of Iowa. During the continuance of the war it was not deemed wise to act under that resolution, but with the return of peace it was deemed, not only judicious, but of very great importance to the interests of this company, to avail themselves of the authority thus vested in the board. Accordingly, in June last, a contract was made between the two companies, by which this company agreed to set apart fifty per cent. of the gross earnings upon its road on business to and from that road each year, to purchase the securities of that company convertable into a preferred stock, provided that the amount so set apart should not exceed $60,000 in any six months, for the period of five years. The effect of the contract is, that within five years this company will become the owner of $600,000 of the preferred stock of that company, and by so doing will have secured the extension of its road fifty-six miles further west, to a distance of 132 miles west of Burlington. That road extends into a country perhaps equal in richness and fertility to that through which your road runs. The business to and from it passes over our road alone, and therefore is of great importance to it. It is generally through business on our road from Burlington to Chicago, and is therefore a very valuable business.

The work of construction has been pushed with such energy that it will be completed in all this year, and to half the distance in about two months. It must command the business of a very large extent of country both south, north, and west of its line, it being beyond the reach of any competition when the extension is completed. The Board had no doubt of the expediency or wisdom of the contract, and deemed it to be an easy and cheap mode of aiding an enterprise whose business will, in all probability, produce a much greater revenue to this company than itself can earn. As the

stock which we shall acquire by this arrangement, that company will, it is believed, within the five years, be worth all it may have cost; it may, at the end of that time, or earlier, be sold, and the proceeds divided among the stockholders of this company, unless they shall prefer the distribution of the stock itself.

An allusion was made in the last annual report to an effort then making to secure the construction of Union Stock Yards, and the probable abandonment of the separate Yards, which had been partly constructed by this company. We are glad to be able to state that that effort has been completely successful. Under a charter for that purpose, all the railroad companies united in the effort, and Yards have been built upon a scale commensurate with the magnitude of the business.

The Union Stock Yard Company own 340 acres of land on the south border of Chicago, upon which the Yards are built, and union tracks, by which the trains of every road terminating at that city have easy access thereto. The result is that all this business is concentrated upon these grounds, not only to the very great advantage of that particular trade, but to the great benefit of the companies who transport the stock in being able to unload their trains with great rapidity, and at one place, instead of sending, or allowing their cars to go to several Yards, as formerly, thus avoiding delay, and enabling companies to always command their equipment set apart for this business.

This company sold its improvements to that association, receiving its pay in its stock. The enterprise is not only a success in its most important feature, viz., the facility and ease which it secures, in the transaction of an immense business, but it promises to be financially very profitable in itself. The stock which this company holds in it is $125,000.

The railway property of the company, which, in its original design, consisted of a road from the Junction of the Galena and Chicago Union Railroad, (then so called about thirty miles, from Chicago) to Galesburg, now consists of a continuous main line from Chicago to Quincy, about 265 miles, and which at Quincy connects with the Hannibal and St. Joseph Road, extending by its connections, nearly complete, to the Kansas branch of the Pacific Railroad, and which will command a very large share of the business of the northern portion of the United States, which may pass over that route to and from the western Territories and Pacific States; and of a branch to Burlington, equally part of a main line between Chicago and that city, where it connects with the Burlington and Missouri River Road, complete seventy-six miles and fast approaching completion fifty-six miles farther to near the centre of southern Iowa, destined also to be a great route across that State; and also of a road from Galesburg to Peoria, with a branch South from it of thirty miles, to Lewiston. The business of all these roads come upon the main trunk at Galesburg, and passes thence over its length, 165 miles to Chicago.

There is also the small part of the original line between Aurora and the junction with the Galena road, thirteen miles, not, however, of much value. But the two routes to Quincy and Burlington, destined as they are, to become great thoroughfares forth both business and travel, have great present, and greater prospective value, while every mile of road to Peoria and Lewiston also contributes much to the revenues of the company by reason of the business which they furnish, passing over the main line from Galesburg to Chicago.

While we may congratulate stockholders upon the success and value of their investment, we may remind them also that the ownership of a property like this carries with it duties to themselves and to the public. There is the duty to protect its value, and increase its ability for usefulness by completing those works which the property itself renders necessary, and which no other interest is capable of accomplishing. At present we allude to bridges across the river, to connect the roads on the east with those of the west side of it. They are becoming a near at hand necessity. They are of great importance to the country west of the river. That region is remote from market. The expense of transportation consumes two-thirds or three-fourths of the value of the productions of the farm to lay the other third or quarter down at the points where consumed, and every improvement which will remove a barrier, smooth down an obstacle, obviate the expense, delay and vexation of a ferry and trans-shipment, is of great value. The river is a great gulf, separating the East from the West, at all times inconvenient of passage, and expensive, and at certain periods of the year impassable for the purposes of business, subjecting the owners of property always to delay, and often, as in cases of livestock, to very great damage. The railways on both sides suffer also great losses of business, not only which they might do, but more, because these difficulties retard the progress, settlement and prosperity of the country upon which their own success and value depends.

The construction of these bridges need be no great charge upon this company. A small toll, much less than is now chargeable for ferriage, levied upon the property and passengers which may be transported across will raise a fund sufficiently large to enable bridge companies, if that shall be deemed the best way to build them, to command all the requisite money for their construction. It belongs, however, to the railway companies, which are so greatly interested, and so greatly to be benefitted, to devise the plans, and carry into effect the bridging of the river at all those points, where long roads approach it from the east and the west, making it necessary to transport across it the productions and the travel of a very large extent of country.

We are aware that there are interests along the river averse to improvements of this nature. Those interests, however, are small, compared with the great and increasing volume of business which now crosses it at many points. They may all be preserved, and yet the great paramount interests be subserved. And when Government has appropriated hundreds of millions in land and money to secure the construction of great routes across the continent, it cannot for a moment be supposed that this great obstacle is to continue unbridged, to the detriment of such great interests, and such large numbers of people.

According to the annexed statement, the payments on account of 400 miles of road have been $12,777,551 92; for equipment, $2,670,209 80—total, $15,447,761 72. The Capital Stock on the 30th of April was $10,193,010. The funded debt, exclusive of the bonds cancelled by the Sinking Fund, was as follows:

Chicago and Aurora and Central Military tract bonds	$ 151,000 00
Chicago, Burlington and Quincy trust mortgage sinking fund, 8 per cent. bonds convertible	356,000 00
The same class of bonds inconvertible	3,169,000 00
Chicago, Burlington and Quincy trust mortgage bonds, 7 per cent	680,000 00
Chicago, Burlington and Quincy 2d mortgage bonds, issued on account of Northern Cross Road, 4 and 4½ per cent	941,000 00
Chicago, Burlington and Quincy scrip of 21 semi-annual instalments of $21,781 25 each, on account of Northern Cross Road	457,406 25
Total bonds and scrip, average rate of interest 6.65 per cent	$5,754,406 25
Capital stock	10,193,010 00
Total stock, bonds and scrip	$15,947,415 25

Excess of stock and bonded debt over cost of road and equipment $499,654 53.

The number of passengers carried over the whole line during the year was 939,201; of these, 876,460 were way, and 62,741 were through. Of the through passengers, 35,186 were carried west, and 27,555 east. Of the way passengers 453,773 were carried west, and 422,687 east. Total carried east 450,242; do., west, 488,959. Total mileage of passengers 49,670,625—an increase over the previous year of 6,263,700.

The total number of tons moved over the whole line in 1865, was 737,611; in 1866, 821,883—an increase of 84,372. Total tonnage east in 1866 494,480; do., west, 327,403. Total number of tons moved one mile over the whole line in 1866, 113,766,959, an increase of 6,187,599.

The equipment of the road consists of 111 locomotives, 54 passenger coaches, 25 baggage, mail and express, 1 pay, 1,689 house, freight and cattle, 442 platform, 36 drovers, 40 gravel, 1 tool, 1 pile-driving, 44 rubble, and 122 hand cars, and 2 snow plows.

Number of miles run by locomotives with passenger trains, 597,984; with freight trains, 991,623; with miscellaneous trains 493,973—total miles run 2,083,580.

GENERAL ACCOUNT.

Capital stock	$10,193,010 00
Funded debt, as above	5,754,406 25
Unclaimed dividends	1,201 00
Unpaid accounts and pay-rolls	71,771 60
Due agents and connecting roads	131,2 4 18
Sinking fund	778,125 99
Balance to credit of income acc't	588,691 55
	$17,518,440 57
Construction, as per last report	$12,811,287 93
Equipment, " "	2 243,964 94
	$15,055,252 87
Less interest paid on Northern Cross Road bonds	309,109 51
	$14,746,143 36
For new locomotives, engines, passenger and freight cars	426,244 86
Lands purchased, new station houses, etc	275,373 50
Total cost of road and equipment	$15,447,761 72
Materials and fuel on hand	395,538 52
Steam ferry President, and wharf boats	26,767 08
Chicago teams for transfer'g freight	4,500 00
Accounts and bills receivable	82,116 35
Burlington and Missouri River Railroad preferred stock	59,976 59
Due from agents and connect. roads	115,324 06
Amount due under the decree of the court forclosing mortgage on the Northern Cross Railroad	270,000 00
Dividend No. 11, and tax thereon	536,473 68
Deposits in New York, Boston and treasury	348,317 71
Deposit with Trustees Sink'g Fund	231,664 86
	$17,518,440 57

The directors chosen at the annual meeting June 22, 1866, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board.—JOHN N. DENISON.

General Sup't.—ROBERT HARRIS.

Treasurer and Secretary.—AMOS T. HALL.

☞ The sale of the Mississippi and Missouri Railroad made on the 9th July last, by virtue of the decree of foreclosure and sale, has been confirmed by the Circuit Court of the United States, for Iowa.

Journal of Railroad Law.

NEGLIGENCE OF TRAVELER IN CROSSING RAILROAD TRACK.

The case of Emery Butterfield *vs.* Western Railroad Corporation decides that a traveler upon a highway which is crossed by a railroad on a level, who knows that he is near the crossing and yet does not look up to see if a train is coming, simply because there is a storm and the traveling is bad, is guilty of such negligence that he cannot recover damages for an injury sustained by him from a collision with a passing train, although the bell was not rung nor the whistle sounded.

The action was brought to recover damages for a personal injury received by the plaintiff by being run over by the defendants' locomotive engine. At the trial in the superior court, before Russell, J., a verdict was returned for the plaintiff with $1,500 damages upon facts which are sufficiently stated in the opinion; the Judge having declined on motion of the defendants, to rule as matter of law that the plaintiff had shown such carelessness as to deprive him of his right to recover. The defendants alleged exceptions. The opinion on the appeal was written by—

CHAPMAN, J.—This case does not come before us upon a motion to set aside the verdict because it was against the evidence or the weight of the evidence, but upon exception to the refusal of the presiding Judge to instruct the Jury that there was no legal and sufficient evidence to authorize them to find a verdict for the plaintiff.

It is admitted by the plaintiff's counsel that the burden was on him to prove that he used due care to avoid the collision by which he was injured.

By due care is meant reasonable care adapted to the circumstances of the case. The crossing of a place known to be so dangerous as a railroad track frequently is by reason of the passing train reasonably requires a high degree of watchfulness and attention. Before attempting to cross, a man should make a reasonable use of his sense of sight as well as of hearing, in order to ascertain whether he will expose himself to a collision. If he fails to use his senses without reasonable excuse, he fails to use reasonable care, Shaw *vs.* Boston and Worcester Railroad, 8 Gray, 73. Warren *vs.* Fitchburg Railroad, 8 Allen 227. Stevens *vs.* Oswego Railroad, 18 N. Y., 422.

In Toomey *vs.* London &c. Railroad, 3 C. B. N. S. 146, it is said there that a mere scintilla of evidence is not sufficient to authorize a Judge to submit the question of the defendants' negligence to a Jury; but there must be evidence upon which a Jury may reasonably and properly infer that there was negligence on his part. This rule of evidence is substantially the same with that laid down in Denny *vs.* Williamson, 5 Allen, 1, and applies with as much force to the plaintiff's proof of due care on his part as to the proof of negligence on the part of the defendant. See also Philadelphia Railroad *vs.* Hummell, 44 Penn. State R. 375; Wilds *vs.* Hudson River Railroad, 24 N. Y. 430.

All the evidence as to what the plaintiff did comes from his own testimony. He states, in substance, that on the 30th of January 1862, he started from the depot in Westfield to go on foot to his own house in a westerly direction. He was well acquainted with the highway and railroad. He attempted to cross the railroad without looking or intending to look to see whether a train was coming, and as he stepped upon the track he was struck by a train that was passing at that moment.

He admits that if he had looked he would have seen the train. It came from the west, and for a half a mile west of the highway the track was in plain sight. As he approached the crossing the highway was for a considerable distance near to the track, and nearly upon the same level with it, so that the approaching train would be directly before him. As the way turns to cross the track it rises a little. It was dark, but the engine had a head light, which he could not have failed to see if he had looked.

He also knew that a train was due from the west about that time, and that it had not passed, and he supposed it must be near.

He states his reasons for neglecting to look. It was a stormy night, raining, blowing hard from the northwest, and snowing some. He had his hand up, holding his hat on his head, and this prevented him from seeing the train. The traveling on the highway was very bad; considerable snow had fallen sometime before, and its surface was frozen; the road had been ploughed out to the crossing, and the crust had slipped back into the path. The ice did not fall over, but slid right back. He could not tell which furrow he walked in; sometimes one, and sometimes the other. He was listening for the cars; his attention was called to the subject, and he expected to hear the bell or the whistle blown.

From this statement it is to be inferred that he had occasion to use his eyes pretty constantly for the guidance of his own footsteps as he walked, and that he was under the necessity of obstructing his sight for the purpose of his preserving his hat from being blown away. Yet as he had the control of his own movements, and could stop or check his speed at pleasure it was in his power to look up frequently, and he might easily have seen the train. The noise of the wind and storm and the breaking of the snow crust as he walked must have made it more difficult than usual to hear the noise of the train, and furnished no excuse for trusting exclusively to his sense of hearing.

We must assume it to be true that neither the bell nor the whistle was sounded, and that the defendants violated their duty in this respect. A traveller has a right to expect that he will hear the noise. But this expectation does not excuse him from exercising reasonable care to ascertain by sight as well as by hearing whether there is a train coming immediately upon him as he attempts to cross the track. The negligence of the company does not authorize him to maintain an action, if he also is negligent. He states that he did not know when he came upon the track, although the snow was entirely removed from it. But he had known for a considerable time that he was coming near it; he knew of the rising ground, and the train had been in plain sight for a considerable time.

The plaintiff's neglect to use his eyes was palpable negligence, and he states no reasonable excuse for it. The Jury ought therefore to have been instructed that he had offered no evidence of due care on his part and was not entitled to a verdict.

Exceptions sustained.

Cincinnati, Hamilton and Dayton R. R.

The Stockholders of the Cincinnati, Hamilton and Dayton Railroad Company, held a special called meeting, on the 16th ult., at Cincinnati, to consider the question of increasing the capital stock of the company, rendered necessary by the increased amount of machinery required to equip their extended line of road. S. S. L'Hommedieu, Esq., President, read the following statement as to the condition of the company, and the necessity of adopting the measure, which was afterwards carried:

The Board of Directors, in accordance with the views presented to you at the annual meeting, and which by your vote were approved, have called you together to vote yea or nay on a proposition to increase the capital stock of this company five hundred thousand dollars, making the whole capital three and a half millions.

Since the notice was published calling this meeting, much diversity of opinion has arisen among the stockholders on the question of an increase of stock at this time in the manner proposed. All, however, seem to agree in the importance of paying off the floating debt of the company, which now amounts to over $400,000. This debt has been incurred the past year, as follows:

For additional machinery	$232,897
Permanent improvements on Dayton and Michigan Railroad	135,843
Eaton and Hamilton Railroad	61,727
Making	$430,467

During the latter portion of last year, the company were enabled to transport from Toledo to Cincinnati, with the machinery at their command, about forty car loads per day of through freight. At the same time about double the number of car loads per day could readily have been obtained had the company been able to furnish the cars.

Under such circumstances the Board of Directors deemed it best to order the additional machinery, which will be fully employed this year, although the means to pay for the same, over and above interest on bonds and dividends, were not in the treasury.

The advance made to the D. & M. Company seemed equally essential. It became necessary, in order to accommodate the business at Toledo received from the boats, to furnish dockage, platforms, and more shelter for merchandise. A very extensive addition to the warehouse was made, and additional dockage provided on the grounds of the company, which had previously been purchased for that purpose at a price not equal to one-fourth what the land would now sell for.

The New York Central R. R. Co. have recently transferred the line of passenger and freight propellers from Cleveland to Toledo, and now run them daily between Buffalo and Toledo. This will give to the D. & M. and C., H. & D. roads a large increased amount of freight, and it is expected will fully tax the capacity of the new depot facilities provided.

The trestle work on the D. & M. Road, which we had hoped by repairs would have lasted several years longer, began to show signs of decay; and it was deemed necessary to permanently improve these weak and dangerous points, by substantial masonry and earthwork. This has required a large advance beyond the present net income of that road.

Had it not have been made, the probabilities are, accidents would have occurred to persons and property involving more thousands than the company have advanced.

The next and last item of expenditure was that for the purchase of the Eaton and Hamilton road.

The reasons for this were so fully given at the recent meeting of the stockholders, that it hardly seems necessary to repeat them. The company have warded off a dangerous competition, and made a good bargain for its stockholders. There would be no difficulty in now parting with the in-

terest, and with it the control of the road, at an advance on what has been paid for the same.

The stockholders should bear in mind that the company have, within the past three years, added to the value of the road in laying an additional track, both on the main and side lines, from Cincinnati to Dayton, a sum equal to one million five hundred thousand dollars; and that although the road is only sixty (60) miles long, it has on it iron sufficient to lay about one hundred and eighty miles of single track. They should also bear in mind that to accomplish this, involving an outlay of so large a sum, there has only been an increase in their capital stock and bonds to the amount of $644,000.

They should also bear in mind, that in the meantime regular dividends have been earned and made, together with a stock dividend of 20 per cent.

This was only accomplished by using the bonus received from the Dayton and Michigan Road, and by the use of earnings made over the amount paid on expenses, interest and dividends.

It may also not be amiss to remark, that the company have now a property, in good condition, worth more than a million of dollars in excess of what it stands charged on the books.

They also have a road of established reputation—one of great strength of position—one with the strongest of connections to the East, to the North, and to the Northwest—one, as yet, comparatively in its infancy—one whose future business from the Dayton and Michigan, from the Atlantic and Great Western, and from other sources, it would be difficult, at the present time, to measure; and one also, that must necessarily continue to expend money to keep pace with the growth of its business.

The policy of the company in reference to such expenditures, however, for the next two or three years, will be to expend no more than will be necessary to keep up with the growth of business.

It will be their endeavor first to get out of debt, and next to lay up a surplus fund. But I come back to the question whether it is now judicious to dispose of $500,000 of additional stock, to the *present stockholders* of this company, say for $400,000, or at the rate of eighty cents on the dollar? If this be not done, then it follows that dividends must be suspended until the debt is paid.

In ordinary times, with the prices of transportation on a level with those of labor and supplies, and with our ordinary amount of business, I should not hesitate to say that, with the additional facilities supplied by the money which is now owing, the company could with ease pay ten per cent. on the three and a half millions of stock; but suppose only eight per cent. per annum should be declared free from Government tax, until the prices of transportation were advanced, or labor and material lowered, it should be satisfactory to the stockholders. This would not take so large a net earning by $20,000 per annum, as it has to make ten per cent. on the three millions of stock.

The company have to exchange, or purchase, by the first of January next, 367 one thousand dollar first mortgage bonds. The holders of these bonds, both in New York and Cincinnati, have already commenced exchanging the first for the second mortgage bonds, at a difference of five per cent., or $50 on a bond; and from advices recently received, we have reason to suppose that the greater portion of the holders abroad will make the exchange.

The value of our stock in the market will have much influence on the question; and it is, therefore, important that its credit be maintained, and that our stockholders disregard the saying of those among them who take occasion in the streets, in the newspapers, and elsewhere, to make false representations to injure the credit of the company, and to enable themselves and others to purchase, at a low price, or for some other unworthy motive. Already have parties avowed their determination to me to purchase largely of the stock, as a permanent investment, when it is thus run down, knowing full well that every share is *worth more than its par value, intrinsically.* It is my duty to warn our stockholders against sacrificing their stock. If at any time they have doubts as to the value of their property, as an investment, let them take trouble to come and examine the books, which are always cheerfully exhibited to a stockholder, who calls for that purpose.

The passing of dividends until the floating debt is paid will probably take a year and a half. This would undoubtedly have the effect to greatly lower the price of stock in the market. It would really make it no less valuable, and the rich stockholder could afford to hold his stock and purchase that of others, while men of moderate means, and widows and wards, would probably have to sell. And here I may mention that upwards of one hundred women are holders of stock, while a considerable amount is held by guardians for the education and support of their wards. Another considerable sum is held by estates. Pass the dividends, and you put down the market value of the stock, and enable the men of much money to make a good speculation as well as a good investment.

The subject of a consolidation of the C. H. & D. and D. & M. Companies, has been under consideration for a year past. The D. & M. Company proposes to put in their stock at 40 per cent., and have obtained nearly a unanimous vote of their stockholders to that effect. This would require an issue of a million of stock, making in all four millions of joint stock. The C. H. & D. Company are the holders of half of the present stock of the D. & M. Company, received as a bonus on the lease, and would be entitled to the benefit of half a million of the new stock. It has been suggested by stockholders, who favor the issue of the present C. H. & D. stock, to supply immediate necessities, that the half million of stock to be hereafter derived from the consolidation, *be cancelled.* Thus leaving the capital of the two roads, of two hundred miles, four millions of dollars.

This would answer the purpose, if our stockholders were ready to vote the consolidation. It is objected, however, by quite a large number of them, that it is permature to consolidate at this time.

While it is conceded by all that the D. & M. road, when fully developed, will earn her portion of a ten per cent. dividend annually, it is evident she cannot contribute anything for several years to come, needing all her net income to expend in permanent improvements on her road, and in furnishing equipments for the increase of business. The C. H. & D. Co., now owns a majority of the D. & M. stock and is virtually responsible for all her bonded debt, and will eventually consolidate. The two roads are now worked as one. Separate accounts are kept of the earnings of both companies on the books of the C. H. & D., as required by the lease; but the same officers manage the whole. No expense beyond the hire of one clerk and some stationery would be saved by consolidation.

It is urged in favor of immediate consolidation, that if postponed until that road earns a dividend, the stock must be taken at a higher figure than forty per cent. This may be the case, but the C. H. & D. stockholders should always be ready to agree that the net earnings applicable to the dividends, earned by the D. & M. Co., should fix the relative value of her stock, compared to those of the net earnings, C. H. & D. alike applicable to dividends.

The stockholders will pardon me for now speaking of matters somewhat personal to myself.

My connections with their road commenced in the early part of the year 1848. The rights of way were still to be obtained, and the capital secured to build the road. This was accomplished by me with the assistance of a Board of Directors. The iron was purchased on favorable terms, and the stock and first bond sold at par, without any employment of agents or expense of commissions. The road was opened for business to Dayton in September, 1851, and would have been at an earlier period but for the prevalence of cholera in the region through which it passed.

Nearly nineteen years of the best portion of my life have been devoted industriously to its interests. With me it has been like a first born child. Salary or money has been no object, compared to the success of the road.

I have been content to build up a road that would be beneficial to the city in which I have lived for more than half a century, and been an active participant in its business for forty years.

The financial credit of the company has never been impeached, for it never failed to meet an obligation, large or small, when due and properly audited.

The stockholders have received fair dividends (an average of 7 4-5 per cent. from the first excess), and there has been no failure to pay interest on bonds or necessity of capitalization. No protests were ever served on it for want of ability or promptness in paying notes of its own making. Its real business has grown from $321,793 to $1,361,566 47, and bids fair to go on increasing, if facilities are provided.

The stockholders have been fortunate year after year from the commencement of the work in having Boards of Directors who worked harmoniously. No schism ever occurred among them, nor have they had any object other than to promote the best interests of the stockholders. No "axes have been ground for them." But for their united support I would have long since disconnected myself with the work. To them belongs whatever of credit is due to the success of the enterprise. Many of them, and among the most useful, have gone to their final rest. The names of George Carlisle, John Woods, and John C. Wright will be long remembered and honored, in connection with the railroad up the Great Miami Valley.

Some of our stockholders occasionally express doubts as to the propriety of my remaining President of the Atlantic and Great Western Railway and at the same time of the Cincinnati, Hamilton and Dayton.

They fear that it is too much for one man to do justice to. The position as President of that road was not sought by me. On the contrary, it was declined when tendered, until the board unanimously recommended that I should take the place. It was believed that the interests of the roads would be best promoted by having one head to direct them.

I should resign the presidency of the A. & G. W. at an early period, if I though either was neglected by me.

With the assistance of Vice-Presidents on both roads, who take charge of most of the detail, the labor is no greater than I performed on our road for many years, with less experience.

After the reading of the President's statement, discussion was had on the affairs of the road, its management, &c., when it was

Resolved, That the Directors be instructed not to sell any of the stock authorized to be issued at less than par.

Alabama and Florida Railroad.

We understand that the President of the Alabama and Florida railroad of Florida is now at the North for the purpose of raising about two hundred thousand dollars in cash, with which to put that road in working order from the Gulf to the State line. This connects Pensacola with Northern lines by way of Montgomery, and also connects with Mobile and New Orleans. It is a very important route, the harbor being one of the finest in the South, and the commercial advantages of the line easily understood.

☞ The yield of the Portage Lake Mines in June was as follows: Franklin, 105 tons, 175 lbs.; Pewabic, 90 ton, 527 lbs.; Huron 60 tons, 1,016 lbs.; Isle Royale, 31 tons, 1,230 lbs.; Grand Portage, 24 tons, 875 lbs.; Albany and Boston, 15 tons, 475 lbs.; Sheldon-Columbian, 10 tons.

The yield of the National Copper Mine for June was 30 tons, 1,162 lbs.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton, Ca.	$5	----	200,000	----
Acton Vale, Ca.	5	----	50,000	----
Adventure, L. S.	25	3	20,000	----
Ætna, "	25	11	20,000	----
Albany and Boston, "	50	25½	20,000	----
Algomah, "	25	3	20,000	----
Allouez, "	25	1½	20,000	3
American, "	25	1	20,000	----
Amygdaloid, "	25	17	20,000	----
Anita, Cal.	----	----	20,000	----
Annapolis, Md.	10	----	50,000	----
Arcadia, L. S.	25	----	20,000	----
Arizona, Ariz. T.	100	----	100,000	----
Arnold, L. S.	25	----	20,000	----
Ascot, Ca.	20	----	20,000	----
Astor, L. S.	25	1½	20,000	----
Atlas, "	25	2	20,000	----
Aztec, "	25	4½	20,000	----
Balt. and N. C., N. C.	5	----	20,000	----
Bay State, L. S.	25	13½	20,000	15½
Beaver, "	25	2	20,000	--
Bedford, Ca.	5	----	125,000	----
Black River, "	25	2½	20,000	----
Bohemian, L. S.	25	17½	20,000	----
Bolton, Ca.	5	----	200,000	----
Boston, L. S.	25	2½	20,000	1½
Brooklyn, L. S.	25	2½	20,000	----
Brome, Ca.	5	----	100,000	----
Cabot, L. S.	25	¼	20,000	----
Caledonia, "	25	5	20,000	----
Cambridge, "	25	5	20,000	----
Canada, Vt.	4	1	100,000	90c
Carp Lake, L. S.	25	----	20,000	----
Cascade, "	25	----	20,000	----
Central, "	25	5	20,000	----
Champlain, Ca.	5	1½	200,000	----
Chatham, "	2	----	200,000	----
Cheticamp, "	5	----	30,000	----
Chippewa, L. S.	25	----	20,000	----
Clifton, "	25	----	20,000	----
Collin, "	25	¼	20,000	----
Concord, "	25	4	20,000	----
Consolidated, "	25	5	20,000	----
Copper Creek, Mo.	100	----	10,000	----
Copper Creek, Wis.	25	----	20,000	----
Copper Falls, L. S.	25	24½	20,000	46
Copper Harbor, "	25	1	20,000	----
Copper Hill, Wis.	1	----	200,000	----
Corinth, Vt.	25	----	20,000	----
Cornwall, Vt.	2	----	100,000	----
Dacotah, L. S.	25	2½	20,000	----
Dana, "	25	3½	20,000	3½
Deep River, N. C.	5	----	10,000	----
Delaware, L. S.	25	20½	20,000	----
Derby, "	25	----	20,000	----
Devon, "	25	1	20,000	----
Dorchester, "	25	1½	20,000	----
Douglas, "	25	----	20,000	----
Dover, Ca.	2	1	200,000	----
Dudley, L. S.	25	1½	20,000	----
Dunham, Ca.	2	----	200,000	----
Durham, "	5	----	200,000	----
Eagle River, L. S.	25	3½	20,000	3½
Edwards, "	25	1½	20,000	----
Ely, Ca.	5	----	100,000	----
Empire, L. S.	25	10	20,000	----
Eureka, "	25	----	20,000	----
Everett, "	25	1	20,000	----
Evergreen Bluff, "	25	5½	20,000	----
Flint Steel River, "	25	9½	20,000	----
Forest City, "	25	3	20,000	----
Forest Shepherd, "	25	6	20,000	----
Franconia, N. H.	5	----	60,000	----
Franklin, L. S.	25	8½	20,000	54½
French Creek, Pa.	5	----	100,000	75c
Gardner City, L. S.	25	----	20,000	----
Girard, "	25	5	20,000	----
Glencoe, Ca.	1	----	200,000	----
Grand Portage, L. S.	25	2	20,000	----
Grand Trunk, Ca.	5	----	100,000	----
Great Western, L. S.	25	2	20,000	----
Green Mountain, Vt.	10	----	20,000	----
Guilford, L. S.	25	5	20,000	----
Hamilton, "	25	2	20,000	----
Hancock, "	25	17½	20,000	32½
Hanover, "	25	1½	20,000	3½
Hartford, "	25	12½	20,000	----
Hazzard, "	25	----	20,000	----
Henwood, "	25	----	20,000	----
Highland, "	25	1	20,000	----
Hilton, "	25	2½	20,000	----
Hope, "	25	1½	20,000	----
Hudson, "	25	----	20,000	----
Hulbert, "	25	¼	20,000	----
Humboldt, "	25	5	20,000	5½
Hungarian, "	25	1	20,500	----
Huron, "	25	19	20,000	43½
Indiana, "	25	10	20,000	----
Inverness, Ca.	25	2½	200,000	----
Isle Royal, L. S.	50	38	20,000	11
Jefferson, "	25	----	20,000	----
Keweenaw, "	25	5	20,000	----
Kickapoo, "	25	1	20,000	----
King Phillip, "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton, L. S.	25	8	20,000	----
Lafayette, Ca.	25	----	20,000	----
Lake, "	25	2	20,000	----
Lawrence, L. S.	25	----	20,000	----
Lennoxville, Ca.	5	----	100,000	----
Logan, "	3	----	100,000	----
Lower California, Mo.	50	----	40,000	----
Lyster, Ca.	2	----	200,000	----
Madison, L. S.	25	6	20,000	3
Malden, "	25	2	20,000	----
Mandan, "	25	4½	20,000	----
Manhattan, "	25	5½	20,000	----
Marquette, "	25	3½	20,000	----
Maryland, Md.	5	----	----	----
Mass, L. S.	25	4½	20,000	----
Massachusetts, "	25	----	20,000	----
Medora, "	25	1½	20,000	----
Mendota, "	25	1½	100,000	----
Merrimac, "	25	6½	20,000	----
Merryweather, "	25	----	20,000	----
Mesnard, "	25	8	20,000	2½
Meteor, "	25	----	20,000	----
Michigan, "	25	----	20,000	----
Middlesex, "	25	----	20,000	----
Milton, "	25	1½	20,000	----
Minnesota, L. S.	25	18½	20,000	9
Missisquoi, Ca.	2	----	150,000	----
Morrison, L. S.	25	----	20,000	----
Nashua, "	25	----	20,000	----
National, "	25	¼	20,000	----
Native, "	25	¼	20,000	1½
Naumkeag, "	25	2	20,000	----
Nebraska, "	25	1	20,000	----
Nequaket, "	25	2	20,000	----
New England, L. S.	25	2	20,000	----
New Jersey cons., N. J.	10	----	100,000	----
Newton, Ca.	1	----	200,000	----
New York, L. S.	25	1	20,000	----
N. Y. & Passaic, N. J.	5	----	100,000	----
North Cliff, L. S.	25	4	20,000	----
North State, "	25	3½	20,000	----
North Western, "	25	11½	20,000	----
Norwich, "	25	11	20,000	----
Ogima, "	25	7	20,000	----
Otisville, N. Y.	5	----	100,000	----
Ontonagon, L. S.	25	----	20,000	----
Ottawa, Ca.	1	----	200,000	----
Pacific, L. S.	25	----	20,000	----
Pennsylvania, "	50	50	20,000	----
Petherick, "	25	5½	20,000	7½
Pewabic, "	25	3½	20,000	40
Phila. & Boston, "	25	15	20,000	----
Phœnix, "	25	15	20,000	----
Pittsburg & Boston, "	25	5½	20,000	45
Pontiac, "	25	10½	20,000	1½
Prescott, Ariz. T.	100	----	100,000	----
Providence, L. S.	25	----	20,000	----
Quincy, "	10	10	20,000	49½
Reliance, "	25	----	20,000	----
Republic, "	25	----	8,000	----
Resolute, "	25	6½	20,000	----
Ridge, "	25	8	20,000	----
Rochester, "	25	2½	200,000	----
Rockland, "	25	12	20,000	9½
Roscoe, Ca.	1	----	200,000	----
St. Clair, L. S.	25	3	20,000	6½
St. Flavien, Ca.	5	----	100,000	----
St. Louis, L. S.	25	1	20,000	----
St. Margaret, Ca.	5	----	200,000	----
St. Mary's (L. & M.), L. S.	25	5½	20,000	1
Salem, "	25	¼	20,000	----
Seneca, "	25	1	20,000	----
Sharon Consol, "	25	¼	20,000	----
Sheldon & Col., "	25	21	20,000	----
Silver Creek, "	25	1	20,000	----
Silver Hill, "	25	¼	20,000	----
Silver Lake, "	25	----	20,000	----
Silver Valley, "	25	----	20,000	----
Societes Francaise, "		----	10,000	----
South Bedford, Ca.	2	----	200,000	----
South Pewabic, L. S.	25	1	20,000	----
South Side, L. S.	25	2	20,000	2½
Star, L. S.	25	11½	20,000	2½
Stark, Vt.	2	----	100,000	----
Suffolk, L. S.	25	----	20,000	----
Superior, L. S.	25	8	20,000	41
Sussex, "	25	----	20,000	----
Sutton, Ca.	5	----	100,000	----
Toltec, L. S.	25	21	20,000	----
Tremont, "	25	1½	20,000	----
Union (L. & M.), "	25	3	20,000	----
Ural, Wis.	25	----	20,000	----
Vermont, Vt.	5	----	100,000	----
Victoria, L. S.	25	1½	20,000	----
Vulcan, "	25	6	20,000	----
Washington, "	25	1	20,000	1½
Waterloo, Ca.	5	4	100,000	----
Waukesta, L. S.	25	----	20,000	----
Wauba Yuma, Ariz.	100	----	60,000	----
West Minnesota, L. S.	25	2½	20,000	----
Wiekopee, "	5	----	100,000	----
Winona, "	25	3	20,000	----
Winthrop, "	25	4½	20,000	2
Wyandotte, "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top, Pa.	50	----	----	----
Copake, N. Y.	50	50	50,000	----
Foster, "	----	----	----	----
French Creek, Pa.	¼	----	100,000	----
Garrison's, N. Y.	5	5	100,000	----
George's Creek, Md.	100	100	10,000	----
Harewood, "	5	5	20,000	----
Lake Superior, L. S.	25	25	20,000	----
Mount Pleasant, Pa.	50	50	10,000	----
Teal Lake, L. S.	25	----	20,000	----
Tyson, Vt.	10	----	20,000	----
LEAD AND ZINC:				
Amenia, N. Y.	5	----	100,000	----
Bucks County, Pa.	5	----	40,000	----
Canada, Ca.	5	----	50,000	----
Champion, N. Y.	----	----	----	----
Clute, "	5	5	110,000	----
Continental, "	25	2½	200,000	----
Eastport, Me.	10	----	100,000	----
Erie, N. Y.	10	----	40,000	----
Gay's River, "	2	----	100,000	----
Hampton, Mass.	5	----	50,000	----
Jefferson, N. Y.	----	----	----	----
Kings Hill, "	5	----	10,000	----
Lake Superior, Mich.	5	----	200,000	----
Lancaster, Pa.	5	----	50,000	----
Lehigh, "	----	----	----	----
Macomb, N. Y.	5	----	110,000	----
Maine, Me.	10	----	50,000	----
Mineral Point, N. Y.	5	----	100,000	----
Morgan, "	5	----	100,000	----
Mount Hope, N. Y.	25	----	80 000	----
New Hampshire, N. H.	5	----	100,000	----
New Jersey, N. J.	100	----	12,000	----
N. Y. & Boston, N. Y.	10	----	100,000	----
Oswegatchie, Ca.	5	----	100,000	----
Phœnix, N. Y.	5	----	50,000	----
Placentia Bay, N. F.	5	----	200,000	----
Ramsay, Ca.	25	----	20,000	----
Rochester, "	25	----	200,000	----
Rossie, N. Y.	5	----	100,000	----
Shawangunk, N. Y.	5	----	100,000	----
Sussex, N. J.	5	----	125 000	----
Union, Pa.	5	----	100,000	----
Wallkill, N. Y.	----	----	----	----
Warren, N. H.	----	----	----	----
White Mountain, "	----	----	----	----
COAL & ANTHRACITE:				
American, Pa.	25	----	60,000	58
Appleton, "	----	----	----	----
Ashburton, Pa.	50	50	50,000	----
Atlantic & G. C., Md.	----	----	----	----
Baltimore, "	100	100	----	----
Bear Valley, "	12½	----	40,000	----
Beaver Meadow, Pa.	50	50	100,000	----
Belmont, "	50	50	10,000	----
Big Mountain, Pa.	----	----	----	5
Boston & Pictou, N. S.	5	----	100,000	----
Bridgeport, "	10	10	30,000	----
Broad Mountain, "	10	10	30,000	----
British American, N. S.	----	----	----	----
Cape Briton, N. S.	2½	2½	200,000	2½
Cameron, Pa.	50	----	50,000	----
Central, "	100	100	20,000	51
Coal Brook, "	50	50	20,000	----
Columbian, "	----	----	----	----
Consolidation, Md.	----	----	----	----
Continental, Va.	50	----	10,000	----
Cumberland, Md.	100	100	50,000	67½
East Mahanoy, Pa.	----	----	----	----
Everhart, "	25	----	20,000	----
Franklin, "	100	----	5,000	1½
Fulton, "	5	5	60,000	7
Gilberton, "	50	50	5,000	20
Hamp. & Balt., Md.	10	10	50,000	----
Hazleton, Pa.	50	50	32,300	----
International, N. S.	50	50	20,000	----
Lackawanna, Pa.	50	50	----	----
Lawrence, "	100	100	2,000	----
Locust Dale, "	50	----	----	----
Lehigh & Susq., "	50	50	----	----
Lorberry, "	100	100	4,000	----
Mahanoy, "	20	----	10,000	----
Mammoth Vein, "	----	----	----	10
Maryland Anth., Md.	20	20	25,000	----
Metropolitan, Pa.	100	100	----	----
Mt. Pleasant, Pa.	----	----	----	----
Narraganett, R. I.	10	10	8,000	----
N. Y. & M. C. Fds., Pa.	----	----	----	5½
North Carbondale, "	----	----	----	----
Pennsylvania, "	50	50	64,000	----
Potomac, Md.	10	----	40,000	----
Schuylkill, Pa.	10	10	20,000	----
Short Mountain, "	50	50	16,000	2½
Shamokin, "	----	----	----	----
Somerset I. & C., "	----	----	----	----
Spring Mountain, "	50	----	----	----
Spruce Hill, "	10	----	100,000	----
St. Nicholas, Pa.	----	----	----	5½
Shawmut, "	20	----	40,000	----
West Virginia, W. Va.	----	----	----	----
Wilkesbarre, Pa.	100	100	21,750	----
Wolf Creek, "	----	----	----	----
Wyoming Valley, "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia, N. S.	$3	----	100,000	----
Ada Elmore, Idaho.	10	----	100,000	----
Albion, "	3	----	100,000	----
Altona, Col.	5	----	100,000	----
American, Col.	100	----	50,000	----
American Flag, Col.	10	----	60,000	----
Ascot, Can.	100	----	50,000	----
Atl. & Pac., Nev.	50	----	100,000	----
Baltic, Col.	----	----	----	----
Bates & Baxter, "	----	----	----	----
Benton, "	5	----	100,000	----
Black Hawk, "	100	----	50,000	----
Bob Tail, "	10	----	100,000	----
Briggs, Col.	100	----	10,000	----
Burroughs, "	10	----	100,000	----
Bullion, Mtns.	5	----	200,000	----
Bullion Consol., Col.	1	----	300,000	2½
Chebucto, N. S.	5	----	100,000	----
Central, Col.	5	----	200,000	----
Central Gold, "	5	----	20,000	----
Chaudiere, Can.	5	----	100,000	----
Jobden, Idaho.	10	----	100,000	----
Columbia, Nev.	100	----	300,000	----
Consol Gregory, Col.	100	----	50,000	----
Copalinsche, "	50	----	250,000	----
Corydon, "	25	----	100,000	----
Continental, "	100	----	20,000	----
Denver, "	20	----	50,000	----
Downieville, "	1	----	300,000	----
Eagle, "	10	----	100,000	----
East Bannock, Mtns.	2	----	100,000	----
El Dorado, Col.	5	----	500,000	----
Empire, "	20	----	250,000	----
Excelsior, "	10	----	30,000	----
Garrison's, "	50	----	100,000	----
Gem, "	50	----	25,000	----
Golconda, "	20	----	250,000	----
Gold Mountain, Col.	10	----	600,000	----
Gold Mining, "	100	----	50,000	----
Gunnell, "	10	----	300,000	----
Gunnell Central, "	50	----	20,000	----
Gregory, "	50	----	20,000	----
Great Western, "	10	----	60,000	----
Hope, "	25	----	80,000	----
Holman, "	2	----	150,000	----
Idaho, Nebra.	----	----	100,000	----
Isaac's Harbor, N. S.	5	----	100,000	----
Kansas-Colorado, Col.	10	----	100,000	----
Kip & Buel, "	2	----	100,000	----
La Crosse, "	10	----	100,000	----
Liebig, "	5	----	200,000	----
Lake Major, N. S.	50	----	12,000	----
Mariposa, Cal.	100	100	50,976	11½
Do. preferred, "	100	100	37,744	27½
Mammoth, Col.	10	----	100,000	----
Manhattan, "	10	----	100,000	----
Massachusetts, "	5	----	250,000	----
Mount Vernon, Nev.	10	----	300,000	----
Montana, Col.	4	----	100,000	----
National, "	10	----	300,000	----
New York City, Nev.	100	----	50,000	----
New York, Col.	10	----	100,000	----
N. Y. & Nevada, Nev.	10	----	100,000	----
N. Y. & N. Sco., N. S.	10	----	100,000	----
North Clear Creek, Col.	10	----	100,000	----
Pacific, "	100	----	40,000	----
Peoples', Col.	50	----	100,000	----
Prescott, Ariz.	10	----	100,000	----
Quartz Hill, Col.	25	----	40,000	----
Republic, Nev.	100	----	15,000	----
Rocky Mountain, Col.	10	----	50,000	----
Sherbrooke, Can.	10	----	100,000	----
Smith & Parmalee, Col.	20	----	125,000	8½
Standard, "	10	----	50,000	----
Steptoe, Nev.	100	----	20,000	----
Tascher, Can.	10	----	100,000	----
Texas, Col.	10	----	50,000	----
Union, "	50	----	200,000	----
United States, "	20	----	75,000	----
Waddingham, Idaho.	25	----	24,000	----
SILVER:				
Arizona, Ariz.	100	----	100,000	----
Columbia, Nev.	100	----	30,000	----
Empire, G. & S., "	100	----	100,000	----
El Dorado, "	25	----	500,000	----
Essex & Diadem, "	20	----	125,000	----
L. California, L. Cal.	50	----	40,000	----
Madison, Nev.	100	----	30,000	----
Morning Star, Idaho.	1000	----	5,000	----
Mount Vernon, Nev.	10	----	500,000	----
New York City, "	100	----	40,000	----
N. Y. District, "	100	----	50,000	----
Tolyabee, "	100	----	50,000	----
Washington, "	100	----	50,002	----
QUICKSILVER:			22,500	----
Pacific, Cal.	100	100	40,000	----
Panoche Grande, "	50	----	100,000	----
Quicksilver, "	100	100	100,000	----
Santa Clara, "	100	----	30,000	----
MISCELLANEOUS:				
American Tin, N. H.	----	----	----	----
Rutland Marble, Vt.	25	25	40,000	----
Saginaw Salt, Mich.	25	25	100,000	----
Sunapee, plumba, N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6½	----	27
30 Nov. '64	4.52	——	179	28	--	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	----	43½
30 Nov. '64	27 43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	93½
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	----	41,000	——	——	——	——	——	----	----
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoli'n)		6	----	46
30 Nov. '64	2.80	——	26	6	--	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	----	----
30 Nov. '64	11.75	——	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	----	42
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	----	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11,000	——	(Middlesex)		50	25	----
30 Nov. '64	31.85	——	841	140	--	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	----	51
30 Nov. '64	6.84	——	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236	——	3	----	48
30 Nov. '64	5.69	——	75	9	--	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	——	----	----
30 Nov. '64	6.75	——	66	15	--	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	----	----
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)		5	----	25
30 Nov. '64	2.50	——	10	2	—	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	----	----
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)		——	----	----
30 Nov. '64	6.00	——	70	——	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	——	----	----
30 Nov. '64	——	——	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	----	93½
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	(Leased)		6	----	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	----	----
30 Nov. '64	11.60	——	59	8	--	Worcester	86,657	75,800	——	53,668	25,453	——	——	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	----	----
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	----	----
						NEW YORK.									
30 Sep. '64	10.76	——	---	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33	——	——	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	——	100	69
30 Sep. '64	7.00	2.80	--	10	2	Brooklyn, Bath & Coney Isl'd	120,388	89,850	76,000	44,000	15,831	2,942	——	——	55
30 Sep. '64	24.00	——	---	48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	---	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	----	----
30 Sep. '64	11.75	4.00	---	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	——	----	----
30 Sep. '64	0.09	9.41	——	——	——	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	——	——	——	----	----
30 Sep. '64	——	18.00	——	——	——	Brooklyn City & Rockaway	——	12,000	——	700	——	——	——	----	----
30 Sep. '64	——	25.00	——	——	——	Brooklyn, E. N. Y. & R'kw'y	90.000	50,000	25,000	15,000	——	——	——	----	----
30 Sep. '64	——	——	——	——	——	Buffalo Street	----	----	——	——	——	——	——	----	----
30 Sep. '64	——	23.00	——	——	——	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	——	——	——	——	----	----
30 Sep. '64	——	——	——	——	——	Central City (Syracuse)	----	----	——	——	——	——	——	----	----
30 Sep. '64	19.00	3.00	——	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	721,350	550,000	----	327,713	30,493	——	100	----
30 Sep. '64	17.25	——	---	32	--	Coney Island and Brooklyn	603,889	500,000	113,000	——	100,438	9,148	——	——	----
30 Sep. '64	——	6 00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	12	100	----
Sep. '64	18.50	1.00	---	101	--	Eighth Avenue (N. Y.)	1,166,162	1,000,000	48,000	5,000	452,701	4,208	12	——	----
30 Sep. '64	12.00	1.00	---	50	--	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	——	——	----
30 Sep. '64	----	----	----	----	----	Fourteenth Street (N. Y.)	----	----	——	——	——	——	8	----	----
30 Sep. '64	4.52	——	——	——	——	Grand St. & Newtown (W'g'g	——	——	——	——	——	——	——	----	----
30 Sep. '64	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	----	34,650	897	——	----	----
30 Sep. '64	——	——	——	——	——	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	----	----
30 Sep. '64	——	——	——	——	——	Niagara Street (Buffalo)	——	——	——	——	——	——	——	----	----
30 Sep. '64	11.00	7.00	——	34	——	Ninth Avenue (N. Y.)	451,154	795,360	67,000	——	90,108	loss.	——	100	----
30 Sep. '64	——	——	——	——	——	N. Riv. & Wall st. Ferry (N. Y.)	——	——	——	——	——	——	——	----	----
30 Sep. '64	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	----	----
30 Sep. '64	7.50	3.40	---	20	--	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	——	——	----	----
30 Sep. '64	16.00	——	---	---	---	Second Avenue (N. Y.)	1,155,815	650,000	520,000	53,000	350,718	20,134	——	100	65
30 Sep. '64	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	——	——	424,306	14,753	5	100	136
30 Sep. '64	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	----	----
30 Sep. '64	17.50	——	---	137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	——	——	——	——	——	Troy and Cohoes	50,000	----	——	——	leased.	——	——	----	----
30 Sep. '64	6.50	9.00	——	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	——	----	----
30 Sep. '64	1.50	——	——	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	——	10,856	2,380	——	----	----
30 Sep. '64	——	12.00	——	——	——	Williamsburgh & Cony Isl'd	15,000	15,000	——	——	——	——	——	----	----
						NEW JERSEY.									
31 Dec. '62	5.32	——	---	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	----	----	——	----	----
31 Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	----	----
31 Dec. '62	10.47	——	----	----	----	Jersey City & Bergen Point	----	----	——	——	——	——	——	----	----
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	----
31 Dec. '62	5.80	——	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	----
						PENNSYLVANIA									
31 Oct. '65	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	——	——	40	10	55
31 Oct. '65	5.50	——	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	----
31 Oct '65	12.33	——	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	——	286,861	91,545	——	50	----
31 Oct. '65	6.00	——	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	----	----	——	——	62,732	8,227	——	----	----
31 Oct. '65	4.50	——	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	——	158,803	39,721	2	50	30
30 Nov. '65	19.00	——	250	44	0	Germantown	385,169	112,245	250,000	——	197,195	49,561	——	——	55
31 Oct. '65	5.04	——	120	25	0	Girard College (Phila.)	114,611	160,000	——	——	122,866	36,832	4	50	30
31 Oct. '65	2.00	——	25	4	1	Harrisburg City	49,504	30.118	——	9,000	6,728	3,562	——	25	----
31 Oct. '65	19.00	——	328	56	0	Hestony., Mantua & Fairm'nt	----	----	183,600	75,131	153,813	39,179	——	50	18½
31 Oct. '65	4.50	——	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	——	25	11
31 Oct. '65	----	——	----	----	----	Oakland (Pitts'burg & E. L.)	----	----	——	——	——	——	——	----	----
31 Oct. '65	3.75	——	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75, 000	35,000	150	88,795	20,243	16	50	----
31 Oct '65	2.06	——	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	——	67,040	14,278	14	50	----
31 Oct. '65	3.80	——	165	27	0	Philadelphia City	240,264	100,000	135,000	——	149,978	59,722	7½	50	----
31 Oct. '65	5.00	——	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	——	38,781	6,494	5	20	----
31 Oct. '65	4.50	——	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	——	41,737	6,903	——	50	14
31 Oct. '65	18.09	——	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	——	437,562	158,830	10	50	88
31 Oct. '65	5.62	——	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	——	——	51,683	9,187	——	50	13
31 Oct. '65	7.00	——	118	16	3	Spruce & Pine (Phil. & Gr'n'F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	38½
31 Oct. '65	7.00	——	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	——	——	210.143	87,810	9½	50	69
31 Oct. '65	6.25	——	143	23	0	13th & 15th st. (Phila.)	----	----	——	——	143,038	38,435	5	50	21½
31 Oct. '65	23.05	——	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	——	50	42½
31 Oct. '65	6.00	——	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	68
31 Oct. '65	1.00	——	9	4	0	Williamsport	----	15,150	——	522	3,637	1,851	——	25	----
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	——	----	17½
						OHIO.									
31 Dec. '62	5.00	——	----	----	----	Cincinnati Street	151,913	150,000	------	------	------	------	------	------	------
31 Dec. '62	5.00	——	----	----	----	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	------	------	------
31 Dec. '62	3.81	——	----	----	----	Passenger (Cinc.)	69,857	50,000	------	------	------	------	------	------	------
31Dec. '62	3.63	——	----	----	----	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	------	------	------	------	------	------	------

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	300,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	----	----
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	50,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	----	----	----
Middlesex:					
1st Mortgage	31,000	--	----	----	----
Malden & Melrose bonds	51,762	--	----	----	----
Real Estate	4,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	67,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	----	----	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City:					
1st Mortgage	65,500	7	----	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	130
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	125
" " " coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	---		Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	99½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	100
" " " coupon		5	" "	1871	103
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	103
" " " " " coupon		6	July.	1881	10-
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	119
" " " coupon		6	" "	1881	119½
Loan of July 17, & Aug. 5, 1861 registered	254,303,100	6	" "	1881	119
" " " " coupon		6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	108½
" " " (5-20s) coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	---
" " " (5-20s) coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s) registered	127,549,150	6	May & Nov.	1885	106
" " " (5-20s) coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	98
" " " " coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) registered	6,042,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---		Due.	----
" June 30, '64 & Mar. 3, '65 1st series	798,949,350	7.3	Feb. & Aug.	1867	105½
" March 3, 1865 2d series		7.3	June & Dec.	1868	105
" " 1865 3d series		7.3	Jan. & July.	1868	105
Debt Certificates	3,881,810	6	At maturity.	Due.	----
Gold Certificates of Deposit	16,403,180	---			----
Compound Interest Notes of 1864	156,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	118,665,470	---	" "	10 d'y	----
United States Notes (greenbacks)	400,361,728	---			----
Fractional currency	26,684,139	---			----
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" — " " "	688,000	6	" "	1876	----
" —Funded Interest Bonds "		---			----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July	'78-'80	116
" —War bonds "		7	" "	1872	----
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July	'72-'90	100½
" " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1889	----
" — " " "	2,271,750	6	" "	'68-'86	109
" — " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	100
" — " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 "	229 372	6	" "	'65-'79	----
" — " " 1870-'79 "	2,371,725	6	" "	'70-'79	----
" — " " "	1,778,677	6	" "	1877	----
" — " " "	241,000	6	" "	1879	----
" — " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	238,009	5	Jan. & July.	1866	86
" — " " "	2,058,173	2½	" "	1866	----
" — " War Loan coupon	1,225,000	6	May & Nov.	1886	90
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	--
" —War Loan Bonds coupon	200,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	417,000	6	" "	'68-'73	----
" — " " "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds coupon	9,556,000	6	various.	'67-'90	95
" —Fu de ' Coupons "		6			----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds coupon	4,-00,000	6	Jan. & July	1883	96½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	60
" — " " "	1 727,000	6	" "	1870	100½
" — " " coupon	3,192,763	6	" "	1890	----
" — " " inscribed		6	" "	1890	----
" — " " (sterling) coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	124½
" — " " "	244,000	5	Jan. & July.	'70-'74	97½
" — " " "	375,000	5	April & Oct.	'72-'74	97
" — " " "	220,000	5	May & Nov.	1880	96
" — " War Loan "	6,429,000	5	" "	1894	94½
" — " Scrip "	297,000	6	June & Dec.	'68-'77	109½
" — " " "	150,000	6	April & Oct.	1868	122
" — " " "	1,024,000	6	Jan. & July.	'71-'75	108½
" — " " "	2,030,000	6	" "	'76-'78	----
" — " War Loan "	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" — " " "	1,750,000	6	" "	'73-'83	----
" —Canal Loan "	100,000	6	" "	1873	----
" —Renewal Loan "	216,000	6	" "	1878	----
" —War Loan Bonds "	1,122 000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	78
" — " " (H. & St. R. R.)	3,000,000	6	" "	'72-'85	80
" — " " (Pac. R. R.)	7,000.000	6	" "	'72-'87	80
" —New Sinking Fund Bonds		7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	95
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock inscribed	95.000	6	Jan. & July.	var.	----
" —War Loan coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds general fund	70 0,000	7	quarterly.	1870	----
" — " " bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " " general fund	1,189,780	6	quarterly.	pleas.	----
" — " " canal fund	702,000	6	" "	1866	----
" — " " general fund	500,000	6	" "	1868	98½
" — " canal fund	3,050,000	6	" "	1871	----
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	97½
" — " " "	2,250,000	6	" "	1874	97
" — " " "	500,000	6	" "	1875	----
" — " " "	900,000	6	" "	1877	----
" — " " general fund	800,000	6	" "	1878	97½
" — " " "	909,607	5	" "	pleas.	----
" — " " canal fund	192,585	5	" "	1866	----
" — " " "	1,163,000	5	" "	1868	----
" — " " general fund	442,960	5	" "	1868	----
" — " " canal fund	167,000	5	" "	1871	----
" — " " "	4,500,000	5	" "	1874	90½
" — " " general fund	900,000	5	" "	1875	----
" — " " "	800,000	5	" "	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	84
" — " " (new) "	3,500,000	6	Jan. & July.	1900	62
Ohio—State Bonds coupon	634,663	5	Jan. & July.	1865	----
" — " " "	536,798	6	" "	1860	----
" — " " "	379,866	6	" "	1868	----
" — " " "	2,183,532	6	" "	1870	----
" — " " "	1,600,000	6	" "	1875	99½
" — " " "	4,095,309	6	" "	1881	100½
" — " " "	2,400,000	6	" "	1886	----
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	90½
" — " " coupon	6,168,000	5	"	'77-'82	93
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	97½
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" — " " inscribed	1,708,000	6	" "	'68-'90	----
" — " " coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) "		---			----
Tennessee—State Bonds coupon	1,091,180	5	April & Oct.	'76-'90	80
" — " " "	239,167	5½	" "	'72-'79	----
" — " " "	1,708,000	6	" "	'82-'89	----
" —Railroad Loans "	14,016,000	6	" "	long.	92
" —Funded Interest "		6	" "	1892	68
Vermont—State Bonds coupon	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	41½
" — " " coupon	11,108,000	6	" "	'86-'95	64
" — " (sterling)	1,865,000	5	" "	1872	----
" —Funded Interest registered		6	" "	'76-'96	----
" — " " coupon		6	" "	'76-'96	----
West Virginia—State Bond coupon		6			----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) "	641,800	6	Jan. & July.	'77-'85	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" — " "		6	"	1870	----
" — " "		6	Jan. & July.	1873	97½
" — " "		6	May & Nov.	1875	99½
" — " "		6	Jan. & July.	1886	97
" — " "		6	quarterly.	1890	100
" — " " coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	124½
" — " "		5	"	'71-'76	----
" — " "	7,846,026	5	"	'76-'80	98½
" — " "		5	"	'81-'86	148½
" — " "		6	"	'67-'76	138
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	101½
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	----
" —Improvement Loans "		6	" "	'66-'95	----
" —Water Loans coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	97½
" — " " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan coupon	1,464,000	6	" "	1888	98½
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	660,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F. M., A. & N.	'73-'75	----
" " — " "	4,704,000	6	" "	'76-'78	----
" " — " "	1,800,000	6	" "	1883	----
" " — " "	5,149,271	6	" "	1887	----
" " — " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " — " "	3,125,200	5	" "	1870	94
" " — " "	319,000	5	" "	1873	----
" " — " "	1,000,000	5	" "	1874	----
" " — " "	334,700	5	" "	1875	----
" " — " "	2,016,000	6	" "	1876	----
" " — " "	2,375,000	6	" "	79-'80	----
" " — " "	900,000	6	" "	1890	----
" " — " "	674,300	6	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,500	6	" "	'66-'93	94½
" — " " (new)	7,898,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds coupon	985,326	6	Various.	'66-'83	94
" —Railroad Bonds "	1,500 000	6	April & Oct.	'68-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan "	425.000	6	" "	'79-'88	86½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds coupon	1,352,640	10	May & Nov.	1871	----
" —City and County B'ds "	329,000	6	Jan. & July.	1875	----
" — " " " "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	166,453	314,521	332,098	406,076	446,044	396,847	381,810	357,556	----
1865	289,400	327,269	399,870	343,408	399,364	521,174	585,523	738,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	388,450	394,533	451,477	-------	-------	------	------	------	------	------	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,365	270,889	333,432	368,278	323,870	---- ----	------	------	------	------	---- ----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144.995	170.937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	176,482	245,150	185,013	198 679	243,178	224,980	307,874	375,866	324,865	336.617	321.037	3.095.470
1865	305.554	246,331	289,403	196,580	234,612	321,518	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,285	257,230	197,886	264,605	290,642	224,112	---- ----	------	------	------	---- ----	---- ----
Chicago and Northwestern:													
1863	------	---- ----	---- ----	------	------	366,100	231.334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273.876	317,839	390,365	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114.566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702.891	767,598	946,707	921,886	749,101	546,039	7.968,960
1866	523,568	405,634	523,744	518,736	735,083	922,892	776,990	------	------	------	------	---- ----	---- ----
Chicago and Great Eastern:													
1861	13,316	11.065	13,670	12,188	10,703	15,520	15,110	20,055	20.895	26 762	26.334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33.804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,886	60,895	528,864
1864	47,303	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,843	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,9-7	91,075	97,145	106,389	118,810	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	84,637	------	------	------	------	---- ----	---- ----
Erie:													
1861	404,507	391,932	458,560	547,174	506.610	430,063	372,705	419.010	515,948	719,354	734.108	714,211	6,214,182
1862	699,097	601.595	638,006	626,070	587,416	528,842	596.024	615,962	756.421	885,136	902,906	963,859	8,400,534
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035.321	10,469,451
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,231,046	1,336,615	1,438.689	1,522,472	1,429,765	15.434,775
1866	Including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	---- ----	------	------	------	------	---- ----	---- ----
Illinois Central:													
1861	321,844	279,268	220,334	192,054	199,488	177,829	189.280	268,983	289,862	284,020	243.249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206.246	269.282	261,079	352.786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343.929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	582,823	512,023	516,822	406,773	507,830	560,025	467,115	------	------	------	------	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35.326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95.453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104.608	115,184	125,252	116,495	116,146	105,767	1,224,053
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	------	------	------	------	------	---- ----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,833	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	1-8,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,597	72,135	108,082	267,488	262,172	------	------	------	------	------	------	---- ----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189.077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	189,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,641
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	512,846	277,234	412,393	409,427	425,493	392.641	338,499	------	------	------	------	------	---- ----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216.624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,969	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	------	------	------	------	------	---- ----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	126,970	99,662	86,182	164,710	221,638	198,135	129,227	1,402.106
1865	98,181	86,528	95,905	108,269	203,018	237,562	251.906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	131,707	122,621	124,175	121,904	245,511	213,944	215,605	------	------	------	------	------	---- ----
New York Central:													
1861	489,065	420,793	627,051	639,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	1,059,024	1,106,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	---- ----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	------	------	------	------	------	------	---- ----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234.456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,825	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691.556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	------	------	------	------	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130.378	153,470	144,736	143.748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,594	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	------	------	------	------	------	------	---- ----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,436,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,758	144,901	158,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	------	------	------	------	------	------	---- ----
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,333
1866	45,102	36,005	39,301	43,332	86,913	102,913	85,276	------	------	------	------	------	---- ----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	96
" " " 1855	1,085,000	6	Jan. & July.	"	1875	95½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	90½
" " $2,500,000	867,000	6	"	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	94½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,102,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	109½
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406		Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	95
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	85½
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	84
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	86
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	78½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	121
Dividend Mortgage	1 000,000	7			1890	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	92
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	76
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102½
Columbus and Xenia:						
Dividend	36,650		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,220					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	102
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	97
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	80
Land Security	3,344,60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1893	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	No York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgages	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	81¼
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995 500	8	" "	N.Y.& Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	754,000	7	" "	" "	1870	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1878	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,505 070	8	Jan. & July.	New York.	'61–'67	
Sterling	878,035	6			1882	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	105,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Db'ts of former Cos outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] Bds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,815,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	90
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'75	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99
2d Mortgage (now stock)						53½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	18,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	84
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	300,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	105½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	86½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	300,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago.						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$630,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	90½
2d Mortgage	937,500	7	" "	"	1863	38
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	78
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	116
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	88½
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	205,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	98
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	Track and Sidings.	Road in progress or projection.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	[illegible]	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,921	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
30 Jun. '[illegible]	499.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
1 May, '[illegible]	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
29 Feb '[illegible]	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	....
[illegible]	88.5	28.4	....	—	23	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
[illegible] Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	—
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,741	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	66,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,587	loss.	—	117
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	—	.....	—	49,663	197,387	85,946	34	—
31 Dec. '65	46.0	20.0	5.9	14.0	8	12	84	New London Northern	851.135	*	10,607	700,000	132,814	18,746	871.742	86.0	202.567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5.000,600	2,000 000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	112
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	60.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,978	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	2,525	—	—
— — '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,488	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	73
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,243	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180.621	1,478,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	109.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	135.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	290.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	284 0	1,450,280	3,840,092	1,833,617	84	109
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204.207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	120
31 May, '65	242.0	088 0	....	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	230.0	.....	6,820,750	1,802,272	—	86
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	223.4	1,234,851	3,154,236	1,442,781	10	106
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	....	—	148	76	3,297	*Illinois Central*	30,529,844	*	—	23,374,406	13,231.500	—	40,668.060	704.3	3,507,456	7,181,208	2,174,924	10	122
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	40	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	208.0	.....	2,240,744	488,558	—	34
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,884	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	....	—	19	17	268	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,800	2,102,761	109.0	.....	442,893	168,541	—	—
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	72
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	16	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,166	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	316,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	136
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	156
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929.782	75.5	112,434	431,606	155,347	—	—
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 [illegible]73,123	63,951	—	3,849,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,288	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	—
30 Jun. '65	135.0	96.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '65	29.0	—	3.1	—	}	4	13	219	} Lexington and Frankfort	606,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—	{	—	—	—	{ Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1	.....	419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	222,649	—	—
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	566 434	—	—
31 Aug '60	55.7	—	135.8	—	....	....	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1.283,015	248,986	108.434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.6	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982.866	7.463,489	281,032	15,188,190	329.8	1,741,670	4,446,490	1,638,114	15	110
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	86
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	—	—	—	—	500,000	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,342	323,092	—	—
31 Oct. '59	71.4	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	150,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	60.4	—	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	18.2	—	31	24	526	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,587	420,028	—	—
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,708	—	2,469,540	4,350,000	93,378	7,695,870	108.8	480,186	950,499	640,641	—	85
21 Dec. '62	152 0	—	3.6	—	....	....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	—	4	28	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,798	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	2,008,940	116,927	—	70,513	3,467,254	.....	3,883,402	114.0	100,562	197,744	1,896	—	—
28 Sep. '64	86.6	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,090	40 558	6,352,109	90.1	260,189	399,291	239	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	140,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,422	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,045	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,690	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,039,780	12,044,841	201.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	20
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	103½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	127
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	133½
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6¾	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,930	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	222,748	533,109	175,404	6	105½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,995	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.6	75 8	—	27	26	664	Fitchburg	3,180,851	350,149	410,961	3,540,000	—	6,507	3,950,961	98.4	457,264	993,694	314,255	8	110
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,865	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	185,647	300,954	51,227	8	124½
30 Nov. '64	20.1	1.5	1.2	—	4	17	86	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	101½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	.....	—	.....
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	103½
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,935	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	49½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	141
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 85⅔)	1,164,398	*	224,302	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,806	184,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 53	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	65
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,083,400	*	740,296	3,068,400	151,400	254,341	3,906,696	82.0	387,789	615,728	215,973	9	106
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	2,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,406	10,264,463	—	.....	124 2	.....	5,799,960	1,140,788	35	123½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,038,390	1,287,956	10	127
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,276	*	55,000	3,041,960	1,164,500	31,200	4,536,916	53.0	270,000	670,764	171,765	7	80
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	130
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	.....	—	65
31 Dec '64	18 2	—	...	—	.....	.....	.....	Warren	2,608,300	—	—	1,408,300	600,000	—	2,608,300	18.2	.....	290,022	130,510	6¾	46¾
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,219	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	64.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,236,084	687,228	10	195
31 Dec. '65	460.0	97.0	380.0	—	332	135	5,235	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,666,511	4	68½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,256	7,762 840	1,167	15,264,586	150.0	1,602,279	4,452 830	994,668	8	120
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,212	—	1,852,726	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	664.9	5,804,048	13,975,524	2,694,714	6	105
30 Sep '65	130 8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,609,726	422,348	—	—
30 Sep. '65	118.0	4.0	18.0	—	26	25	853	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	54
30 Sept. '65	18.0	—	0.5	30.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sept. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,500	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	96
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"		"		6	.....
30 Sep. '65	18.0	—	0.3	—	2	6	—	Staten Island	301,260	34,278	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	15	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	33,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	28,738	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	489 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	384,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750 000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	987,820	2 386,132	663,205	10	111
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,387	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101.0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	364,145	5,403,911	3,880,848	82,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	87½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,250	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	116½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	19	6	413	Dayton and Michigan	5,599,560	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	692	Little Miami	3,585,680	*	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,494	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	—	829,932	119,082	—	.....
31 Jan. '66	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595 400	251,867	3,343,956	1,241,093	14,202	5,172,133	205.9	355,409	719,924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	3207	189,488	—	.....
31 Dec 64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,565	—	10,243.015	250.0	1,244,358	2,050,322	945,492	3½	47½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,688	48,060,780	440.0	2,647,709	5,811,232	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	86	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	150
31 Oct. '65	86.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,016	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	65
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,253	*	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	38½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,553	—	39½
31 Dec. '65	354.8	33.2	150.5	—	209	173	4,928	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	621.0	5,846,778	17,459,169	4,189,111	10	67
31 Oct. '65	17.0	3.0	22.6	—	18	42	119	Phila., Germant'n & Norristt'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	336,376	8	58½
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(ope	r. by Penn. R.R.	Co.)	—	—	32½
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,061,353	20 240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	56
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,468	3,854,609	1,046 804	10	56
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec '65	468.3	15.0	128 11	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,698	483.3	4,623,078	8,489 062	3 283.547	10	105½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316.498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331.640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	110
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719.045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2.011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	620,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,254	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,381,000	145,000	.....	.....	.....	.....	.....	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,963	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	480,577	175,993	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	.....	8	98
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	8.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,800	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,656,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,285	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,760	204,808	26,853	.....	43.5	1,058,064	163,753	79,586	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	15.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	608 855	—	57½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,290	*	1,029,327	7,110,000	402,000	951,890	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462.569	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	1,10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,866	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,006	—	—
1 July, '61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	37,181	—	—
								NEW GRANADA.													
31 Dec 63	2.	—	—	—	11	22	120	Pan ma	9,000,000	*	658	5,000,000	75,000	—	10,763,723	48.7	.....	317,438	1328.924		250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	38
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	50
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	68½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1 673 300	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	43
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42½
" " (2d pref.)	3,819,772	7	3	21
Michigan S. & N. Indiana (guar.)	1,080,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	92½
" " " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,400,000	7	---	71½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66½
Toledo & Wabash (preferred)	984,700	7	7	91
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	90½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	81½
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	105
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	57
Delaware and Hudson	100	10,000,000	10	101
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan				
Lehigh Navigation	50	6,091,700	10	57½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	83
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	27½
" " (preferred)	50	2,888,988	---	35½
Susquehanna and Tide Water	50	2,048,260	---	15
Union		----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	46 — @ 50 —
Pig, American, No. 1	47 — @ 48 —
Bar, Refined, English	105— @110 —
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
Bar, Swedes, assorted sizes	170 — @ — —
Bar, English & American, Refined	125 — @ — —
Bar, English & American, common	115 — @ — —
Scroll, English	155 — @205 —
Ovals and Half round	150 — @160 —
Band, English	— — @155 —
Horse Shoe	150 — @160 —
Rods, English	120 — @185 —
Hoop, English	165 — @225 —
Nail Rod per lb.	— 10¼ @ — 11½
Sheet, Russia per lb.	— 25 @ — 26
Sheet, English, Single, Double and Treble	— 7 @ — 9
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ — 90

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18½@ — 24
English Spring (1st & 2d qlty.)	— 11½@ — 13
English Blister (1st & 2d qlty.)	— 12½@ — 20
English Machinery	— 14 @ — 16
German	— 16½@ — 17½
American, Blister	— 11½@ — 13½
American, Cast, Hammered	— 18 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 12½
American Machinery	— 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— 44 @ — 45
Sheathing, Yellow	— — @ — 33
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 51 @ — 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	6 75 @ 6 87½
German Refined	6 75 @ 7 —
English	6 75 @ 7 12½
Bar per lb.	— — @ 10 50
Pipe and Sheet	— — @ 10 70

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad.val.

	Gold.	Currency.
Banca (gold), per lb.	— 20 @ — 20½	
Straits (gold)	— 19½@ — —	
English (gold)	— — @ — 20	
Plates, I.C.Charcoal, p. box	9 87½@ 10 —	— 15 @ 15 50
Plates, I. C. Coke	7 25 @ 8 —	11 — @ 13 50
Plates, Coke Terne	7 — @ 7 50	10 50 @ 11 25
Plates, Charcoal Terne	9 87½@ 10 —	14 75 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d. (cash) per 100 lb.	6 75 @ 7 —
Clinch (cash)	— 8 — @ 8 50
Copper	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 33
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 26½@ — 27
Regned, free L. S. to White	— 58 @ — —
Refi'd, in bond, prime L. S. to White	— 42½@ — 43
Refi'd, in bond, Standard White	— 44 @ — 44½
Naptha, Refined (60@63 gravity)	— 38 @ — 39

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	Th 2.	F 3.	Sat. 4	M 6	Tu 7.	W 8
Atlantic M. S. S. Co.	112	----	----	----	----	115
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	95	----	----
California 7s	----	115	----	----	----	----
Canton Co.	53½	53½	----	52½	----	52½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	109½	109¼	----	----	109	----
" " pref.	----	----	----	110	----	111
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	130	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	37½	36½	37	36½	36½	36½
" " pref.	67½	67	67½	67½	67½	68½
" " 1st M.	----	----	----	----	----	86
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	103½	103	103½	104½	105½	107½
" 1st M. '70	101	----	----	----	----	----
Clev., Col. and Cin.	112	111	----	111½	111	----
Clev. and Pittsburg	88½	87	86½	86½	87½	88½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	77	----	76	----
Clev. and Toledo	116½	116½	116½	116	116	116½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	47½	47	47½	47½	47	47½
Del. & Hudson Canal	151½	151	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	69½	68½	69	68½	68	68½
" pref.	----	74½	----	74½	74½	75
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	101	102	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	96½	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	121	121	121½	121½	121	121½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69-100	100½	----	----	----	101	----
" 2M. S.F.	----	103½	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124½	123	122½	121½	121½	122½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	43	43	43½	42½	43	43
" " 2d "	20	----	----	----	21	----
" 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	12	12	----	13	----
Michigan Central	111½	110½	110½	110½	110½	----
" S F. 8 p.c. '82	----	----	112	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	85½	84½	84½	84½	84½	85½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F	86	----	----	95	----	----
" " 2 M.	92	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	92½	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	99½	100	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	----	----	----	----	----	78
" ins. to H. & St. J. R.	80	----	----	----	80	----
" " Pacific	----	----	----	----	----	----
New York Central	105½	104½	104½	104½	104½	104½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	101	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	84	84	----	----	----	84½
Ohio & Miss. cer.	29½	30	30½	30½	30	30
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	223	225	225	225	225	225
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	112½	112	112	111½	111½	112½
Pitts. Ft. W. & Chicago	105	102½	104½	105	103½	105½
" 1M.	102	----	----	102½	102	101½
" 2M.	----	----	----	----	----	----
" " 3M.	95½	----	----	85½	86½	----
Quicksilver Mining Co.	50½	50½	50½	50½	49	49
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	66½
" " 1M.	----	----	----	----	----	80
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	75	----	----	----	----	----
Tennessee 6s, 1890	92½	----	----	----	----	----
Tol. Wab. & Western	39½	----	----	39½	40	41½
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	90	----
" " 2M.	----	----	----	78½	78	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	64	65	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	103¼	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	99¼	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	99¼	99¼	....	99¼	99¼	99¼
U. S 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 6s, 1881, reg.	109¾	109¾	....	....	....	....
U. S. 6s, 1881, cou.	109¼	109¾	109¾	....	109¼	109¾
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	129¼	....	....	....	....	129¼
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	108¼	108¼	108¼	109	109	109¼
U. S. 6s, 5-20s, c. 1864.	105¾	106¼	106¼	106¼	....	....
U. S. 6s, 5-20s, c. 1865.	106	106¼	106¼	106¼	106¼	106¾
U. S. 6s, " reg.	106	105¾	....	106¼	105¾	....
7.30 Notes, 1st series.	104¼	104¾	104¼	....	104¾	104¾
" " 2d series.	104¾	104¾	104¼	104¼	104¼	104¾
" " 3d series.	104¼	104¼	....	104¾	104¼	104¾
American Gold	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Cattawissa	....	....	....	....	....	....
" preferred	38¼	38¼	38	37½	37¼	37
Camden & Amboy	....	....	....	125	125	123¾
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83	87	....	....	....	....	....
" " 6s,'89	....	....	....	88¾	....	....
" mort. 6s,'89.	94	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	91	....	....	....	....
Del. Div. Canal	....	57	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	....	....	....	57¾	57¼	....
" " 6s, '84	86¾	....	87¼	....	....	....
Lehigh Valley R. R.	....	....	64¼	....	65	65
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	38¾	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	....	55¾	....	56
Morris Canal	....	....	....	83	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	39¾	....
" " 6s	90½	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	46	46¼	....	46¼	46¼	....
Pennsylvania R. R.	56¼	56¾	56¾	57¼	57⅛	57¼
" 1st m.	100	....	....	....	....	....
" 2d m.	....	....	....	....	....	97
Penn. State, 6s	93	93	93¼	....	....	93¼
" " 6s, coupon	....	....	....	....	....	....
" " 6s, W. L.	....	....	....	....	101	....
Philadelphia City, 6s	94¼	94	....	....	94¼	94¼
" " new	98	98¼	97¾	98¼	98¼	98¼
" " muno	....	....	97¼	....	98¼	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	56¾	56	56¼	55¾	55¾	55¼
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	31¾	32	32⅞	32¾	....	....
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	27	....	....	....	....	27¼
" " pref.	35¾	35¾	35¼	....	....	35¾
" " 6s '82	....	....	....	....	81¾	81¾
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	....	....	....	....	15	....
" " 6s '78	....	....	....	....	57¼	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '82	....	....	....	....	....	24
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	18¾	18¾	....	....	....	18¾
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	....	88	....	88	....	....
Spruce & Pine, "	....	....	....	38¾	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	....	....	....	....	....	99¼
" " 1886	97	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890.	100½	100¾	....	100¾	100¾	100
Balt. and Ohio	112	114	....	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	98
" " " '85	....	....	....	....	....	....
Northern Central	47	47	....	47	46¾	....
" " b'ds, '85	86¾	....	....	....	....	....
" " " 95	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	Th. 2.	F.3.	Sat.4.	M.6.	Tu.7.	W 8
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	127½	....	127
Boston and Providence	....	....	....	....	....	138½
Boston and Worcest.	....	....	....	....	....	140
Cheshire, pref.	50	....	....	....	....	....
Concord	65	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	107	107	107	107½	108	107½
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	108¾	110	....	....	....	110
Manchester & Lawr'ce.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	103	103	106	....	....	....
Old Colony & Newport.	101	101	101¼	102⅛	....	103⅛
Ph., Wil. & Baltimore	55	55	....	56	....	55½
Portl'd, Saco & Ports.	100	....	100	100	100	....
Vermont & Canada	97	97½	96⅝	98	....	....
Vermont & Mass.	49⅞	....	....	49½	49¾	....
Western	....	....	140	....	....	141
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	51	....	....	....	51
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	43¼	43½	45	45	46	46
Franklin "	47½	47½	48	50	52	54½
Huron "	....	....	42	43	43½	....
Isle Royale "	....	10½	....	11	....	....
National "	....	....	....	....	....	....
Minnesota "	....	9	9½	9½	9¼	9½
Pewabic "	36	36	....	36	....	40
Pittsburg "	....	45	....	....	....	....
Quincy "	43¾	44	46	48	49	49½
Rockland	....	8	8½	9½	9¼	9½

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of July.

United States 5-20 yrs., 1882, 6 per cent	69½@ 70
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	45 @ 47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	44 @ 45
Erie shares, $100 (all paid), 8 p. c	42¾@ 44½
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	77½@ 78
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, August 11, 1866.

Stock Exchange and Money Market.

The tendency of the money market, all through the week, has been to increased ease; from the accumulation of capital seeking reliable and remunerative temporary employment at this centre in the absence of anything like general activity in commercial circles. Speculation at the Stock Boards, though augmenting in volume as the season progresses, has not been equal to the absorption of the means available, at unusually low rates, to all first class borrowers. Lenders have been investing very freely in the public funds, for the sake of the liberal interest which they yield. The disposition to purchase the National Stocks, for such purposes, has been greatly strengthened by the last and decidedly most favorable official exhibit of the public debt, which showed that the aggregate of the debt had been reduced $37,189,091 in the two months ending with August 1, 1866, and $124,154,000 in the twelve months ending on the same day. The reduction, or, more correctly speaking, liquidation of the debt, since the 1st of last June, has been progressing at the rate of over eighteen and a half million dollars a month, or equal to nearly two hundred and twenty-five millions a year, at which rate, the whole debt would be cancelled in about eleven years, or four years before the maturity of the six per cent. bonds of 1881. At the average rate of liquidation for a year past—about ten and a half million dollars a month—the debt would all be paid off long before the maturity of the U. S. Six per cent. thirty year railroad aid bonds of 1865. The net aggregate of the debt was on the 1st inst., $2,633,099,273, against $2,670,288,368 June 1st, 1866, $2,689,689,843 on the 1st of May, 1866, and $2,757,689,571 on the 1st of September, 1865. The total of the gold bearing portion of the debt is now $1,242,628,442; and of the currency bearing portion, $1,079,668,960. The non-interest bearing part of the debt stands at $443,449,046, as against $452,031,603 on the 1st of June—showing a reduction in this item of $8,582,557 in two months. The cash on hand in the National Treasury on the 1st inst., was $137,317,333 ($61,322,127 in coin and $75,995,206 in currency), as against $129,691,083 on the 1st of June. The figures show a gain of $10,642,168 in the coin reserve, and a loss of $3,015,919 in the currency reserve of the Treasury Department, within the two months. Of the coin on hand on the 1st inst., (of which nearly forty-one millions were in the U. S. Sub-Treasury in this city) about forty-five millions belonged absolutely to the Government, as against only about twenty-eight millions thus owned on the 1st of June. The outstanding gold certificates on the 1st of August were $16,403,180, against $22,568,320 on the 1st of June, showing a wholesome reduction in this item of National obligation. The outstanding legal tender circulation on the 1st inst., was $566,373,868, against $564,140,458 June 1, 1866, and $684,138,950 on the 1st of September, 1865. Altogether the statement of the debt on the 1st inst., was very satisfactory and encouraging; and its favorable influence on the money and stock markets is being gradually and distinctly developed. Call loans are now quoted at 3@5, generally at 4 per cent.; and prime discounts at 5@6½, mainly 5½@6 per cent. per annum. The city banks, last week, increased their loans, $196,646, the legal tender reserve, $1,529,265, and their circulation, $66,568; while they lost $426,221 of their deposits, and $252,171 of their specie. Their legal tender reserve now amounts to $86,235,079, as against $79,541,638 at the close of the first week in July; and their specie reserve is $9,448,900, as against $9,865,266 July 7, 1866. They have been losing specie since July 14, when the aggregate on hand was $12,451,684. The Bank Exchanges at the Clearing House, through the past week, averaged $87,204,469 a day, against a daily average of $71,720,801 the preceding week; and $95,225,813 the week ending with July 21st. The daily exchanges are increasing as business revives.

The U. S. Sub-Treasury receipts, week ending with Aug. 4, were $18,578,526, including $2,794,658 from customs duties; payments, $22,015,195; balance at the close of the week, $82,467,634, against $85,904,263 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $1,873,025, and payments, $902,134; Tuesday, receipts, $1,296,244, and payments, $803,232. The balance at the close of business on Tuesday stood at $83,931,535, against $80,131,227 a week ago.

The gold speculation was quite weak in the forepart of the week, in the absence of any special influence favorable to buoyancy. The rates receded from 148⅛ on the 2d inst. to 147½ on Monday. Since that day, there has been a gradual rally in the market, the inflation having been most marked on Wednesday, when the prices rose to 148⅞@149, on a renewal of the demand, chiefly on speculative account. The customs drain is fair in amount, and is the main legitimate support of the market at present. Last week, the customs revenue at this port averaged $465,776 a day; thus far, this week, the daily average has been $384,500. There is no export inquiry, this week. Saturday's specie exports were only $114,516, largely in the form of silver bars. The foreign demand for silver is now more urgent than that for gold. Of the silver bars shipped on Saturday, $221,987 went to Hamburg, by the Borussia. The Sub-Treasury disbursements of coin interest, last week, were only $168,900, against $292,231 the preceding week. The specie exports from this port, thus far in the current calender year, have been $51,824,771, against $18,647,998 same time last year.

There has been a slight improvement in the foreign exchange market, towards the close of this week. Importers have been more disposed to purchase prime bills, apprehending a rise, rather than a fall, in the gold market, before the full resumption of the fall trade. Prices of bills, especially sterling, have stiffened a fraction, but they still rule considerably below the specie shipping point, thus precluding any immediate foreign drain on our coin supply. Prime bankers' sixty day bills on London, which were down to 107½, have been quoted up to 107¾@108, and on Paris to 5.25@5.18¾; sight bills on London to 108¾@109¼; and on Paris to 5.17½@5.15. The foreign demand for our public stocks continues active. Liberal shipments of 5-20s have been made, since our last. These have added to the available supply of prime bills, made chiefly by German houses. There have been fewer commercial bills offered, in view of the slight diminution of our produce exports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,950,505, against $1,781,971 same week last year. The exports since January 1, have been to the value of $122,426,928, or about thirty million dollars in excess of the exports, same time last year.

In Government securities of all classes, the business of the week has been unusually extensive at steadily advancing prices. The investment demand has been very brisk for all the interest bearing obligations, particularly the 5-20s of the several issues, and the first and second series of the Seven Thirties. A heavy conversion business has been transacted at a profit of from 2@2¾ per cent. by the holders of the 5-20s of 1862 exchanging their bonds for bonds of the issue of last year. At the Sub-Treasury, and through the Government Loan Agency, likewise, large amounts of the 5-20s of 1865 have been issued in exchange for the 7-30s of August 1864, under the instructions, referred to in our last, limiting the privilege of converting the 7-30s into 5-20s of 1865, to the holders of the first series of the 7-30s, maturing in August, 1867. The U. S. Assistant Treasurer at this port has given notice that Schedules of thirty or more "7-30" Coupons, maturing on the 15th inst., will now be received for examination at the Interest Department of the U. S. Treasury.

The Treasurer also announces that he will be prepared on the 15th instant, to pay the coupon on the first series of 7-30 per cent. Treasury Notes of the United States. These notes are now convertible at the Treasury Office in New York or at Washington, free of expense to the holders, into the United States 5-20 gold bearing stock of 1865—registered or coupon. The exchange can be made before or after the 15th August coupon. If *before*, the holder will receive seventy-five days' interest from 15th February last to 1st May, at the rate of 7-30 per annum, or two cents per day, on each $100, in addition to the 5-20 stock at par, dating and carrying interest in gold at 6 per cent. from 1st May. If *after* the 15th August coupon shall have been collected, the holder will have to repay the back interest for 107 days from the 1st May last, so as to equalize the exchange of the Treasury notes for the 5-20 bonds. It should be distinctly understood that only the first of August series of the 7-30s are allowed the privilege of *immediate* conversion. Conversion *on the maturity* of all the notes is alone the absolute privilege of the holders of the notes.

Railway and miscellaneous property was in less urgent investment and speculative demand up to the close of business on Monday, and the market generally yielded, under liberal realizations. The favorable public debt statement, and the present and prospective ease in money have led to a revival of confidence in the buoyancy of stock values, and business has rapidly regained the wonted activity in nearly all the interests represented at the calls of the Stock Boards. The dealings of Wednesday were decidedly more comprehensive and on a strengthening market, the *bull* element having been aided by an universal combination of propitious influences. The leading railways make highly encouraging reports of their current earnings and a brisk fall traffic is anticipated. The good dividend paying stocks derive marked benefit from this source, which is more or less directly advantageous to all the share property dealt in at the Stock Boards. Cheap money is, however, the potential support of the present upward movement in the Stock Market.

In general business, there has been rather more animation, and toward the close, more buoyancy has been discernable. The rally in gold from the depression of the fore part of the week has tended to increase the demand for domestic produce, prices of which close rather in favor of sellers. The main exception has been cotton, which has been unfavorably affected by recent advices from Enland. The week's exports of cotton have been 2,855 bales from this port, and 7,500 bales from all the shipping ports, leaving an available supply of 120,000 bales here, and 275,000 bales at all the shipping ports. The total exports of cotton from the United States, since Sept. 1, 1865, have been 1,480,000 bales. In foreign merchandise there has been only an average summer trade, at drooping prices. The Dry Goods interest in all branches is suffering from the backwardness of buyers, on a market oppressed by accumulating supplies. The total imports of foreign dry goods, last week, were $2,738,730, and the total amount marketed $2,073,383. The value of foreign merchandise imported last week, was $2,424,784—making the grand total value of last week's imports of dry goods and merchandise, $5,163,514.

The quotations for American securities and consols on the London Stock Exchange were as under on the dates named:

	July 21.	July 28.	Aug. 6.
U. S. 5-20's	70½@71	69¼@69½	68½
Erie	44¼@44¾	41 @42	—
Consols	88⅜@88½	88¼@88⅜	87¾

The New York exports, exclusive of specie, for the week ending Aug. 7, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$1,781,971	$2,959,505
Prev. reported	90,552,365	119,467,423
Since January 1	$92,334,336	$122,426,928

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,320,102	$2,738,730
Gen. merchandise	2,947,227	2,424,784
Total for the week	$4,267,829	$5,163,514
Prev. reported	92,210,649	187,241,148
Since January 1	$96,477,978	$192,404,662

The New Orleans Custom House receipts amounted in July to $360,484. The receipts in July 1865, were $107,748.

The balance in the Sub-Treasury on Wednesday was $85,447,289 43.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, 104¼; do., 6s, 1879, 97⅝; Tennessee 6s, ex-coupon, 69½; do., new, 66; North Carolina 6s, 84; do., ex-coupon, 62; do., new, 62; Ohio 6s, 1881, 100½; Virginia 6s, 66¼; Brooklyn 6s, Water Loan, 95; Peninsula R. R. 1st mort., 84; Mc Gregor Western, 20; do., 1st mort., 65; New Jersey Central R. R., 127; Milwaukee and St. Paul, pref., 71½; New Jersey R. R., 130; Catawissa, 79½; Chicago and Milwaukee, 70; New York and New Haven, 112; Stonington, 110; Boston Water Power Co., 30; Central Coal, 51; American Coal, 58; Mariposa pref., 27¾; Western Union Tel., 56½; do., Russian Extension, 108; Continental Bank, 100; 4th National Bank, 103¾; Bank of Commerce, 113; Central Bank, 110½; Am. Ex. Bank, 113¾; Bank of Commonwealth, 104½; Hanover Bank, 110; Corn Ex. Bank, 119; Bank of New York, 120½; Mechanics Banking Ass., 108; Bank State of New York, 109.

Philadelphia.—Allegheny County coupon 5s, 72; Pittsburg 7s, 70¼; New Jersey 6s, 96¼; Warran and Franklin 7s, 80; Philadelphia and Sunbury 7s, 92; Morris Canal Boat Loan, 90¼; 13th and 15th streets, 21½; Fulton Coal, 7; N. Y. and Middle Coal Fields, 5⅛; Big Mt. Coal, 5; Clinton Coal, ⅝; New Creek Coal, ⅝; Locust Mt., 47; Keystone Zinc, ⅞; Farmers' and Mechanics' Bank, 129; Commercial Bank, 54½; Bank of North America, 22¼; Caldwell Oil, ⅜; Ocean, 4⅜; Maple Shade, 1¾. The latest quotations are: City 6s, 94½@95; do., new, 98⅛@98½; State 5s, 93¼@93½; do., coupon, 93¾@94¼; do., 6s, W. L., 101¼@101¾; Phila., Wil. and Balt., 55½; Reading, 56@56⅛; do., 6s, 1870, 95@96; do., bonds, 90@90⅛; do., con., 112@112; Camden and Amboy, 124¾@125; Penn. R. R., 57⅜@57½; do., 1st mort., 99@100; do., 2d mort., 96½@97½;

Little Schuylkill R. R., 38⅛@39; Morris Canal, 81@83; do., pref., 118@121; do., bonds, 90¼@91; Wyoming Valley Canal, 65@68; do., 6s, 82@90; Susquehanna Canal, 14¼@15¼; do., 6s, 58@58¼; Sch. Nav., 26⅞@27⅜; do., pref., 35@35½; do., 6s, 1882, 81½@82; Union Canal bonds, 24@24½; Delaware Div. Canal 55@57; do., bonds, 85@86; Elmira and Williamsport, 29@30¼; do., pref., 42@48; do., 7s, 1873, 93¼@100; Lehigh Coal and Navigation, 57½@57½; do., bonds, 1884, 87¼@87½; North Pennsylvania, 39¼@40; do., 6s, 90⅛@90¼; Philadelphia and Erie, 32½@32⅝; do., 6s, 90½@90¾; Minehill, 56@56⅛; Catawissa, 38@39¾; do., pref., 38@38¼; Lehigh Valley, 64½@65; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 87@89; West Philadelphia, 67@70; Spruce and Pine, 37½@38½; Green and Coates, 30@32; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 21@21⅛; Girard College, 27@29; Tenth and Eleventh, 55@60; Norristown, 58@58; Union, 42@42½; Hestonville, 18¾@18⅞.

Boston.—Eastern R. R. 6s, 1874, 97½; do., 1885, 96¾; Vermont Central 1st mort., 116; do., 2d mort., 36½; N. Y. and Boston Air Line 6s, 40; Rutland and Burlington 1st mort., 90¾; do., 2d mort., 38½; Vermont Central and Vermont and Canada Chattle 8s, 103; Boston, Hartford and Erie 7s, 44; Ogdensburg and Lake Champlain R. R., 55; do., pref., 101¾; do 1st mort., 99; Boston Hartford and Erie, 10; St. Mary's Canal and Mineral Land Co., 34¾; Boston Water Power Co., 30⅝; Cary Imp., 12¾; Waverly Land, 4; Short Mt. Coal, 22¼; Mammoth Vein Coal, 10; Franklin Coal, 1.155; Cape Breton Coal, 2¾; Gilberton Coal, 20; Cook Gold, 1½; Bullion Consol., 2½; Smith and Parmalee Gold, 8.80; Augusta 6s, 1870, 95½; Springfield City 8s, 1888, 97; Chicago 7s, sewerage, 99½; Boston 6s, 1877, 101¾; Albany 6s, 1895, 94; do., 1879, 96; do., 1871 guar., 100¼; Cambridge 5s, 1882, gold, 95; Cook Co., Ills., 7s, 93⅞; Massachusetts 5s, 1894, gold, 98¼; Great Basin Oil, 6c.; United States, 7.80; Buchanan Farm, 25c.; Massachusetts and Oil Creek, 91c.; New England, 15c.; Oil Creek, 32c.; Pittsburg and Boston 12c.; Bennehoff Run, 6.70; Indian Spring, 10c.; Stewart's Run Pet., 20c.; Pepper Well, 3; Maverick Bank, 106; Suffolk Bank, 117; North Bank, 110; Merchants' Bank, 122¾; Everett Bank, 99; Webster Bank, 114¼; Washington Bank, 121½; Howard Bank, 105; Allouez Mining Co., 3; Bay State, 15¼; Boston, 1½; Canada, 90c.; Dana, 3¼; Eagle River, 75c.; French Creek, 75c.; Hancock, 32½; Hanover, 3¼; Humboldt, 5⅝; Mesnard, 2¼; Madison, 3; Native, 1⅞; Petherick, 7¼; Pontiac, 1⅜; South Side, 2⅜; Star, 2½; St. Clair, 6½; Superior, 4⅜; St. Mary's, 1; Winthrop, 2; Washington, 1⅝.

Baltimore.—Virginia 6s, registered, 40¼; Maryland 6s, 1870, 101; Western Maryland 1st mort., 94; Marietta and Cincinnati bonds, 79¾; Central Ohio R. R., 21; Atlantic Coal, 1.20; Penn. Oil, 0.15; Farmers' and Merchants' Bank, 43; Farmers' and Planters' Bank, 30; Union Bank, 63; Bank of Baltimore, 104¾; Citizens Bank, 14½; Mechanics Bank, 17¼. The latest quotations are: Balt. and Ohio, 113@114; do., 6s, 1867, 99@99; do., 1875, 96@97; do., 1880, 96¼@97; do., 1885, 98½@100; Northern Central, 46@46½; do., bonds, 1885, 87@87¼; N. W. Va. 1st mort., 1873, 97@97; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 80¼@81; Central Ohio, 21@30; do., 1st mort., 82@90; Western Md. bonds, 75@75½; do., guar., 94@96; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 100@100; Baltimore 6s, 1870, 96½@97; do., 1873, 95@98; do., 1875, 99¼@99½; do., 1886, 99¼@100⅛; do., 1890, 100@100⅜; do., coupon, 100@100; do., Park, 99½@100; do., 1892, 93@95; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@18½; Canton Co., 51½@61; Gardner, 0.50@0.70; Am. Gas Coal, 0.40@0.60; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 104@105; Santa Clara, 7½@09; Balt. Chrome, 0.50@0.60; Bare Hill, 0.55@ 0.60; Atlantic Coal, 1.10@1.20; Mineral Hill, 0.60@0.80; Baltimore Coal, 140@200.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	June 1, 1866.	Aug. 1, 1866.
Debt bearing int. in coin.	$1,195,825,191 80	$1,242,628,441 80
Debt bearing interest in currency..	1,147,222,226 28	1,079,668,959 96
Matured debt not presented.....	4,900,429 64	4,670,160 32
Debt bearing no interest.	452,031,603 04	443,449,046 91
Total.	$2,799,979,450 76	$2,770,416,608 99
Coin in Treasury.....	$50,679,957 72	$61,322,126 57
Currency ...	79,011,125 52	75,995,206 04
	$129,691,083 24	$137,317,332 61
Debt less cash in the Treasury.....	$2,670,288,367 25	$2,633,099,276 38

The total debt shows a decrease since the 1st of June of $29,562,841 77. The balance in the Treasury shows an increase, as compared June 1st of $7,626,249 37. Deducting the amount on hand from the aggregate debt, both on the 1st of June and the 1st of August, the decrease of debt would be $37,189,091 14. The total debt on the 31st of August last stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August 1865, and 1st of August, 1866, and the actual decrease in the Public Debt since that period has been $124,590,295 05.

Tunnel under Chicago River.

The city of Chicago is now prepared to construct a Tunnel under the South Branch of Chicago River according to plans and specifications now on file at the office of the Board of Public Works in that city. Last year an ordinance was passed for the same, which was conditioned on the raising by private subscription of $100,000. This did not succeed, and now the city will pay the whole expense, so that the work will go on without delay. The excavation will be clay probably. Proposals will be received until the 18th inst., and must be addressed to the Board of Public Works, Chicago, endorsed "Proposals for Washington Street Tunnel." The Tunnel will consist of three divisions, the outside ones for vehicles, to be eleven feet wide and fifteen feet high; the middle one for pedestrians, to be ten feet wide, the latter terminating in a stairway at each end, beyond which the two tunnels will converge into one. The covered portion of the tunnel will be about 1,000 feet in length.

Connecticut and Passumpsic Rivers R. R.

The annual meeting of this company was held at Newport, Vt., on the 31st ult. The old Board of Directors was re-elected with Hon. Henry Keyes, of Newbury, Vt., as President, under whose excellent management the road has doubled its business within the last three years; and, notwithstanding large outlays for engines and cars, its receipts the past year, as will be seen by the Report which we give elsewhere, have exceeded the expenditures by more than $175,000. A dividend on preferred stock of $6 in money and $10 in stock, for each share, has been paid. The managers have recently purchased a large track of land at Lyndon, where a machine shop will be speedily erected, to take the place of that burned at St. Johnsbury. It was voted to allow the old stock to become "preferred stock" by the payment of $50 per share, and the directors were authorized to increase the capital by creating 4,000 shares. This is for the purpose of extending the track to the Canada line (six miles beyond Newport) from which point the Massawippi Valley Railroad will be built, to unite with the Grand Trunk Railway. The local business upon this road is rapidly increasing, and with the increase of facilities of transportation it will continue to increase. A large amount of lumber is being got out for the market in the northern part of Vermont, and 3,000 tons of ore from the copper mines in Corinth were sent down the road last year.

Lexington and West Cambridge Railroad.

The Annual Meeting of this Company was held on the 1st inst. The report states that the total receipts for the year have been $33,025 25; and the expenditures, $20,959 95. The past year has been one of great prosperity to the company. Full power to lease or sell the road, was granted the directors. The following gentlemen were chosen directors for the ensuing year: R. D. Blinn, W. E. Parmenter, David Wood, Charles T. Crocker and Geo. Fay.

Memphis and Little Rock Railroad.

The St. Louis *Dispatch* says: "We learn that efforts are being made to complete the above road from Memphis to Duvall's Bluff. Mr. R. C. Brinckley and Mr. W. Greenlaw, on behalf of the road, obtained subscriptions in Memphis to the amount of $95,000. We hope the road will in a short time be pushed down to the Texas border, as was, we believe, contemplated by its originators. The completion through from Memphis will not, however, be without advantage to St. Louis."

Clinton and Port Hudson Railroad.

Work has been commenced upon this road, though with but few hands. The Clinton *Democrat* says: Geo. A. Neafus, the President of the company, has been to New Orleans, with the view of hiring labor and procuring the necessary tools and materials for the work. His success was not as complete as he expected. The managers, however, are confident that they will have it in running order for the fall trade. It is sincerely hoped that their expectations may be realized."

The Savannah and Memphis Road.

Much light has been thrown on the advantages of this road as a freight road by the recent discussions. As a freight route between Savannah and Louisville, Cincinnati, St. Louis, Cairo and Chicago, it can never have a show of competition. The direction from Savannah to Tuscumbia is from southeast to northwest, and comes as near being an air line as a railroad can be made. From Tuscumbia, the head of navigation on the Tennessee river, that stream runs a due north course to where it empties into the Ohio river, a short distance from the mouth of that stream. From the mouth of the Tennessee to where the Ohio river empties into the Mississippi, the course is northwest to Cairo, on the Mississippi. From Cairo to St. Louis the course of the Mississippi is from South to North. From Tuscumbia by the rivers, and the Illinois Central Railroad from Cairo to Chicago, Louisville, St. Louis and Chicago, are about equi-distant. The Tennessee river is navigable, as all Western men know, for first class boats all the year, to Colbert's Shoals, about seven miles below Tuscumbia; and on these shoals there is never less than three feet water. This brings the entire Western country in easy communication with Tuscumbia. From Tuscumbia to Opelika, by an air line, is 195 miles—but allowing for curves to avoid insurmountable obstructions, we put the road down at 220 miles. The links in the road from Opelika to Savannah are complete via Columbus and Macon—a distance of 319 miles—thus connecting the navigable waters of the great West with the Atlantic by rail at the short distance of 539 miles.

The only present practicable freight route by rail with the West, is *via* Chattanooga and Nashville to Johnsonville, on the Tennessee river. From Johnsonville to Savannah by rail, is 662 miles; Tuscumbia to Savannah 541—difference in favor of the Savannah and Memphis route, 121 miles. Johnsonville to Macon 471; Tuscumbia to Macon 350—difference in favor of Tuscumbia route, 121 miles. Johnsonville to Columbus, *via* West Point, (the shortest route, but which competes in freight rates only with the route by Macon 571) 506 miles. Tuscumbia to Columbus 250 miles—difference in favor of Tuscumbia, 256 miles. Johnsonville to Atlanta 367 miles; Tuscumbia to Atlanta *via* Opelika 331—difference in favor of Tuscumbia 35 miles. These are facts that can not be controverted, and is conclusive proof that the Savannah and Memphis road is bound to be the road for freight and travel between the Great West and the entire country composing Middle, Eastern, Western and Southern Alabama, Western, South-western, Middle and Southern Georgia, and East Florida; and by its connection with the Charleston and Memphis road at Tuscumbia, supersedes all other routes for the freight and travel between Savannah and Memphis.

The advantages to Montgomery and Selma, Alabama, of this road over their pet schemes, are of such a character, as would be folly in them to overlook. Near Elyton, about 120 miles from Montgomery, about the same distance from Selma, the Savannah and Memphis road crosses the track of the Alabama Central road, being built from Montevallo to Decatur. This will put them in communication by our road with the Great West at Tuscumbia, by water, at a distance from the initial point, about the same as that to Decatur—a saving in shipment by rail, of two hundred miles—the distance from Decatur to Johnsonville, where the route meets water communication. From Montevallo to Selma a railroad is already in operation. A road is being built from Montevallo to Montgomery. It is not to be expected that these rival cities will be in a hurry to abandon their favorite bantling to Decatur, but as interest generally rules in business matters with sagacious men, it is reasonable to presume they will not be slow to see that, with the Savannah and Memphis road built, there will be little necessity for the Alabama Central, beyond the junction of that road with the Savannah and Memphis; and that not only will the Central, beyond the initial point be abandoned, but that the capitalists of both cities will seek our road as a profitable investment.—*Columbus Sun.*

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Aug. 3d, 1866, were $58,963 95
Corresponding week of 1865 ..... 57,874 73

Decrease $3,910 78

The earnings of the Grand Trunk Railway of Canada for the week ending July 28th, 1866, were $124,474 00
Corresponding week of previous year.. 117,470 00

Increase..... $7,004 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in July, 1866 .. $31,008 00
Corresponding week previous year.... 36,338 67

Decrease $5,330 67

The earnings of the Western Union Railroad for the week ending July 31, 1866 .... $22,239 85
Corresponding week previous year.... 17,296 35

Increase..... $4,943 50

The earnings of the Chicago and Great Eastern Railway for 4th week in July were.... $27,374 17
Same period last year 25,288 54

Increase in 1866..... $2,085 63

The earnings of the Chicago and Northwestern Railway for the fourth week in July, 1866 were $213,186 00
Corresponding week of previous year.. 235,764 00

Decrease $22,578 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in July, 1866, were $50,911 00
Corresponding week of previous year.. 56,757 00

Decrease $5,846 00

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st July, inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865..	282,500	2,958,900	3,595,900	159,500
1866..	108,300	1,372,000	8,999,400	105,000
Dec.	174,200	1,586,900	*5,403,500	54,500

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 491,580 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1
Flour, bbls	343,400	282,500	108,300
Wheat, bush	7,164,200	2,958,900	1,372,000
Corn, bush	2,557,800	3,505,900	8,999,400
Barley, bush	142,100	159,500	105,000
Oats, bush	3,128,400	4,386,800	3,679,900
Rye, bush	64,500	177,700	410,600
Malt, bush	.....	249,000	103,700
Beef, bbls	5,400	7,190	100
Pork, bbls	47,700	14,050	7
Bacon, lbs	559,300	1,231,900	.....
Butter, lbs	24,000	49,100	39,609
Lard, lbs	1,203,000	1,745,500	56,900
Cheese, lbs	46,000	824,500	126,600
Wool	23,200	151,900	104,400

Commerce of New York.

The Exports from New York to Foreign Ports for the month of June are officially stated as follows:

	1865.	1866.
Domestic produce	$8,079,802	$9,601,089
Foreign free goods	35,417	55,074
Do. dutiable	131,425	606,255
Specie and bullion	5,199,472	15,890,956
Total exports	$13,446,116	$26,153 374
Do. exclusive of specie..	8,246,644	10,262,418

The Exports from New York to Foreign Ports for six months from January 1, were:

	1865.	1866.
Domestic produce	$68,148,767	$104,254,136
Foreign free goods	634,896	458,794
Do. dutiable	2,143,022	3,025,987
Specie and bullion	17,915,759	45,782,430
Total exports	$88,842,444	$153,521,347
Do. exclusive of specie..	70,926,685	107,738,917

The Exports from New York to Foreign Ports for the fiscal year ending June 30, were:

	1864–'5.	1865–'6.
Domestic produce	$184,617,834	$210,352,823
Foreign free goods	2,419,689	762,633
Do. dutiable	15,835,262	4,323,375
Specie and bullion	39,589,259	57,870,354
Total exports	$242,462,044	$273,309,185
Do. exclusive of specie.	202,872,785	215,438,831

The Foreign Imports at New York for the month of June were:

	1865.	1866.
Entered for consumption.	$8,542,271	$10,682,723
Entered for warehousing.	7,123,792	10,957,050
Free goods	953,226	1,002,330
Specie and bullion	236,032	94,549
Total entered at port	$16,855,821	$22,736,652
Withdrawn from wareh'se	6,346,958	8,967,431

The Foreign Imports at New York for six months from January 1, were:

	1865.	1866.
Entered for consumpt'n.	$38,125,398	$88,759,762
Entered for warehous'ng	37,811,119	66,426,467
Free goods	5,023,712	7,036,616
Specie and bullion	1,051,823	1,180,186
Total entered at port	$82,012,052	$163,403,031
Withdrawn from wareh'e	41,626,821	49,993,854

The Foreign Imports at New York for the fiscal year ending June 30, were:

	1864–'5.	1865–'6.
Entered for consumpt'n	$67,079,520	$179,101,519
Entered for warehous'g.	82,206,122	112,356,494
Free goods	10,603,200	12,423,741
Specie and bullion	1,890,431	2,251,644
Total entered at port..	$161,779,273	$306,133,398
Withd'n from wareh'se.	76,267,862	88,891,375

The following is a description of Imports for the year ending June 30:

	1864–'5.	1865–'6.
Dry goods	$49,853,939	$137,055,834
General merchandise..	110,034,903	166,825,920
Specie and bullion	1,890,431	2,251,644
Total imports	$161,779,273	$306,133,398

Revenue from customs at New York:

	1865.	1866.
In June	$7,837,075 84	$9,559,898 38
Previous 5 months.	28,858,501 23	57,988,291 40
Total in 6 months.	$36,695,577 07	$67,548,189 78
Total fiscal year..	$61,169,479 80	$132,625,518 65

☞ The Albany Railway Company commenced running their cars to Kenwood on the 16th inst.

Philadelphia Passenger Railroad Dividends.

The following dividends have been declared by the Philadelphia Passenger Railroad Companies—most of them payable in July: The Spruce and Pine Streets Railroad Company, one dollar and fifty cents per share, and an extra of one dollar per share, free of tax. The Green and Coates Streets Railway Company, one dollar and twenty-five cents per share, free of tax. The Second and Third Street Passenger Railway Company, five per cent., free of taxes. The Philadelphia City Passenger Railway Company, three dollars per share, free of taxes. The Union Passenger Railway Company, one dollar and fifty cents per share, free of tax. The Girard College Passenger Railway Company, one dollar per share, clear of taxes. The West Philadelphia Passenger Railway Company, five per cent., clear of taxes. The Philadelphia and Gray's Ferry Passenger Railway Company, one dollar and fifty cents per share, and an extra dividend of one dollar per share, clear of taxes.

The Baltimore City Passenger Railway Company, also paid in July a dividend of 3 per cent., free of United States tax.

The Broadway and Seventh Avenue Railroad Company, New York, paid in July a dividend of five per cent.

Connecticut and Passumpsic Rivers R. R.

The receipts and expenses of this road for the years ending May 31, 1865 and 1866, have been as follows:

Receipts:	1865.	1866.
From passengers	$172,385 17	$174,501 44
" freight	240,975 67	290,724 28
" mails	10,600 00	10,600 00
" express	3,000 00	3,500 00
" rents	1,219 50	1,251 62
	$428,180 34	$480,577 34
Expenses, viz:		
Maintenance of road	$58,950 77	$76,690 70
Motive power	83,664 73	110,327 93
Fuel	28,961 92	32,921 26
Oil and waste	4,306 59	5,627 80
Passenger department	13,983 61	13,061 73
Freight department	19,498 67	22,038 09
Loss and damage	5,323 36	3,928 93
Repairs of buildings	5,071 70	8,726 97
Insurance	1,495 57	2,279 82
Miscellaneous expenses	22,453 18	28,980 86
	$243,710 10	$304,584 09
Net balance	$184,470 24	$175,993 25

The tracks, road-bed and rolling stock are in thorough repair—28,932 sleepers, 110 tons new iron, 101 tons re-rolled and 4,600 repaired rails have been laid. One freight locomotive, 2 passenger, 4 box and 22 platform cars have been added to the equipment. Two passenger, 9 box, 1 mail and 2 platform cars have been thoroughly repaired. Two platform, 6 box, 4 rack, 13 coal and 4 hand cars have been rebuilt. Wood sheds have been erected at white River Junction, and South Barton, and a temporary shop at St. Johnsbury.

On the 21st day of March last, the company's machine and car shop, with tools, machinery and supplies in shops, together with engine-house and two locomotives up for repairs, were burnt, from causes unknown. Loss estimated from $60,000 to $75,000; insured for $25,000.

The Directors have made arrangements for the erection of new shops, to be built of brick, to be completed at an early day, and have purchased some 350 acres of land in Lyndon for about $16,500, well adapted to the erection of buildings and yard room on a more extended scale than was originally required, leaving a surplus of land to be disposed of to employees or other parties.

The gross earnings of the road show a steady increase since the extension to Newport, and when northern connections, now contemplated, are made, the directors have reason to expect the road to compare favorably with any road in New England.

The Treasurer's trial balance will show that $32,800 of the bonded debt has been cancelled during the past year, leaving now outstanding, $605,700.

The iron to lay the track from Newport to the boundary line has been purchased, and will be laid down this season.

The equipment now consists of: 10 locomotives, 10 passenger, 6 baggage and mail, 114 box, 42 rack, 13 coal, 80 platform, 10 gravel, 26 hand, 10 wood and 1 drovers' cars, valued at $204,965. Value of materials on hand, $97,372 81. Miles run by locomotives, 172,500. Passengers carried, 107,774; do., carried one mile, 3,570,226. Troops transported, not included in above, 1,085. Tons of freight carried, 64,983; do., carried one mile, 3,543,262.

Trial Balance, July 18, 1866.

Construction	$2,890,663 17	
General expense	450 00	
Supt., for wood, materials, &c., on hand, including sundry unsettled accounts	118,756 39	
Additional equipment	52,615 00	
Wood lots	4,791 14	
Agent for collections	5 42	
Excise tax	105 03	
Team account	893 00	
Cash	13,181 04	
	$3,081,460 19	
Preferred stock		$1,673,300 00
Old stock		163,300 00
Special stock		900 00
Bonded debt		605,700 00
Extension		410,064 00
Notes payable		130,700 00
Trustees of sinking fund		47,200 00
Coupons uncalled for		2,151 00
Agent for construction		3,151 85
Earnings		2,110 20
Reserve		8,000 00
United States		3,623 35
Contingent		24,852 56
Partial payments on account subscriptions		6,407 23
		$3,081,460 19

President.—Henry Keyes.
Superintendent.—A. H. Perry.
Treasurer.—N. P. Lovering.

At Richmond, Va., on the 5th ult., Judge Chambers granted an injunction in the case of B. F. Ficklin, Superintendent of the National Express Company *vs.* the Virginia Central, Orange and Alexandria, Virginia and Tennessee, Petersburg and Weldon Railroads, restraining them from carrying out special transportation contracts with the Adams and Southern Express Companies. The motion of the defendants for an order suspending the operation of the injunction was overruled. This decision is considered very important, as deciding the rights of railroads and express companies, and has greatly elated all parties interested in the National Express.

Illinois Central Railroad.

The statement of this Company for the month ending July 31, 1866, is as follows:

Land Department.

Acres Construction Lands Sold	5,508.63 for	$61,831 00
Acres Int. Fund Lands sold	240.00 for	3,929 20
Acres Free Lands sold	1,091.77 for	12,536 22
Total sales during month of July, 1866	6,840.40 for	$78,296 42
To which add Town Lot Sales		4,014 25
Total of all		$82,310 67
Cash collected in July		$128,969 58

Traffic Department.

Receipts from	Passengers	$133,014 96
do.	Freight	273,742 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	50,000 00
Total Receipts in July, 1866		$467,115 29
Total Receipts in July, 1865		$527,908 00

Interest and Dividends.

The New York Central Railroad Company have declared a semi-annual dividend of three per cent., payable, free of U. S. Income Tax, on the 20th inst.

The Northern Central Railroad Company have declared a quarterly dividend of 2 per cent., clear of National and State taxes, payable on the 29th inst.

The Hazleton Railroad Company have declared a dividend of 4 per cent., payable on the 13th inst.

The Lykens Valley Railroad Company have declared a dividend of 4½ per cent., free of tax, payable on demand.

All the coupons of the Covington and Lexington Railroad Company guaranteed by the City of Covington, now due, will be paid on presentation at the office of the Treasurer of the City of Covington, with interest on same to the 1st day of July, 1866, and the coupons on same bonds maturing September 1, 1866, will be paid when due at the Bank of America, New York.

Alexandria and Fredericksburg Railroad.

We learn from the Alexandria *Gazette* that contracts have been awarded to Messrs. Studds & Pullman, Studds & Auld and Mason & Johnson, for the grading, bridging and masonry, and superstructure of the bridges, on seven sections of the Alexandria and Fredericksburg railroad, including the Mount Vernon Branch. The work will be commenced at once, and pushed forward vigorously. The contracts awarded amounted to upwards of $100,000. The remainder of the line, from the Occoquan to Brooke's Station, on the Fredericksburg and Aquia Creek railroad, will be ready for letting out the 20th instant, when, it is expected the whole road will be put under contract.

There are fifty men at work on the tunnel of the Albany and Susquehanna railroad, in Colesville, and fair progress is being made. Up to last week 350 feet full size had been excavated on the west end, and 250 feet more of "heading," and on the east end 600 feet full size, with wooden arch, and 300 feet of heading. As the entire length of the tunnel is but about 2,200 feet, the two headings have now approached within 700 feet of each other.

Spruce and Pine Streets Railroad.

The par value of the stock of this company has recently been changed from $25 to $50 per share. In January last a dividend of $1.50 per share was paid, and in July $2.50 per share. In other words, the company have paid this year dividends amounting to 16 per cent. upon their paid-up capital ($25). The July dividend alone amounted to 10 per cent. of the paid up capital, or 5 per cent. on the par value. The stock is now quoted at 38½. We learn from a reliable source that the company have now on hand money enough invested in U. S. 7-30s to pay their bonds, but cannot obtain possession of them.

Canal Tolls.

The gross tolls received on all the New York State Canals in May and June, 1866, were.$1,029,978
Received in May and June, 1865..... 802,064

Gain in 1866 over 1865..... $227,914
Appropriated for ordinary repairs and maintenance for the year ending September 30th, 1865 .....$1,941,565
Do. for the year ending September 30th, 1866 1,453,000

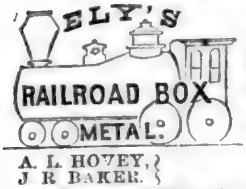
Less in 1866 than in 1865..... $488,565

This looks encouraging and as though the surplus revenues might be somewhat larger in 1866 than in 1865.

☞ The acknowledged debt of the State of Virginia is made up of six per cent. bonds, with coupons attached of July 1, 1861, and after; of six per cent. bonds, from which these coupons have been cut for funding, under the recent arrangement; and of new bonds dated on or since January 1, 1866. Of the latter some are coupon and some are registered, the former selling in preference. There is but little difference in price between the old bonds with the coupons cut off and the new bonds, the sales being at a price between forty and fifty. The bonds which are selling at a higher rate are the old issues, with the coupons still attached.

☞ The San Antonio (Texas) *Herald* learns that an agent of the Buffalo Bayou, Brazos and Colorado Railroad Company has been sent to Europe to purchase an iron railroad bridge of the most approved construction, to be placed across the Brazos River at Richmond. There is also a bridge to be built over Colorado at Columbus, and cars are to be run to the latter place in time for the fall trade.

A. L. HOVEY & CO.
Cor. 2d & South 11th Streets,
WILLIAMSBURGH, L. I.



Sole Manufacturers of **Ely's Railroad Box and Lining Metals** for all machinery where anti-friction metal is required.
Cheaper and warranted superior to the best brass boxes. Price 35 cts per lb.

A. L. HOVEY,
J. R. BAKER.
T. R. ELY, Superintendent.

JOSEPH H. CROWELL, Agent for Railroads, New Jersey Central Railroad Depot, New York.

CIVIL AND MINING ENGINEERING,
AT THE RENSSELAER POLYTECHNIC, INSTITUTE, Troy, N.Y.

The next Annual Session begins SEPT. 12th. For the new ANNUAL REGISTER, containing full information, apply to
8t31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

Proposals for a Tunnel
UNDER CHICAGO RIVER.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, August 1st, 1866.

SEALED Proposals will be received by the Board of Public Works, at their Office, until 11 a. m. Saturday, August 18th, for the construction of a Tunnel under the South Branch of Chicago River, at Washington-st., according to plans and specifications which will be on file at said office and ready for examination on and after August 8th.

The Tunnel under the river is to consist of three passage ways, the outside ones to be each 11 feet wide and 15 feet high, and the middle one 10 feet wide and 15 feet high. The middle passage-way to terminate near the river on each side in stairways to the street. Between the stairways and the ends of the covered portion of the Tunnel, the three passage-ways are to be reduced to one, varying from 24 to 20 feet in width, and from 20½ feet to 17⅔ feet in height. The whole length of the covered portion of the Tunnel will be about 1,000 feet.

Proposals must be addressed to the Board of Public Works, endorsed "Proposals for Washing-ing-st. Tunnel," and be accompanied with the usual $200 bond, with sureties, to be approved by the Board.

The Board reserve the right to reject any bid not in accordance with the conditions of this advertisement, or to reject all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
2t32 Board of Public Works.

STREET RAILWAY CARS.

20 NEW CARS, BUILT FOR A FOREIGN market, of

BEST MATERIAL AND WORKMANSHIP, BY

JOHN STEPHENSON.

FOR SALE AT A LARGE DISCOUNT

WM. P. KITTREDGE & CO.,

164 Water Street, New York.

MR. JOHN H. JACQUELIN withdraws this day from our firm, A. G. HEMINWAY & CO.

Mr. A. G. HEMINWAY will continue in the same business as heretofore at No. 10 Wall Street, New York, August 1, 1866.

We have this day formed a co-partnership for the transaction of a general STOCK, BOND and COMMISSION BUSINESS, under the name of

JACQUELIN & DE COPPET,

JOHN H. JACQUELIN,
Late of the firm of A. G. Heminway & Co.
HENRY DE COPPET,
Formerly with Western & Billier.

New York, August 1, 1866. Office No. 26 New-st. 4t31

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, July, 27, 1866.

TWENTY-SIXTH SEMI-ANNUAL DIVIDEND —The Directors of this Company have declared a Semi-Annual Dividend of Three Per Cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of July instant, and be reopened on the morning of Thursday, the twenty-third day of August next.

3t31 E. D. WORCESTER, Treasurer.

SEVEN PER CENT.
First Mortgage Bonds
OF THE
North Missouri Railroad Company,

We offer for sale the Seven Per Cent. First Mortgage Bonds of the North Missouri Railroad Company, having thirty years to run. Coupons payable in New York on January 1 and July 1, in each year.

Before accepting the agency for sale of these bonds, we made careful inquiry into the condition and prospects of the road, which was examined by Mr. Wm. Milnor Roberts and others, on our behalf, and their highly satisfactory report enables us to recommend the bonds as first-class securities, and a safe and judicious investment.

The proceeds of these bonds ($6,000,000 in all) will be used in extending a road already completed one hundred and seventy miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa; and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri river, so that this mortgage of $6,000,000 will cover a complete and well stocked road of three hundred and eighty-nine miles in length, costing at least $16,000,000, with a net annual revenue after the first year of over $1,500,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

The railroad connects the great City of St. Louis with its 200,000 inhabitants, not only with the richest portions of Missouri, but with the States of Kansas and Iowa and the Great Pacific Railroads.

To the first applicants we are prepared to sell $500,000 at the low rate of 80 cents, desiring to obtain a better price for the remainder. This will yield about 9 per cent. income, and adds 20 per cent. to principal at maturity.

Any further inquiries will be answered at our office.

4t30 **JAY COOKE & CO.**

THE STEAM SYPHON PUMP

COMBINES the properties of a Lift and Force Pump, without valves or machinery of any kind.

It will not get out of order and cannot freeze up. A Locomotive can raise water to fill its tender in a few minutes, thus dispensing with tanks, pumping-machinery and attendance. It can be used as a Fire Engine where steam power is employed, as at Machine Shops, Car Shops, &c. Address STEAM SYPHON COMPANY,

6m30 **48 Dey St., New York.**

THE RHODE ISLAND
LOCOMOTIVE WORKS,
PROVIDENCE, R. I.
(FORMERLY THE BURNSIDE RIFLE CO.)

THIS EXTENSIVE ESTABLISHMENT, situated in **PROVIDENCE, R. I.**, on the line of the New York, Providence and Boston Railroad, is prepared to fill orders for

LOCOMOTIVE ENGINES
Interchangeable in all their Parts,

Combining all the Latest Improvements, and made of the Best Materials and Superior Workmanship.

Orders addressed to
A. E. BURNSIDE, President,
will meet with prompt attention.

THE
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Office No. 42 Pine St., New York,

Offer for sale at lowest market rates, in quantities to suit purchasers,

THEIR SUPERIOR
MAGNETIC IRON ORE,
for Blast and Puddling Furnaces; also
"STERLING"
CHARCOAL PIG IRON
AND
ANTHRACITE PIG IRON.
J. DUTTON STEELE, President.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.
July 19th, 1866.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 33.] SATURDAY, AUGUST 18, 1866. [WHOLE No. 1,583, VOL. XXXIX.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 18, 1866.

Atlantic and Great Western Railway.

The total receipts of this road for the six months ending June 30, 1866, (as will appear by our Table of Monthly Earnings on page 785 of this week's issue,) have been $2,622,786; for the corresponding period of 1865, the receipts were $2,188,980; and for the first six months of 1864, $1,107,695. A progressive increase has thus been established of a most satisfactory character, amounting in the last half-year to $433,806, and for the corresponding half-year of 1865 to $81,285. The following is a statement of the earnings for the six months ending June 30, 1866:

	Miles Open.	Passengers, Mails, &c.	Freight.	Total.
Jan.	507	$123,664	$381,327	$504,991
Feb	507	95,859	313,005	408,864
March	507	131,544	256,936	388,480
April	507	133,510	261,023	394,533
May	507	131,661	319,816	451,477
June	507	126,253	348,188	474,441
		$742,491	$1,880,295	$2,622,786

The earnings for July, 1866, were $462,674; and for July, 1865, $472,483—showing a decrease of $9,809. The increase for seven months is thus reduced to $423,997.

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of July, 1866, were:

Erie Railway	$1,130,302 19	
Buffalo Division	73,160 27	$1,203,462 46
July, 1865—		
Erie Railway	$1,202,180 36	
Buffalo Division	72,377 44	1,274,557 80
Decrease on Erie Railway and Buffalo Division		$71,095 34

The earnings of the Erie Railway (including the Buffalo Division) for the first seven months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1866.		
January	$1,070,890	$1,187,188	Inc.	$116,298
February	1,011,735	983,855	Dec.	27,880
March	1,331,124	1,070,434	Dec.	260,690
April	1,538,313	1,153,295	Dec.	385,018
May	1,425,120	1,101,668	Dec.	323,452
June	1,252,370	1,243,143	Dec.	9,227
July	1,274,558	1,203,462	Dec.	71,095
Total decrease				$961,064

Portage Lake Copper Mines.

We give below from the Portage Lake *Mining Gazette*, a statement of the amount of Copper produced by the mines in the Portage Lake District, for six months ending June 30, 1866, compared with the same period of 1865:

	1865.		1866.	
Mines.	tons.	lbs.	tons.	lbs.
Quincy	576	658	623	1,836
Franklin	389	566	496	129
Pewabic	406	1,195	440	1,614
Huron	279	997	265	424
Isle Royale	214	594	182	1,288
Hancock	9	—	170	265
Grand Portage	144	1,158	161	1,424
Albany and Boston	37	1,426	101	939
Shelden Columbian	22	731	55	303
Calumet	—	—	38	55
Total	2,089	1,125	2,535	277

By the above, it will be seen, that the mines of this District have made a handsome gain of 445 tons, 1,152 lbs. over the total product for the same period last year.

The July product of the Albany and Boston mine was 16 tons and 356 lbs.

The Hancock mine's product for July was 52 tons and 720 lbs.

Railway Fares in Europe.

The following table of Railway Fares on different parts of the Continent, was prepared at the request of the Royal Commission on Railways, London, by W. GALT, Esq., author of the work on "Railway Reform:"

AVERAGE FARES PER 100 MILES.

	Ordinary trains.			Express trains.	
	3d class.	2d class.	1st class.	2d class.	1st class.
	s. d.	s. d.	s. d.	s. d.	s. d.
Russia	3 0	10 10	14 5	.. ..	.. ..
Prussia	3 2	10 0	12 6	12 0	14 0
The Rhine	3 10	8 9	11 10	.. ..	.. ..
Norway	4 6	9 0	13 0	.. ..	.. ..
Sweden	4 9	7 6	11 0	10 0	13 0
Bavaria	4 10	7 0	10 0	.. ..	.. ..
Belgium	5 0	7 6	10 3	9 0	12 6
Wurtemberg	5 1	6 8	10 3	.. ..	.. ..
Denmark	6 0	9 0	12 0	.. ..	.. ..
Spain	6 3	10 5	14 7	.. ..	.. ..
Austria	6 6	10 0	13 0	.. ..	.. ..
Saxony	6 8	8 3	11 0	.. ..	.. ..
Switzerland	6 8	9 0	12 0	.. ..	.. ..
Italy	7 0	10 6	14 0	12 0	16 0
Portugal	7 0	10 0	13 3	.. ..	.. ..
Holland	7 0	10 6	14 0	.. ..	.. ..
France	7 6	11 0	14 6	13 0	16 8
Great Britain & Ireland	8 0	13 4	18 6	16 8	21 8

It must, however, be borne in mind, that in those foreign countries where the railways do not belong to the State, the shareholders receive considerable Government assistance in consideration of their being obliged to adopt a low tariff.

Cotton at Sea for England.

According to official statistics published at Liverpool, it appears that the amount of cotton at sea from Bombay, was up to the 24th of July, 403,022 bales; from Madras, 19,240; from Trincomalee, 6,178; from Coconada, 5,988; from Rangoon, about 6,000; from Kurrachee, 11,891; from Calcutta, 129,683; from Tuticorin, 2,575; from Shanghae, 15,874 piculs; from New Orleans, 11,337 bales; from Mobile, 8,230; from Galveston, 2,694; from Apalachicola, one ship, cargo not stated; from Pensacola, ditto; from Charleston, 978; and two ships from New York and Savannah, also with unestimated cargoes. To London there are 22,766 bales at sea from Madras; from Calcutta, 31,223; from Bimlipatam, 369; from China, Cochin, and Tuticorin, 20,280; from Bombay and Kurrachee, 11,360; and from Japan, 310 bales.

Little Miami and Columbus and Xenia R.R.

The joint earnings of the Little Miami and Columbus and Xenia railroads (including the Dayton, Xenia and Belpre) for the year ending November 30, 1865, were as follows:

From passengers		$1,319,171 18
" freight		959,366 70
" mail and express		155,236 82
" rent of track and depots		65,939 00
		$2,499,713 70
Working expenses, viz.:		
Repairs of road	$343,179 84	
" bridges	25,170 40	
" depots, etc	25,422 73	
" locomotives	104,910 96	
" cars	171,328 98	
Passenger expenses	184,017 15	
Freight expenses	272,822 64	
Fuel	166,043 46	
Oil, tallow and waste	51,866 16	
Rents	8,303 47	
General expenses	75,693 22	
Loss and damage	31,629 38	
		1,460,388 39
Earnings less expenses		$1,039,325 31
Interest	$107,400 35	
Taxes, State & National	112,558 92	
		219,959 27
Net earnings		$819,366 04
Interest on investments	$5,008 04	
Received from Columbus and Indianapolis Central R. R. Co., under contract for division of earnings	10,662 48	
Received from Cincinnati, Hamilton and Dayton, and Cleveland, Columbus and Cinncinati R.R. Co's. their proportion of Dayton and Xenia lease under contracts	20,362 50	
		36,033 02
		$855,399 06
Transferred to C., H. & D. Co., under contract for division of earnings	$18,987 38	
Transferred to C., C. & C. Co., under similar contract	44,997 80	
Paid C., C. & C. Co. proportion of interest on cost of S., M. & P. R.R.	7,000 00	
Loss on Dayton and Western lease from April 1, 1864, to Nov. 30, 1865.	40,275 72	
		111,260 90
Balance		$744,138 16
Add balance December 1, 1864		504,148 96
		$1,248,287 12
Transferred to L. M. & C. & X. Cos., for construction purposes		$17,346 99
Old accounts charged to joint surplus		12,995 54
Div. May, 1865 to L. M. stockholders		188,021 05
" " C. & X. "		65,768 42
" Nov., 1865 to L. M. "		188,021 05
" " C. & X. "		65,768 42
Undivided surplus, Nov. 30, 1865		710,365 65
		$1,248,287 12

The above dividends were each 5 5-19ths per cent. of the capital stock of the respective companies, which was not held by the companies severally and jointly. This makes the amount payable to stockholders, after withholding the government tax, 5 per cent. of their stock.

The gross earnings, before adjustment under contracts with other companies were $2,499,713 70; in 1864 they were $2,554,312 62—showing a decrease of $54,598 92. After adjustment the earnings of the year 1865 were $2,446,391; against in 1864, $2,433,286 61—showing an increase of $13,104 39.

The expenses for the same period, for operating the road, including repairs of track, bridges, station buildings and machinery, rents, taxes, etc., were $1,572,947 31, against $1,408,277 22 in 1864—an increase of $164,670 09. The report says:

It will be seen that the expense of the Dayton and Western Railroad has been for the twenty months preceding November 30, 1865, in excess of earnings during that period, $40,275 72. This has been owing principally to extra outlays in improving the condition of the road, bridges and equipment of that line.

We are glad to be able to state that the condition of the track, bridges and equipment of the roads is, as a whole, better than at any time since the organization of the company, and that we are in a situation to work them in the most economical manner consistent with their proper maintenance, having reference to the present high prices of labor and materials.

Our relations with connecting roads are of a friendly character, and we see no good reason to doubt that fair dealing and a community of interests will secure to us and to them a fair share of the trade of the country.

The connection track in Cincinnati is completed to the depot of the Indianapolis and Cincinnati Railroad, and arrangements are being made for the erection of a freight depot for the accommodation of the central and western part of the city. This gives us the ability to reach any part of the city open to other roads, with equal, if not superior facilities for the transaction of business.

The Marietta and Cincinnati Railroad Company have given the requisite notice for the termination of the contract existing between the Companies for the use of our track between Loveland and Cincinnati, to take effect February 1st, 1866.

The termination of the war and the construction of new lines are likely to bring about a large reduction in the earnings of roads generally, and especially of those whose increased earnings have been made in part by military transportation; and the impossibility of an immediate corresponding reduction in expenses growing out of the continued high price of labor and materials, will for the next year or two reduce the net earnings to the minimum amount. But the establishment of organized industry in the South and the natural and regular increase of population, and products to be sent to market, will furnish our road with a healthful and reasonably profitable trade.

The assets and liabilities of the joint company are as follows:

ASSETS.

Rolling stock and shop machinery		$917,505 23
Bills receivable		912 98
Due from agents		128,220 62
" transportation companies.		148,574 64
" U. S. for military transp.		75,624 98
" " mail		11,886 94
" State of Ohio		81 48
" individuals		239,725 86
Cash in hands of Treasurer		301,555 45
" Ass't Treasurer		53,659 45
" individuals		58,832 07
Materials in shop, supply room, &c.		309,876 62
Columbus and Xenia R. R. stock		93,900 00
" " " bonds		2,500 00
Pittsburg & Steubenville R.R. bonds		200,000 00
Dayton and Xenia Railroad		411,042 79
Street connection bonds		68,000 00
United States Seven-Thirties		79,000 00
Other bonds and stocks		22,412 22
		$3,123,261 33

LIABILITIES.

Bills payable	$32,000 00
Due to agents	12 38
" transportation companies.	258,843 31
" individuals	225,352 26
Unpaid dividends	7,720 00
Dividend payable in December	253,789 47
L. M. R. R. Co., individual account.	19,780 91
" " partnership account	1,076,931 57
C. & X. R. R. Co., " "	538,465 78
Joint surplus	710,365 65
	$3,123,261 33

The assets and liabilities of the Little Miami Railroad Company are as follows:

ASSETS.

Construction	$2,865,196 89
Real estate and depots	720,483 62
Columbus and Xenia Railroad stock	425,650 00
Hillsboro' and Cincinnati R. R. stock	9,262 83
Other stocks	2,290 00
Individuals' accounts	1,127 04
L. M. & C. & X. R. R. Co. individual account	19,780 91
L. M. & C. & X. R. R. Co., partnership account	1,076,931 57
	$5,120,722 86
Capital stock	$3,572,400 00
Loan from city of Cincinnati, due Dec. 31, 1880	100,000 00
Mortgage bonds, due May 2, 1883	1,300,000 00
Unclaimed dividends	2,020 01
Profit and loss	146,302 85
	$5,120,722 86
Cost of road and equipment to November 30, 1864	$4,126,278 33
Increase in construction account	3,280 63
	$4,129,558 96
Real estate disposed of	7,244 30
	$4,122,314 66
L. M. R. R. Co. ⅔ of increase in joint company's equipment	75,036 01
Total	$4,197,350 67

The account with the stockholders is as follows:

Surplus Dec. 1, 1864	$134,738 19
Amount received from L. M. & C. & X. Co.	11,564 66
Surplus Dec. 1, 1865	$146,302 85

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.

Construction	$1,432,233 26
L. M. & C. & X. R. R. Co., partnership account	538,465 78
Central Ohio Railroad stock	33,314 68
C. Fay Treasurer	53,659 45
Individual accounts	26,445 03
C. & X R. R. stock	17,050 00
Real estate	19,181 46
Bills receivable	18,890 35
Telegraph stock	2,000 00
Dayton, Xenia and Belpre R.R. stock	1,000 00
Springfield and Columbus "	1,000 00
	$2,143,240 01

LIABILITIES.

Capital stock	$1,786,200 00
Dividend bonds, due June 1, 1866	86,600 00
Mortgage bonds	248,000 00
Unclaimed dividends	944 97
L. M. and C. & X. R. R. Co.	53,659 45
Fractional stock	60 00
Interest account	53 00
Surplus	17,722 59
	$2,143,240 01

The cost of road and equipment to Nov. 30, 1864 was	$1,445,924 01
Increase in construction account during the past year	5,840 71
	$1,451,764 72
Less real estate sold	350 00
	$1,451,414 72
C. & X. Co. proportion of joint rolling stock	305,835 08
Total	$1,757,249 80

The account with the stockholders is as follows:

Surplus Nov. 30, 1864	$11,940 26
Amount drawn on surplus of Joint Co.	5,782 33
Surplus Nov. 30, 1865	$17,722 59

The equipment of the road consists of 45 locomotives, 40 passenger, 21 baggage, mail and express, 449 box, 95 rack, 107 platform and 10 lime cars.

The number of miles run by locomotives has been: with passenger trains 468,504; with freight trains, 462,911; with wood and construction train 57,652—total 1,039,067; a decrease from the previous year of 28,769.

The following statement exhibits a comparison of mileage and cost of repairs for nine years:

	Miles run.	Cost of repairs.	Cost per m.
1857	666,546	$65,479 46	9.82 cents.
1858	637,835	59,031 92	9.25 "
1859	732,924	54,507 41	7.43 "
1860	796,187	60,778 92	7.64 "
1861	814,908	55,469 20	6.80 "
1862	846,882	67,395 35	7.95 "
1863	1,002,647	96,713 78	9.64 "
1864	1,117,836	120,426 58	10.77 "
1865	1,089,067	98,389 89	9.03 "

The following is a comparative statment of the mileage and cost of repairs and renewals of passenger cars for the past and preceding years:

	Miles run.	Cost of repairs.	Cost per m.
1864	2,641,189	$63,854 49	2.4 cents.
1865	2,353,354	57,125 74	2.4 "
Decrease	287,835	$6,728 75	

The mileage and cost for repairs and renewals of freight cars during the same time have been as follows:

	Miles run.	Cost of repairs.	Cost per m.
1864	6,765,660	$79,799 37	1.17 cents.
1865	7,343,721	111,075 48	1.51 "
Increase	578,061	$31,276 11	0.34 "

The actual working expenses of the road, 58.42 per cent. of the gross earnings, are an increase of 6.82 per cent over those of last year.

The cost of repairs of road per mile run by locomotives and cars was 3.2 per cent. In 1864, it was 2.8 per cent. In 1863, 2.35. In 1862, 2.01.

The cost of renewal and repair of iron rail, renewal of cross-ties and chairs, opening of ditches, renewal and repair of culverts, cattle guards and other masonry, repairing fences surfacing track, etc., has been $348,011 47; against for last year, $300,176 13—an increase of $47,835 34.

The following materials have been used in renewals during the year; 2,236 tons new rails, 12,993 new chairs and joint fastenings, 157,767 pounds of spikes, 54,772 cross-ties and 2,500 iron rails repaired—the total cost of which has been $190,598 51.

The increase in cost of repairs of bridges has been $7,905 43; in station buildings $1,983 40; in water stations, $1,196 89; in shop machinery, $5,561 32 and a decrease in repairs and renewals of locomotives of $22,036 69.

There have been carried on the road during the year exclusive of commuters, 753,372 passengers of whom 280,286 were through, and 473,086 were local. Number of passengers carried one mile 46,543,196, of whom 29,528,248 were through and 17,014,948 were local.

The tonnage carried during the year amounts to 217,372 tons through freight, and 147,610 tons local.

The earnings and expenses of the Dayton and Western Railroad, leased and operated by this company, are not included in this report.

The officers and directors of the Little Miami Railroad Company, for 1866 are as follows:

President.—W. H. CLEMENT.

Directors.—Jos. C. Butler, Jos. Torrence, Nathaniel Wright, James Hicks, Jr., Larz. Anderson, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, Henry Hanna, John Bacon, Abraham Hivling, and Jos. R. Swan.

Secretary.—CHAS. H. KILGOUR.

Treasurer.—S. E. WRIGHT.

Auditor.—D. G. A. DAVENPORT.

Superintendent.—E. W. WOODWARD.

The officers and directors of the Columbus and Xenia Railroad Company for 1866 are as follows:

President.—JOS. R. SWAN.

Vice President.—W. H. CLEMENT.

Directors.—Wm. Dennison, Jr., Robert Neil, D. W. Deshler, L. Goodale, Wm. B. Hubbard, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, C. H. Kilgour, Henry Hanna, Abraham Hivling and Simon Gebhart.

Superintendent.—E. W. WOODWARD.

Secretary and Treasurer.—CYRUS FAY.

Texas and New Orleans Railroad.

As our readers are generally aware, measures have already been taken recently to place this great work of internal improvement—undoubtedly amongst the most important to the future commerce of New Orleans—on the high road to early and successful completion. On the 12th of July there was a meeting of Stockholders, at which the greater portion of the stock was represented; a re-organization of the Company was effected by the election of a Board of Directors, etc., and the officers subsequently chosen by the Board at once entered vigorously upon the discharge of their duties, and with the most flattering prospects of complete success.

The Texas division of the "Texas and New Orleans Railroad Company" has now in regular daily operation one hundred miles of good road between Houston and Orange, on the Sabine river. There remains to be completed, to make the connection perfect with New Orleans, 117 miles from the Sabine to New Iberia, on the Bayou Teche, the junction with the New Orleans, Opelousas and Great Western Railroad. To fill this gap, the Directory have made the surveys of location. A considerable amount of the construction has been done or provided for; and the great difficulty of Southern railroads—the iron—has been secured, as we unstand, payable in the stock of the road, an arrangement which reflects equal credit on the ability of the Directory, and the wisdom of those who furnish the iron. The first delivery of this iron is expected by the winter, and it is expected to arrive as the progress of the road may require. Under the arrangements made, the Directory expect to open the incomplete section within eighteen months.

For bringing about these great results—in doing so much in the face of difficulties that would have discouraged almost any other man—too much praise cannot be awarded Col. A. M. Gentry, of Texas, President of the company. He has been indefatigable, vigilant and able, and from the very brow of apparent disaster, has succeeded in plucking the flower of success. In this good work he has been ably seconded by Chas. M. Congreve, Esq., of the firm of Congreve & Son, New York, the financial agents of the corporation. Mr. C. is on his way to England, to complete the iron negotiations, and Col. Gentry has, doubtless, reached New York. We expect to hear cheering news from both these gentlemen in a short time.

And now that so much has been effected by the administration of this important connection with Texas and interior Mexico, what is New Orleans expected to do? Certainly it will meet the very moderate contributions required to pay the freights and import duty on the iron. A line of railroad which will, at Houston, connect with five hundred miles of rail, radiating into all Texas and interior Mexico, will place New Orleans within fifteen or twenty hours express time of a most valuable trade. The extension of these radial routes will, within a few years, bring the mines of Mexico to our doors.

Every merchant and landlord in the city must see the immediate and incidental results of this work. It will repay them *now*—it will continue to increase the returns of a wise liberality. Once open to Houston, the work of our citizens will be completed, and they will reap the results of all the railroad constructed into interior Mexico.

The Directory which has done so much for the city, has certainly a right to expect the city to do this much for itself. We do not doubt the public spirit and common sense of the people will meet all such demands with alacrity.—*N. O. Commercial.*

Western Maryland Railroad.

We are informed that the difference of opinion as to the route of this road existing between the board of directors and Mayor Chapman of Baltimore, has been informally submitted to the arbitrament of William Milnor Roberts, Esq., a disiinguished civil engineer of Philadelphia. It is expected that the tunnel question will be settled in a few days; in which event the road will probably be let on the 22d inst. Quite a number of gentlemen connected with the road visited our town this week.—*Hagerstown Mail.*

☞ The work of rebuilding the branch road on the Atlantic and Gulf Railroad, to Live Oak on the Pensacola and Georgia road, has been commenced, and the Quitman *Banner* is assured by Col. Screven, the superintendent of the road, that it will be carried through by the first of October. When completed, trains will run through from Savannah to St. Marks in about twelve hours. Col. Screven is now in New York, looking after the project of putting on a line of steamers between St. Marks and New Orleans.

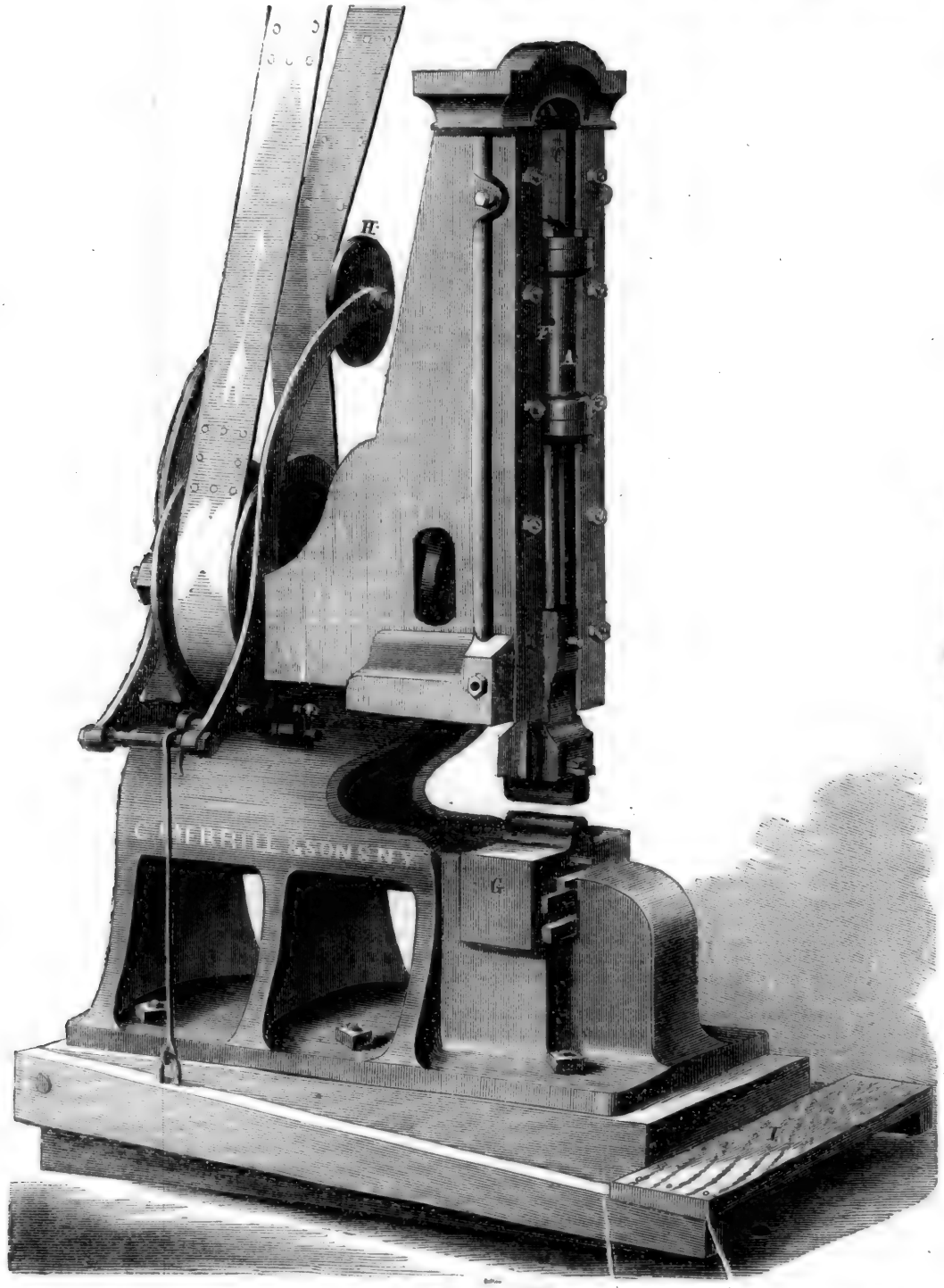
☞ A Railroad Convention is to be held at Macon, Ga., on the 5th of September, to take into consideration the importance of the construction of the link in the Savannah and Memphis Railroad from Opelika to Tuscumbia. The Board of Trade of Savannah, Macon, Selma, Memphis, Cairo, St. Louis, Louisville and Cincinnati, are invited to send delegates.

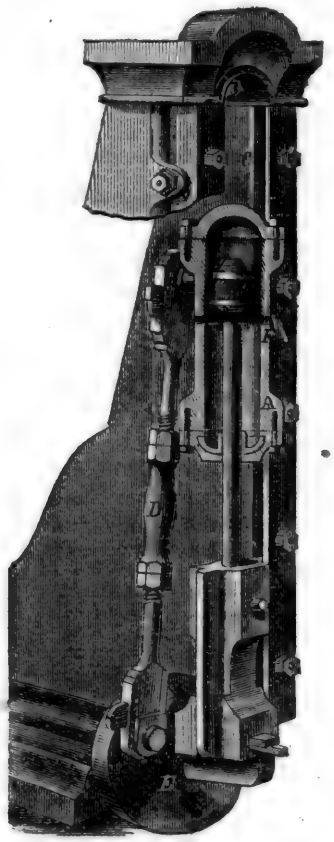
☞ The New Orleans and Texas Railroad Company have opened an office in New Orleans for the purpose of receiving subscriptions, and giving general information in regard to the road. It is hoped that the aid required to put this road in running order to the Mexican boundary will be promptly furnished.

☞ The bridges over the Cumberland and Tennessee rivers, on the line of the Memphis, Clarksville and Louisville Railroad, were completed on the 10th inst., and daily trains are now running through from Louisville to Memphis. Time about 18 hours.

HOTCHKISS' PATENT FORGE HAMMER.

PATENTED JUNE 14, 1859.





Size	10 lbs.	30 lbs.	40 lbs.	60 lbs.	80 lbs.
Weight of Frame	700 "	2,300 "	3,800 "	5,500 "	7,000 "
Size of Base	14x28	22x46	28x56	28x56	30x77
Total Height	3 ft. 10 in.	6 ft.	7 ft. 8 in.	8 ft. 6 in.	9 ft. 6 in.
Will work Iron rapidly	¾ in.	1½ in	2 in.	4 in.	6 in.square.
Lift of Hammer	9 in.	12 in.	14 in.	18 in.	19 inches.
Adapted to work Iron from	⅛ in. to 1 in.	¼ to 2 in.	1 in. to 3 in.	1 in. to 4 in.	1½ to 6 in. square.
Diameter of Hammer Pulley	10 in.	14 in.	18 in.	20 in.	24 in.
Face of Pulley	3¾ in.	5½ in.	6 in.	7½ in.	9 in.
Speed per Minute	300	250	200	180	170
Estimated Power required	¼	1½	3	5	10 horse.
Price	$250	$530	$636	$848	$1,200

Delivered on board Boat or Cars in New York.

CAPACITY OF HAMMERS FOR DRAWING IRON.

Sizes	10 lbs.	30 lbs.	40 lbs.	60 lbs.	80 lbs.
Size of Iron to be drawn	¼ in.	1¼ in.	2 in.	3 in.	6 in. sq.
Length of Bar Heated	5 to 6 in.	7 to 8 in.	9 to 10 in.	10 in.	12 in.
Will Draw it	20 inches.	2 feet.	3 feet.	4 feet.	3 feet.

The Sizes are designated by the Weight of the Hammer, or Ram.

DESCRIPTION OF HAMMER.

The Hammer represented by the within Cuts is recommended for—

1st. Simplicity and Durability.

2d. Economy of Power and Space.

3d. For striking square, with a sharp and elastic blow.

They are run with little noise, and by the peculiar arrangement of the cylinder and piston, the hammer is driven by air springs, which saves the Machine from jar, other than the blow on the anvil or work, and can be used in any building without injuring the foundation or walls. Parties interested are invited to call and see them in practical operation.

The cylinder and hammer moving in vertical slides, each blow is square, exactly in the same place, and some kinds of die work can be forged as exact as under a drop, with greater rapidity; it is under the perfect control of the operator, can strike light or heavy, and give any number of blows in quick succession.

The hammer derives the increased force of its blows from the reaction of compressed air upon the piston. The air is compressed within a cylinder (A) by the piston (B) which fits the cylinder air-tight (See Fig. 2). The cylinder moves in the slides (C) by the action of the connecting rod (D) driven by the face-plate (E) by belting in the usual manner. The cylinder is air-tight at each end; there are two small holes (F) in the cylinder, through which the air passes freely in and out, which supplies any leakage and prevents a vacuum behind the piston as it passes beyond the air ports either way.

It will be noticed that the *Piston*, *Piston-rod* and *Hammer* are *entirely independent* of the cylinder, and can be moved up and down *without moving* the cylinder; also, that when the cylinder is moved either way, the piston passes the air ports (F) confining the air in either end of the Cylinder, which prevents the piston striking either head, and acts as a spring, lifting the hammer up, or accelerating its downward movement. The cylinder has a difinite motion, governed by the travel of the crank, but the hammer has more lift, owing to the compression of the air.

If the cylinder is moved up and down slowly, there is no blow given, as the weight of the hammer rests on the cushion of air, *under the piston* in the *bottom* of the cylinder. If the cylinder is moved up quickly, the air under the piston strikes and lifts the hammer as quickly, and the momentum of the hammer in its upward motion causes the piston to pass the air ports (F), and compresses the air, more or less, according to the speed, in the *upper* part of the cylinder; the elasticity of which, acting as a spring, accelerates the downward motion of the hammer, to which may be added the rapid downward motion of the cylinder following up, and crowding the air spring upon the piston adding to the force of the blow; thus, by a rapid reciprocating motion of the cylinder, quick and sharp blows are given.

The anvile block (G) can be removed and the hammer run, then the cushion of air in the bottom of the cylinder receives the entire blow; if the block is replaced, the anvil or work receives the blow instead of the air-cushion.

The blow can be controlled by the speed; the sharpest blow is given when run at high speed. To run rapid and light, raise the cylinder by lengthening the rod, which allows the bottom cushion to receive the bulk of the blow.

The speed of the hammer is regulated by the idler pulley (H), operated by the treadle (I).

The action of the Hammer is peculiar; it may be compared to a weight vibrated between air-springs, and should any slight leakage of air occur, it is renewable through the air-ports in centre of cylinder at every movement of the piston.

In practical operation the Hammer is lifted by the lower air-cushion lifting the piston, when the cylinder is lifted by the rotating crank.

If the cylinder is raised quickly, the Hammer is raised as quickly, and when the cylinder has arrived at its highest point, the Hammer, Rod and Piston has acquired a momentum which causes the piston to rise higher, and passing the air-ports, confines the air closely in the upper portion of the cylinder, the elasticity of which reacts upon the piston, driving it down.

In addition to this force, the crank brings the cylinder down with speed, forcing the upper cushion upon the piston, which, together with the reaction of the compressed air, drives the hammer down with great velocity. When run slow, the blow is correspondingly light. The Hammer, after being driven down, is instantly picked up by the ascending air-cushion without any shock or jar, and so long as the packings are tight, it can be run for years with little wear. These packings are as simple as a pump packing, durable and easily renewed.

By noticing the Cut, you will observe that there are but few moveable parts, all of sufficient strength, and so constructed as to combine *strength* and *durability* with *simplicity*. In reply to a question often asked—"How long will the packings last?" we say from three to eight months. Any one should repack the hammer in two hours time. An extra set of packings are sent with each hammer to show how they are made, a former for making the rod-packing. We will supply packings when requested. We are not prepared to say what the striking force of the hammer is, but we would refer you to the statement of *results* above.

Manufactured by

CHARLES MERRILL & SONS.

556 Grand St., New York.

Illustrated Circulars sent on application.

TESTIMONIALS.

The following are a few of the testimonials received:

Philadelphia, Pa., July 17th, 1865.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—In reply to your request for our opinion of the working of the Atmospheric Hammers purchased of you, we will say that, by comparison with other Tilt and Trip Hammers, (of which we have ten running of different kinds and about the same weight,) we consider yours far superior in all the demands of the Smith shop. For durability, certainty of action, adaptability to general smith work, the excellence of this Hammer is manifest, and we should be very unwilling to dispense with it for any we know.

Yours, respectfully,

MORRIS, TASKER & Co.

Etna Iron Works, New York, June 12th, 1866.

Messrs. CHAS, MERRILL & SONS:

Gentlemen—The 50 lbs. Hammer we purchased of you fourteen months ago, works to our entire satisfaction. It is most useful in swaging down and drawing out light work, and we have no hesitation in recommending it as a very valuable tool in a Blacksmith shop.

Yours respectfully,

JOHN ROACH & SON.

Office of the Allaire Works,

New York, June 8th, 1866.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—In reply to your inquiry about the working of the 50 lbs. Atmospheric Hammer bought of you June 5th, 1865, I would say that it has been in constant use, and works to our entire satisfaction. It far excels any Hammer we have ever used for the work it is adapted for—say from 4 inches square down. It is easily managed, and has not cost one dollar for repairs since it has been in use. Yours, &c.,

T. F. SECOR, Manager.

Office of McKay & Aldus Iron Works, East Boston, Mass., May 15th, 1866.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—We have used the 60 lbs. Atmospheric Forge Hammer purchased of you for the past six months, and would say that it works to our entire satisfaction. We would not be without it on any account.

Yours truly,

MCKAY & ALDUS.

Wilmington, Del., May 19th, 1865.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—In reply to your letter, I would say that we have tested the 40 lbs. Hammer purchased from you last November, and find it answers our purpose very well. Would cheerfully recommend it to parties in need of such an article.

Very respectfully yours,

HARLAN, HOLLINGSWORTH & Co.,

Iron Ship and Steam Engine Builders.

Office of Syracuse, Binghamton and New York R. R. Co., May 17th, 1866.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—In reply to your enquiries as to how I like the 60 lbs. Hammer purchased from you for this company, I would say that it works to my entire satisfaction, both on large and small work. Can Work iron 6 inches square without any difficulty, and think it well adapted to our class of work.

Yours truly,

B. G. MERRILL, Master Mechanic.

Rochester, N. Y., May 17th, 1866.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—We have had the 40 lbs. Atmospheric Hammer in use several months, and it performs to our entire satisfaction in all respects. We do all kinds of work required in our business under it, and find it does good execution on all sizes of iron up to 3½ inches square. To all appearance it is likely to last for years without any material expense for repairs.

Respectfully yours,

WOODBURY, BOOTH & Co.,

Steam Engine Builders.

Newark, N. J., October 13th, 1866.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—The 50 lbs. Hammer bought of you has been in use some nine months, and we are pleased to say it works to our entire satisfaction.

Yours, very respectfully,

HEWES & PHILLIPS,

Machinists and Tool Makers.

Boston, July 21st, 1865.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—In reply to your enquiries as to how we are pleased with the Hotchkiss Forge Hammer we purchased of you, we take pleasure in stating that it greatly exceeded our expectations. We would not be without it for three times its cost.

Yours truly,

AMERICAN TOOL AND MACHINE Co.

GEO. H. FOX, President.

Cincinnati, Ohio, April 7th, 1866.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—We have given the 30 lbs. Atmospheric Forge Hammer purchased of you a thorough and severe trial on all classes and branches of our smith work, and we are happy to say it is giving complete satisfaction. We regard it as one of the most perfect tools in our establishment, and think it will not only save the labor of ten men, but will pay for itself on our work in less than three months. We have shown it to many, and shall take pleasure in showing it to any one in this section you may wish to refer to us.

Respectfully yours,

I. A. FAY & Co.

Manufacturers of Patent Working Machinery.

New York, December 20th, 1865.

Messrs. CHAS. MERRILL & SONS:

Gentlemen—We have used the 30 lbs. Hammer bought of you almost daily for the past seven months, and have much pleasure in saying that it has given perfect satisfaction, doing all that was required of it without needing the slightest repair.

Truly yours,

THE SINGER MANUFACTURING Co.,

A. F. DARLING, Secretary.

☞ A railway has been projected between Port Elizabeth and Neienhage, in the Natle Country, South Africa.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	----
Albany and Boston "	50	25½	20,000	7½
Algomah ..... "	25	3	20,000	----
Allouez ..... "	25	1⅜	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	2⅛
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	1.¾	20,000	14
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	----
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	1
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	90c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	----
Champlain ..... Ca.	----	1⅛	200,000	----
Chatham ..... "	5	----	200,000	----
Chœtcamp ..... "	25	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	3½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	47
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2⅝	20,000	----
Dana ..... "	25	3½	20,000	3
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3½
Edwards ..... "	25	1⅛	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	----
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	69½
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	30½
Hanover ..... "	25	1½	20,000	2½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	5
Hungarian ..... "	25	1	20,500	----
Huron ..... "	25	19	20,000	46
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	----	2½	200,000	----
Isle Royal ..... L. S.	50	31	20,000	12½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	----
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4⅜	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	3
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	1½
Minnesota ..... L. S.	25	18½	20,000	5½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	----
Native ..... "	25	2	20,000	2
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	6½
Pewabic ..... "	25	3⅜	20,000	38
Phila. & Boston ..... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	10½
Pittsburg & Boston "	25	5½	20,000	47
Pontiac ..... "	25	10⅜	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	48
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	----	200,000	----
Rockland ..... "	25	12	20,000	8½
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	¾
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	¾	20,000	1
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	⅛	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societe Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	2½
Star ..... L. S.	25	11⅜	20,000	----
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	6½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1⅜	20,000	----
Union (L. & M.) ..... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	2½
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauna Yuma ..... Ariz.	100	----	60,000	----
West Minnesota ..... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	8	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC:				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ..... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	----
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire ..... N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ..... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	----
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	60
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	18
Atlantic & G. C. ..... Md.	----	----	----	1½
Baltimore	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ..... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	5½
Boston & Pictou ..... N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ..... "	10	10	30,000	----
British American ..... N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	50
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	47½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	1½
Fulton ..... "	5	5	60,000	7½
Gilberton ..... "	50	50	5,000	20
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	3
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2½
Mammoth Vein	----	----	----	5
Maryland Anth ..... Md.	20	20	25,000	----
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narraganett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fds. Pa.	----	----	----	5½
North Carbondale ..... "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	----
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ..... "	50	50	16,000	23
Shamokin ..... "	----	----	----	----
Somerset I. & C. ..... "	----	----	----	----
Spring Mountain ..... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	4½
St. Nicholas ..... Pa.	----	----	----	5
Shawmut ..... "	20	----	40,000	----
West Virginia ..... W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	----
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ..... "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ..... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter ..... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ..... Col.	100	----	50,000	17
Copalinscho ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ..... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ..... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	----
Gunnell Central ..... "	50	----	25,000	----
Gregory ..... "	50	----	20,000	----
Great Western ..... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ..... N. S.	5	----	100,000	----
Kansas-Colorado ..... Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	60,976	11½
Do. preferred	100	100	57,744	26½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ..... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ..... Nev.	10	----	100,000	----
N. Y. & N. Sco ..... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ..... Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	8½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Taecher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ..... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ..... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem ..... "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ..... Idaho.	1000	----	5,000	----
Mount Vernon ..... Nev.	10	----	500,000	----
New York City ..... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ..... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	11½
Santa Clara ..... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin ..... N. H.	----	----	----	----
Rutland Marble ..... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	....	27
30 Nov. '64	4.52	—	179	28	—	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	....	48½
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	—	41,000	—	—	—	—	—	....	—
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	....	46
30 Nov. '64	2.80	—	26	6	—	Lowell (Horse)	45,894	40,129	—	3,590	11,062	766	—	....	—
30 Nov. '64	11.75	—	200	31	—	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	....	42
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	....	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		—	50	25
30 Nov. '64	31.85	—	841	140	—	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	....	52½
30 Nov. '64	6.84	—	263	41	—	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	—	3	....	48
30 Nov. '64	5.69	—	75	9	—	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	....	—
30 Nov. '64	6.75	—	66	15	—	Salem & South Danvers	175,980	150,000	—	25,800	37,017	—	—	....	—
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,360	32,900	—	—	7,454	—	—	....	—
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	....	—
30 Nov. '64	6.00	—	70	—	—	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	....	—
30 Nov. '64	—	—	411	63	—	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	....	25½
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	....	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	....	—
30 Nov. '64	11.80	—	59	8	—	Worcester	86,657	75,800	—	53,668	25,453	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '64	10.76	—	—	32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5.782	67,594	18,386	6	100	110
30 Sep. '64	14.33	—	—	78	—	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1000000	75,000	95,551	18,965	—	100	69
30 Sep. '64	7.00	2.80	—	10	2	Brooklyn, Bath & Coney Isl'd	120,388	99,850	76,000	44,000	15,831	2,942	—	....	55
30 Sep. '64	24.00	—	—	48	22	Brooklyn Central & Jamaica	897,646	492,150	400 000	55,291	173,827	3,666	9	100	130
30 Sep. '64	56.18	1.90	—	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8½	....	—
30 Sep. '64	11.75	4.00	—	28	—	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162	—	....	—
30 Sep. '64	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637	—	—	—	....	—
30 Sep. '64	—	18.00	—	—	—	Brooklyn City & Rockaway	—	12.000	—	700	—	—	—	....	—
30 Sep. '64	—	25.00	—	—	—	Brooklyn, K. N. Y. & R'kw'y	90,000	50,000	25,000	15,000	—	—	—	....	—
30 Sep. '64	—	....	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	—
30 Sep. '64	—	23.00	—	—	—	Canarsie, B'klyn & Winfi'd.	33,500	15,000	18,500	—	—	—	—	....	—
30 Sep. '64	—	....	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	—
30 Sep. '64	19.00	3.00	—	99	12	Centr'l P'k, N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	—	327,713	30.493	—	100	—
30 Sep. '64	17.25	—	—	32	—	Coney Island and Brooklyn	603,889	500,000	113,000	—	100,438	9,148	—	....	—
30 Sep. '64	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	12	100	—
Sep. '64	18.50	1.00	—	101	—	Eighth Avenue (N. Y.)	1,166,162	1,000,000	42,000	5,000	452,701	4,208	12	....	—
30 Sep. '64	12.00	1.00	—	50	—	42d st., & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293	—	....	—
30 Sep. '64	—	....	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	....	—
30 Sep. '64	4.52	—	—	—	—	Grand St. & Newtown (W'g'y	—	—	—	—	—	—	—	....	—
30 Sep. '64	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	158,749	72,000	88,000	—	34,660	897	—	....	—
30 Sep. '64	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	—
30 Sep. '64	—	....	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	—
30 Sep. '64	11.00	7.00	—	34	—	Ninth Avenue (N. Y.)	451,154	795,360	67,000	—	90,108	loss.	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '64	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	—
30 Sep. '64	7.50	3.40	—	20	—	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	—	—	....	—
30 Sep. '64	16.00	—	—	—	—	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	—	100	65
30 Sep. '64	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,222,621	750,000	—	—	424,306	14,753	5	100	136
30 Sep. '64	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '64	17.50	—	—	137	3	Third Avenue (N. Y.)	1,958,364	1,170,000	1,180000	35,000	844,701	171,587	12	100	240
30 Sep. '64	—	—	—	—	—	Troy and Cohoes	50,000	—	—	—	leased.	—	—	....	—
30 Sep. '64	6.50	9.00	—	18	—	Utica City	193,945	124,500	65,500	7,000	18,295	loss.	—	....	—
30 Sep. '64	1.50	—	—	3	—	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	10,856	2,380	—	....	—
30 Sep. '64	—	12.00	—	—	—	Williamsburgh & Cony Isl'd	15,000	15,000	—	—	—	—	—	....	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,223	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	54½
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,021	100,000	56,300	10,318	114,721	84,877	10	50	—
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,589	491,620	200,000	—	286,861	91,545	—	50	—
31 Oct. '65	6.00	—	85	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	55
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	30
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	—	—	183,600	75,131	153,813	39,179	—	50	18½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'burg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,284	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	—
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,435	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	99
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n'F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	38½
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	60
31 Oct. '65	6.25	—	145	23	0	13th & 15th st. (Phila.)	—	—	—	—	143,038	38,435	5	50	21½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	68
31 Oct. '65	1.00	—	9	4	0	Williamsport	—	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	76,000	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	197
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	88,000	7	J. & J.	.....	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	.....	.....	....
Middlesex:					
1st Mortgage	31,000	..	.....	.....	-
Malden & Melrose bonds	51,76..	..	.....	.....	....
Real Estate	4,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100.000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1879	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1886	99
2d Mortgage	50,000	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	...	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D	1869	....
Utica City:					
1st Mortgage	65,500	7	.....	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Aug. 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	130¼
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	125
" " " ..... coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	—	—	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	99½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	103½
Oregon War Loan of March, 1861 ... coupon	1,016,000	6	" "	1881	103
" " " " " ... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ... registered	264,303,100	6	" "	1881	111½
" " " " " ..... coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ... registered	514,780,500	6	May & Nov.	1882	----
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) ... registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s) ... registered	127,549,150	6	May & Nov.	1885	108½
" " " (5-20s) ..... coupon		6	" "	1885	108½
Loan of March 3, 1864, (10-40s) ... registered	171,219,100	5	Mar. & Sept.	1904	98
" " " " ..... coupon		5	" "	1904	102
Pacific R. R. Bonds of (currency) ... registered	6,042,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	—	—	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	708,949,350	7.3	Feb. & Aug.	1867	108½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	106½
" " 1865 ..... 3d series		7.2	Jan. & July.	1868	106½
Debt Certificates	3,884,810	6	At maturity.	Due.	----
Gold Certificates of Deposit	18,403,180	—	—	—	----
Compound Interest Notes of 1864	156,012,140	6	At maturity.	3 yrs	----
Temporary Loans at 4, 5 and 6 per cent	118,665,470	—	" "	10 d'y	----
United States Notes (greenbacks)	400,361,728	—	—	—	----
Fractional currency	26,684,139	—	—	—	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ... "	----	—	—	—	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	115
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	100
" — " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" — " " ..... "	2,271,750	6	" "	'68-'86	109
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	100
" — " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " " ..... "	1,778,677	6	" "	1877	----
" — " " ..... "	241,000	6	" "	1879	----
" — " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	86
" — " ..... "	2,058,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" — " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	95
" —Funded Coupons ..... "	----	6	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds ..... coupon	4,000,000	6	Jan. & July.	1883	96½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	60
" — " ..... "	1,727,000	6	"	1870	100½
" — " ..... coupon	3,192,763	6	"	1890	----
" — " ..... inscribed		6	"	1890	----
" — " (sterling) ... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	124½
" — "	244,000	5	Jan. & July.	'70-'74	97½
" — "	375,000	5	April & Oct.	'72-'74	97
" — "	220,000	5	May & Nov.	1880	96
" — War Loan	6,429,000	5	" "	1894	94½
" — Scrip	297,000	6	June & Dec.	'68-'77	109½
" — "	150,000	6	April & Oct.	1868	122
" — "	1,024,000	6	Jan. & July.	'71-'75	103½
" — "	2,030,000	6	" "	'76-'78	----
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " ..... "	1,750,000	6	" "	'73-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	92
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	79½
" — " " (H. & St. R R.)— "	3,000,000	6	" "	'72-'85	80
" — " " (Pac. R. R.)— "	7,000,000	6	" "	'72-'87	80
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds ... coupon	1,650,000	6	" "	'83-'85	95
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	----
" — " ..... bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	98½
" — ..... canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98
" — " " ..... "	2,250,000	6	"	1874	97
" — " " ..... "	500,000	6	"	1875	----
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " "	4,500,000	5	"	1874	90½
" — " " ..... general fund	900,000	5	"	1875	----
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	83
" — " " (new) ... "	3,500,000	6	Jan. & July.	1900	62½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	----
" — " " ..... "	1,600,000	6	" "	1875	99½
" — " " ..... "	4,995,309	6	" "	1881	100½
" — " " ..... "	2,400,000	9	" "	1886	----
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	90½
" — " ..... coupon	6,168,000	5	"	'77-'82	94
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	97½
South Carolina—State Bonds (sterling) ...	484,444	5	Jan. & July.	1868	----
" — " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " (new) ... "	----	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,091,180	5	April & Oct.	'76-'90	80
" — " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	14,046,000	6	" "	long.	89½
" —Funded Interest ..... "	----	6	" "	1892	68½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	40½
" — " ..... coupon	11,108,000	6	" "	'86-'95	68
" " (sterling) ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----	6	" "	'76-'96	----
" — " ..... coupon	----	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----	6	----	----	----
Wisconsin—State Bonds ..... coupon	200 000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'86	----
" — " (") certificates ... "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — "		6	"	1870	97½
" — "		6	Jan. & July.	1873	97½
" — "	19,024,523	6	May & Nov.	1875	99½
" — "		6	Jan. & July.	1886	99
" — "		6	quarterly.	1890	100
" — " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — "		5	Various.	'66-'70	124½
" — "		5	"	'71-'76	----
" — "	7,816,026	5	"	'76-'80	95½
" — "		5	"	'81-'86	143½
" — "		6	"	'67-'76	128
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — "	305,000	5	Jan. & July.	'77-'78	101½
" — " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'69-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	97½
" — " " (new)	956,000	6	Jan. & July.	1876	----
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,185,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	920,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — " "	4,714,000	6	" " "	'76-'78	----
" " — " "	1,660,000	6	" " "	1883	----
" " — " "	5,149,271	6	" " "	1887	----
" " — " "	275,000	6	" " "	1898	----
" " —Fire Indemnity Stock	492,703	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150 000	5	F., M., A. & O.	'67-'69	----
" " — " "	3,125,200	5	" " "	1870	94
" " — " "	319,000	5	" " "	1873	----
" " — " "	1,000,000	5	" " "	1874	----
" " — " "	334,700	5	" " "	1875	----
" " — " "	2,016,000	5	" " "	1876	----
" " — " "	2,375,000	5	" " "	79-'80	----
" " — " "	900,000	5	" " "	1890	----
" " — " "	674,300	5	" " "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,800	6	" "	'66-'93	98
" — " " (new)	7,898,717	6	" "	'66-'99	98½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	----
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'96-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	86½
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December	Total.
Atlantic and Great Western:													
1864	160,009	179,041	154,575	181,631	186,456	216,612	332,098	406,076	446,044	396,847	381,510	357,566	---- ----
1865	289,400	327,269	399,870	343,409	399,364	429,609	472,488	738,527	677,625	719,911	731,270	599,762	---- ----
1866	504,991	408,864	383,480	394,533	451,477	474,441	452,674	------	------	------	------	------	---- ----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	126,807	141,174	122,487	104,254	80,296	1,098,164
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,659	119,469	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,805	162,723	178,786	266,090	224,257	312,165	354,554	320,879	307,806	252,015	2,770,484
1865	280,503	275,283	299,063	258,180	322,278	355,270	335,985	409,251	401,280	357,936	307,919	226,824	3,840,092
1866	210,171	207,913	301,585	270,889	333,432	368,273	323,870	------	------	------	------	------	---- ----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,593	138,795	135,595	1,423,430
1863	140,024	130,225	122,512	126,798	144,995	170,687	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,670	243,178	224,980	307,874	375,890	324,865	336,617	321,057	3,095,470
1865	305,554	248,331	289,463	196,580	234,612	321,818	244,121	396,231	389,489	307,523	279,073	201,759	3,313,514
1866	241,395	183,385	257,260	197,886	264,635	299,642	223,112	------	------	------	------	------	---- ----
Chicago and Northwestern:													
1863	------	------	------	------	------	336,160	284,264	296,169	472,186	551,122	495,945	407,698	2,811,544
1864	273,876	317,839	390,355	421,963	468,850	556,145	499,710	519,306	689,605	729,759	716,578	563,400	6,211,586
1865	541,005	482,164	499,293	468,253	685,623	747,944	702,291	767,598	946,767	921,856	749,191	546,810	7,958,940
1866	523,566	465,634	523,744	615,756	755,085	922,892	776,940	------	------	------	------	------	---- ----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,760	15,520	15,110	29,055	29,895	26,762	23,584	25,461	211,077
1862	24,243	24,344	22,738	19,437	22,411	22,513	21,401	31,685	31,757	36,578	33,981	37,440	328,658
1863	33,829	32,804	38,485	40,941	37,588	38,058	30,208	50,198	51,485	61,787	61,286	60,895	528,764
1864	47,393	56,565	67,822	61,512	59,182	68,178	53,518	88,458	87,037	97,876	94,543	78,111	856,195
1865	77,878	77,242	87,450	75,514	76,074	91,977	91,075	97,145	106,389	118,610	116,295	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	129,460	118,960	84,037	------	------	------	------	------	---- ----
Erie:													
1861	404,507	391,962	458,560	547,174	506,610	430,963	372,705	419,010	515,948	719,854	704,108	714,211	6,214,196
1862	699,097	601,595	685,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,469,534
1863	845,695	859,949	950,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,049	1,035,321	10,460,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,395	1,041,975	994,317	1,105,364	1,301,095	1,222,568	1,224,909	1,384,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,636,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,856	1,070,434	1,153,295	1,901,658	1,243,143	1,203,462	------	------	------	------	------	---- ----
Illinois Central:													
1861	321,944	279,268	229,334	192,054	199,483	177,829	189,250	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,245	209,282	261,079	352,786	414,545	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	345,929	511,305	478,576	496,483	437,679	424,581	4,571,025
1864	327,900	416,588	459,762	422,797	466,372	510,100	424,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,636	516,603	460,573	617,632	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	582,823	512,628	516,822	406,773	507,830	560,025	467,115	------	------	------	------	------	---- ----
Marietta and Cincinnati:													
1862	33,904	28,252	25,891	38,579	32,663	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	55,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91 869	99,972	93,078	93,546	96,908	95,453	1,068,165
1865	96,672	87,791	93,763	78,807	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	------	------	------	------	------	---- ----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,164	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,855	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	145,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,269	139,547	113,399	168,218	178,526	149,049	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,597	72,135	108,082	267,488	262,172	170,795	------	------	------	------	------	---- ----
Michigan Southern & Northern Indiana:													
1861	140,925	116,038	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	151,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,226	189,145	238,012	308,106	375,567	332,560	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 268	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,576	486,803	524,760	495,072	351,799	4,826 742
1865	312,846	277,234	412,393	409,427	426,493	392,341	338,499	------	------	------	------	------	---- ----
Michigan Central:													
1861	142,334	119,764	151,671	172.614	149.550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	253,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	287,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,569	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	------	------	------	------	------	---- ----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	124,970	99,662	86,482	164,710	221,688	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	104,269	203,018	237,662	251,996	241,370	300,841	395,579	346,717	171,125	2,535,091
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	------	------	------	------	------	---- ----
New York Central:													
1861	480,065	420,793	627,051	639,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,692,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,953
1864	921,831	936,587	1.059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450.076	1,227,113	1,187,605	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	---- ----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	301,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	------	------	------	------	------	------	---- ----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,965,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,894	574,486	714,302	815,902	740,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1.125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	603,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,190,955	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	332,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,890	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,447	675,360	701,352	691,556	914,082	7,129.466
1865	690,144	678,504	857,683	733,886	637,186	646 935	584,523	712,495	795,938	858,501	712,863	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	------	------	------	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178 722	167,513	215,546	216,783	222,736	207,501	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	------	------	------	------	------	------	---- ----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,853	137,686	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	159,695	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	------	------	------	------	------	---- ----
Western Union:													
1865	43.716	37 265	32,378	33,972	63,562	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,382	86,913	102,918	85,276	------	------	------	------	------	---- ----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company . . default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1903	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	93
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'76	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	98¾
" " " 1850.	676,000	6	Jan. & July.	"	1880	97
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	96
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98¼
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63.000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $500,000	423,680	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	87½
" " $2,500,000	867,000	6	"	"	1889	89
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	55
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909.000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	109¼
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	92
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	84
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	87
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1888	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	120
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	92
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	76
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102½
Columbus and Xenia:						
Dividend	36 660		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,220					
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	102½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1883	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	97
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '61	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1895	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	80
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1863	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1836	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,602,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	361,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1853	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	68–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	81½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct	" "	1882	112
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	97
Detroit and Toledo	764,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,555,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	91
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	523,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	105
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,800					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	339,410	6				
Income	1,508,070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	360,000	6			var.	
Mortgage	460,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,680,120	6	May & Nov.	New York.	1883	93
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,598,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,660	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	104
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,810,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	950,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2a Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	87
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	70
2d Mortgage (now stock)						52½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	83
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	10½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,382					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88½
Bridge Bonds	164,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$380,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	90
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	137,000	6			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	651,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston,	1861	119
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	83½
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1890	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	361,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,633,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,524	....	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346.299	66,483	—	307,060	95.000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	45,228	1,459,711	413,528	12	170
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	102,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.000	29,149	.....	62.0	145,65	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,386.485	41,560	—	1,010,000	650,000	.....	.....	—	—	49.666	197,387	85,946	34	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	58.204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5 000.600	2,000 000	140.785	8,081,181	117.4	629,109	1,982,218	549,834	9	112½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552.257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 366	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18.535	744,520	—	5,024	749,544	5.0	.....	27,286	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	....	....	....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	....	....	....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,289	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,022,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312.500	—	8,122.343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	128.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 345	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	8½	109½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,496	294 207	17,518,440	400.0	2,083,550	6,175,583	2,799,435	31	130
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	525,398	39,680,4 2	930.0	.....	6,820,759	1,802,272	—	36½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,784	228.4	1,201,851	3,154,236	1,442,781	10	106½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,066	708.8	3,507,476	7,181,208	2,174,924	10	122
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353.621	525,000	92,307	3,104.654	1,600 000	114.962	4,970,931	111.0	224,563	580,333	250.189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,743	488,558	—	35½
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312 344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,143	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	72
31 Dec. '64	84.0	—	....	—	15	....	....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	136½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	154½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	....	*Burlington and Missouri River*	2,603.589	173,787	152,406	1,497,947	1,343,870	87.964	2,929.782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 478,125	63,951	—	3,649,396	960,000	27,364	4,891,845	100 0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227.534	—	....
30 Jun, '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,518	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,845	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. Westn*	3,954,420	505,260	—	3,242,318	566.000	339,297	5,855,220	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	....	135.3	....	....	....	*Vicksburgh. Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,519	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	....	....	....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950.000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982.866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	110½
31 Mar. '66	246.0	277.5	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,183	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	85½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895.992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,188	950,499	640,641	—	35
21 Dec. '62	152 0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.6	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	—	4	23	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.6	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,008,940	116,927	—	70,513	3,467,224	.....	3,888,402	114.0	100.562	197,744	1,895	—	—
28 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,2 2	3,501,000	40 558	6,352,109	90.1	259,184	399,291	82y	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	130,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	95½
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,366,283	16,151,962	10,112,584	597,839	36,811,376	286.8	2,938,010	6,509,945	4,544,087	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	10
30 Nov. '65	26.7	1.8	14.8	—	24	39	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,218	752,605	172,232	6	103½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	133½
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	140½
30 Nov. '64	48.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,815,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,745	593,109	175,404	6	107½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,462,949	362,965	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	107
30 Nov. '65	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	111
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	25,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,988	300,000	—	91,748	514,991	71.0	185,647	300,994	51,227	8	124½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	101½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,500	2,048,537	36.7	94,748	83,492	—	—	—
31 May, '66	98.5	8.8	27.5	—	32	56	879	Old Colony and Newport	4,438,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	102½
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	15.6	35,812	83,128	34,106	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B.	& L.Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)	—	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	49½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	140
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	349,233	1,800,000	1,050,000	31,216	3,199,233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,748	155,886	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	64½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	99.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,998	82.0	387,789	615,728	215,973	9	106
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper by	Vermont	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,255	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,406	10,264,463	—	.....	124.2	.....	5,799,980	1,140,788	35	127½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,581,414	*	—	1,064,243	1,035,276	127,930	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10,685,940	1,509,000	838,636	13,861,735	86.0	1,187,978	3,036,390	1,287,956	10	127
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,765	7	80
31 Dec. '65	33.8	—	.....	—	.....	.....	.....	New Jersey	3,903,171	738,164	1,793,064	5,000 000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,586,481	*	—	2,260,700	1,534,000	544,426	4,440,026	—	.....	229,476	.....	—	65
31 Dec. '64	18 2	—	.....	—	.....	.....	.....	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,543	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,379,982	4,299,762	53,291,896	807.0	6,839,028	15.434.775	5,066,511	4	69½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,150,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,830	994,668	8	119½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	554.9	5,804,048	13,975,524	2,694,714	6	165
30 Sep. '65	136.8	2.1	45.0	—	45	85	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	853	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	899,920	707,521	44,810	—	58
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135.041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303.705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g.	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	96
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	.....	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselae	r and S	aratoga	R. R.	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	365,000	"	"	"	"	"	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120.000	948,500	13.0	47,098	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	866,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811.600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,856	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,645,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,075	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	80.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,080	6,843,260	191.2	967,820	2 386,132	663,205	10	111
31 Oct. '65	95.5	—	33.5	7 1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,168	*	364,145	5,403,911	3,880,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	87½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,072,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	116½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786.200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	—	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,685,080	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,860,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	163.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595,400	251,807	3,243,956	1,341,093	14,202	5,172,133	205.9	365,409	719,924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	3207	189,488	—	.....
31 Dec. '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,368	—	10,248,015	250.0	1,244,358	2,050,322	945,492	5½	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	124,201	356,277	123,892	—	....
31 Dec. '65	387.0	103.0	....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,080,780	440.0	2,647,709	5,811,238	2,125,200	—	....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	88½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	160
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,100	598,400	44,888	1,247,688	37.7	161,484	28,743	201,072	—	....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.			302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	498,220	199,200	—	....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,057	633,015	60,201	—	....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,573	Lehigh Valley	7,804,068	2,037,526	—	6,032,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	65½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	39½
31 Oct. '65	130.5	—	62.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,286	6,529,199	69.8	318,961	875,064	412,353	—	39½
31 Dec. '65	354.8	33.2	150.5	—	290	173	4,926	Pennsylvania	28,434,310	3,575,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	521.0	5,846,778	17,459,109	4,189,111	10	58
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,459	—	1,476,300	183,000	—	1,659,300	24.0	311,091	656,738	336,376	8	58½
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)				—	32½
30 Nov. '65	93.0	59.5	233.3	—	254	66	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,167,353	20,240,673	6,900,663	—	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	57½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,536,286	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	120
31 Oct. '65	96.0	—	83.8	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,395	8,973,300	516,000	452,836	10,669,442	197.0	981,465	3,884,609	1,046,804	10	56½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361,764	198,520	—	1,774,778	1,500,000	64,205	3,784,101	72.0	272,688	384,383	130,361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,073	8,489,062	3,243,547	10	105⅜
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Potteville	1,178,773	112,824	—	500,000	791,597	Leased to Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,000	982,300	130,840	1,777,176	26.4	138,578	347,240	209,598	—	....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	427,800	326,000	26,292	780,092	30.6	112,409	303,223	128,826	4	45
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	109½
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	—	....
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,767	47.6	.....	29,967	19,187	—	....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	166,264	—	586,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,099	129,564	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859.....	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859.....	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	818,518	.....	59.4	69,870	177,256	60,029	—	....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	.....	59.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	252,846	196,568	—	....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,051,460	105.0	172,500	480,577	175,993	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	oper. by Vt.		Central	.....	8	99
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. by		r.b. Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,066,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7	74
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,654,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	106	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,580	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	....
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,849	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	....
30 Jun. '60	204.7	9.4	13.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
								WISCONSIN.													
31 Dec. '64	195.0	175.0	....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	55½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwaukee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915.288	1,985 511	647,631	—	....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188.000	—	11,938,000	16.10	.....	236.798	67,652	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	40,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	....
31Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	100,421	107,640	20,005	—	....
1 July,'61	80.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,070	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,275,261	—	—	4,273,281	92.0	158,416	139,107	37,181	—	....
								NEW GRANADA.													
31 Dec 63	8.	—	—	—	11	22	120	Pan ma	3,000,000	*	658	5,000,000	75,000	—	10,763,728	48.7	.....	327,439	1,323,924	—	280

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	•	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7		8
Catawissa (preferred)	1,150,000	7		37½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	7	52¾
Chicago & Alton (preferred)	2,425,400	7	7	110¾
Chicago & Northwestern (pref.)	12,994,720	7	7	67¾
Cochecho (preferred)	177,750	8		----
Ct. & Passumpsic Rivers, (pref.)	1 673,300	10	10	75¾
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,863	7	3½	75¾
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42½
" " (2d pref.)	3,819,772	7	3	21
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	92½
" " " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,400,000	7	---	70
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	68
Toledo & Wabash (preferred)	984,700	7	7	91
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	78⅛
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.					
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	97½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	495,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	------	------	90
Boat Loan	99,852	6	------	------	93
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	87¾
2d Mortgage	3,980,670	6	J. & J.	1882	81½
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59½
Preferred Interest b'ds	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	24½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley: 1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	105
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	87
Delaware and Hudson	100	10,000,000	10	165
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,091,700	10	58
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	93
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	27½
" " (preferred)	50	2,888,988	---	35¾
Susquehanna and Tide Water	50	2,048,260	---	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¾ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

			Store Prices.
Pig, Scotch, No. 1 (cash)	per ton	46 — @ 49 —	
Pig, American, No. 1		48 — @ 49 —	
Bar, Refined, English		105— @110 —	
Bar, Swedes, assorted sizes (in gold)		95 — @100 —	
Bar, Swedes, assorted sizes		— —	@170 —
Bar, English & American, Refined		— —	@125 —
Bar, English & American, common		— —	@115 —
Scroll, English		155 —	@205 —
Ovals and Half round		150 —	@160 —
Band, English		— —	@155 —
Horse Shoe		150 —	@160 —
Rods, English		120 —	@185 —
Hoop, English		105 —	@225 —
Nail Rod	per lb.	— 10¼@ — 11¼	
Sheet, Russia	per lb.	25 @ — 26	
Sheet, English, Single, Double and Treble		— 7 @ — 9	
Rails, English (gold)	per ton	85 — @ — —	
Rails, American		85 — @ — 90	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½@ — 24
English Spring (1st & 2d qlty.)		— 11½@ — 13
English Blister (1st & 2d qlty.)		— 12½@ — 20
English Machinery		— 14 @ — 16
German		— 15½@ — 17½
American, Blister		— 11½@ — 13½
American, Cast, Hammered		— 18 @ — 22
American, Cast, Rolled		— 13 @ — 15
American Spring		— 11 @ — 12½
American Machinery		— 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 44 @ — 45
Sheathing, Yellow		— — @ — 33
Pig, Chile		— — @ — —
Bolts		— — @ — 45
Braziers'		— — @ — 45
American Ingot (cash)		— 29½@ — 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		6 75 @ 6 87½
German Refined		6 75 @ 7 —
English		6 75 @ 7 12½
Bar	per lb.	— — @ 10 50
Pipe and Sheet		— — @ 10 50

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

		(Gold.)	(Currency.)
Banca	(gold). per lb.	— 20½@ — 21	
Straits	(gold)	— 19½@ — 20	
English	(gold)	— 20 @ — 20½	
Plates, I.C. Charcoal, p. box	10 — @ 10 25	— 15 @ 15 50	
Plates, I. C. Coke	7 25 @ 8 —	11 — @ 13 50	
Plates, Coke Terne	7 — @ 7 50	10 50 @ 11 25	
Plates, Charcoal Terne	— — @ 10 —	15 — @ 15 50	

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	6 75 @ 7 —
Clinch (cash)		8 — @ 8 50
Copper		— — @ — 50
Ausable Horse, Norway Iron, Forged		— — @ — 33
Zinc Nails (6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	—	26 @ — —
Regned, free L. S. to White	—	58 @ — —
Refi'd, in bond, prime L. S. to White	—	42½@ — 43
Refi'd, in bond, Standard White	—	44 @ — 44½
Naptha, Refined (60@68 gravity)	—	30 @ — 33

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

	Th 9.	F. 10	Sat. 11	M 13.	Tu. 14	W. 15
Atlantic M. S. S. Co	----	----	----	----	----	115
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	115
Canton Co.	52	52	52	----	53	51¾
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton 109	108	----	108	108¾	108	108¼
" " pref.	----	110	110	----	----	----
" " 1 M.	----	----	----	----	----	100
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	92	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	110
Chic. & Northwest'n 36⅛	36¼	36	36	36¼	35¾	35¾
" " pref. 68⅛	67¼	67⅛	67¼	67¼	67	67
" " 1st M.	----	----	----	87	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl. 107¼	106¼	105¾	106⅞	106¼	105¾	105¾
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	111¼	----	----	----	111¼
Clev. and Pittsburg 87⅞	87⅞	87¼	87¾	87¼	86¾	86¾
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	76¼	----	76	----	----
Clev. and Toledo 116⅛	116	----	116	115¼	----	----
" " S. F. 7 p.c 102	----	----	----	----	----	----
Cumberland Coal, pref 47¼	47¼	47¼	47¼	47	----	----
Del. & Hudson Canal	156	----	----	----	----	155
Del., Lack. & West	160	162¼	----	----	----	162
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	102¼	----	----	----	----
Erie 68¼	69	69¾	69¼	70	68¾	----
" pref. 76¼	----	76	76	77	76	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82 99	----	----	----	----	----	----
Haun. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River 120	120½	120	----	----	----	119
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	101¢	----	----	----	----
" 2M. S. F.	103¼	103	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central 122¾	122½	123	122	122¼	122	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref. 42¾	43	43¼	42¼	48	42¼	----
" " 2d " 20¼	----	21¼	----	21	21	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co. 11¼	----	----	----	----	----	----
Michigan Central 110¾	110½	110	110	110	110	110½
" S F. 8 p.c. '82 108	----	113	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I. 86¼	86⅛	86¼	86⅛	85¼	85	----
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	95¼	95¼	----	----	----	95¾
" " 2 M.	----	----	----	93	----	----
Mil. and P. du Chien	65	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s 79⅛	79⅛	----	79	----	----	----
" iss. to H. & St. J. R.	79¼	----	----	----	----	----
" " Pacific	----	----	----	----	79¼	----
New York Central 105⅛	105½	105⅝	105¾	104¾	104¼	----
" Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	100¼	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	----	----	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	55	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	101	101	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	82¼
Ohio & Miss. cer. 30	30⅛	30⅜	30⅛	29⅜	29⅛	----
" pref.	----	----	----	----	----	----
Pacific Mail S.S. Co. 225	225	----	----	----	----	222
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading 112⅛	112¼	112⅜	113⅛	113⅛	113	----
Pitts. Ft. W. & Chicago 105⅛	105⅛	104¾	106	104¼	104	----
" 1M.	----	----	----	----	----	----
" 2M. 95¼	95¼	----	----	----	----	----
" " 3M.	----	88¼	----	----	----	----
Quicksilver Mining Co. 50	49¼	50	51¼	51¼	51	----
St. L., Alton & T. H. 54¼	35	----	35	35	----	----
" " pref. 67	67	----	67¼	----	----	----
" " 1M.	90	----	----	----	----	90
" " 2M. pref.	----	----	81	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	92	----	----	----	90
Tol. Wab. & Western. 43⅛	42	----	42	42¼	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex. 90¼	----	----	91	----	----	----
" " 2M.	----	----	----	----	----	78¼
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	66⅛	----	67	----	68	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

	Th 9.	F.10	Sat.11	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	100
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99⅞	99⅞	99⅞	99⅞	99⅞	100⅛
U. S 5s, 10-40s, reg.	----	98	----	----	----	----
U. S. 6s, 1881, reg.	110	----	----	----	110⅛	110⅛
U. S. 6s, 1881, coup.	110⅜	110½	----	110⅛	110⅛	110⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	130	130½	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	125	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	109⅞	----	109⅜	109⅜	109⅜	----
U. S. 6s, 5-20s, c. 1864	107	----	107	107	----	107⅛
U. S. 6s, 5-20s, c. 1865	107⅛	107⅛	107	107⅛	107	107⅛
U. S. 6s, " reg.	106	107⅛	----	107	----	107
7.30 Notes, 1st series.	105⅛	105⅞	----	105⅛	105⅛	105⅛
" " 2d series.	105	105⅜	105	105	104⅞	105⅛
" " 3d series.	105	105⅜	----	105	104⅞	105⅛
American Gold	----	----	----	----	150½	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

	W.8.	Th.9.	F.10.	Sat.11	M.13.	Tu.14
Cattawissa	----	----	----	----	----	----
" preferred	38½	----	----	----	37½	37½
Camden & Amboy	----	125	----	125½	----	127½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	87½	87⅞	87⅞	87⅞
" " 6s,'89	88⅜	----	89	----	----	----
" mort. 6s,'89	----	----	94½	----	95	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	97	97
Lehigh Navigation	57⅛	57⅛	58	58	58	----
" " 6s, '84	----	----	87½	----	----	----
Lehigh Valley R. R.	----	----	65	----	----	64½
" " 6s	----	----	----	----	----	94
Little Schuylkill R. R.	38½	----	----	39½	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56	----	----	----	----	----
Morris Canal	90½	----	----	93	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	39½	----	----	----	----	----
" " 6s.	90½	----	----	----	----	90
" " 10s.	----	----	----	----	----	----
Northern Central	46½	46½	----	----	----	46½
Pennsylvania R. R.	57⅛	57⅛	57⅛	57⅜	57⅜	57⅜
" 1st m.	----	99½	----	99⅛	98	99⅜
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	93	94	----	95	----	----
" " 5s, coupon.	94	----	----	----	----	----
" " 6s. W. L.	101⅛	101½	----	101⅛	101⅛	----
Philadelphia City, 6s	----	94½	94½	----	94⅜	----
" " new.	98⅜	98⅜	98½	98½	98½	98⅜
" " muno	98⅛	93½	98½	98⅜	98⅜	98⅜
Philad., Germ. & Nor.	----	58½	58½	----	----	----
Phila. & Reading	55	56	56½	56½	56⅝	56⅝
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	96	----	96
Philadelphia & Erie	----	32⅜	----	32⅜	32½	32⅜
" " 6s.	90⅞	----	90⅜	----	91⅜	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	27⅛	----	----	27	----
" " pref.	35¼	----	----	35⅛	35⅜	----
" " 6s '82	----	----	81½	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	87⅜	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	59	59½	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '82	----	24½	24½	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	18⅜	----	18⅜	----	----	18⅜
Chestnut & Wal. "	----	54½	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	89
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

	W.8.	Th 9.	F.10	Sat.11	M 13.	Tu.14
Baltimore City 6s, 1875.	----	----	100	100	----	99½
" " 1886.	----	----	----	----	99	----
" " 1870.	----	----	----	----	97½	----
" " 1890.	100	100	100	----	100	100
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	93	----	----	----
" " " '80.	----	----	----	----	97	----
" " " '85.	98⅜	----	----	----	----	----
Northern Central	----	----	----	----	45⅜	----
" " b'ds, '85.	----	----	----	----	----	87
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	----	----	18½	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

	Th. 9.	F.10.	Sat.11.	M.13.	Tu.14.	W 15
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	129½	----	----	131	
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	140½	----	----	----	140½	----
Cheshire, pref.	----	----	----	52¾	----	----
Concord	----	----	----	64½	----	----
Connecticut River	----	----	----	----	----	107½
Eastern, Mass.	107½	107½	107½	107½	----	107
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	111	----	----	----	----	111
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	110	----	----	----	----	----
Northern, N. H.	106	----	106	----	106	----
Old Colony & Newport.	103⅛	----	103	----	103	102⅞
Ph., Wil. & Baltimore	58	56½	56½	----	----	56½
Portl'd, Saco & Ports.	100	----	99½	----	----	----
Vermont & Canada	----	----	90	----	----	----
Vermont & Mass.	49⅜	----	49½	----	49½	49⅜
Western	141	140	140	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	95
Metropolitan "	----	51	51½	----	52	52½
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	47½	42	48⅜	48	----	47
Franklin "	58	59	59	60	59½	59½
Huron "	----	47	48	46	----	----
Isle Royale "	----	----	----	12⅜	12⅜	----
National "	----	----	----	----	----	----
Minnesota "	----	9⅛	9½	----	9½	----
Pewabic "	----	41	39	40	39	38
Pittsburg "	----	----	47	----	47	----
Quincy "	----	49	50	48½	49½	48
Rockland	----	8	8	8¾	9	8½

London Stock Exchange.

The following were the closing prices for American Securities on the 3d of August.

United States 5-20 yrs., 1882, 6 per cent	68	@	68½
Virginia State, 5 per cent	49	@	51
Do., 6 per cent	45	@	47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66	@	68
Do. do., 2d mort., 1881	68	@	70
Do. Pennsylvania, 1st mort., 1877	68	@	72
Do. do., 2d mort., 1882	66	@	68
Do., consolidated mortgage bonds, 1890	44	@	45
Erie shares, $100 (all paid), 8 p. c	42	@	42½
Do., convertible bonds, 6 p. c	68	@	72
Illinois Central 6 per cent, 1875	81	@	83
Do. 7 per cent., 1875	71	@	73
Do. $100 shares (all paid)	75	@	76
Marietta and Cincinnati R. R. bonds, 7 p. c	68	@	70
New York Central, $100 shares	65	@	70
Panama Railroad, 2d mort., 1872, 7 p. c	100	@	102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80	@	82
Do. $50 shares	32	@	36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	—	@	—
Do., with option to be paid in Philadelphia	—	@	—

American Railroad Journal.

Saturday, August 18, 1866.

Stock Exchange and Money Market.

Money is offered in unusually large amounts on call at 3@4 per cent. to the large dealers in the public funds, and at 4@5 per cent. to the leading stock firms; but the demand for temporary accommodation is extremely moderate, as compared with the available supply of capital, and lenders experience much difficulty in placing ther balances advantageously. This difficulty promises to increase, rather than diminish, during the next twenty to thirty days, in view of the impending heavy disbursements of the Treasury Department, which on Wednesday, commenced paying the semi-annual interest (nearly eleven million dollars) on the first issue of the Seven Thirties, and which now announces that it is prepared to redeem, before August 26, all the outstanding certificates of deposit on account of the temporary loan, other than those issued to the banks of the principal cities for Clearing House purposes. The temporary loan is now $118,000,000, less $50,000,000 represented by Clearing House certificates, leaving the net redeemable amount of this loan about $68,000,000. This amount is to be paid off by August 26, when interest thereon will cease. The certificates are to be redeemed at the office of issue exclusively. These disbursements will add immensely to the available supply of money in the open market, and thus effectually guard against any serious stringency, in consequence of the fall movement of produce, and the revival in general business. They will also reduce the public indebtedness and increase popular confidence in the present management of the National finances—elements of great strength in the market value of the National funds. The increasing revenues and diminishing expenditures of the Government, tend to advance the same interests. Government received $7,159,013 from internal revenue exclusively last week; and on Monday of this week, $2,053,163, and on Tuesday near a million and a half; and from Customs its receipts last week were about three and a half million dollars in gold, equal to $5,250,000 in currency, with gold at 150, which would make the week's income of the National Treasury, nearly twelve and a half million dollars; while its total expenditures for the three principal executive departments, during the week, were only $1,711,957. The cash balance in the vaults of the National Treasury at Washington last Saturday was $11,145,515.

The U. S. Sub-Treasury receipts, week ending with Aug. 11, were $9,797,043, including $2,676,332 from customs duties; payments, $5,825,232; balance at the close of the week, $86,439,445, against $82,467,634 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $3,115,918, and payments, $2,723,620; Tuesday, receipts, $1,238,238, and payments, $520,690. The balance at the close of business on Tuesday stood at $87,549,292, against $83,931,535 a week ago.

The city banks, last week, increased their loans $1,454,346; circulation $216,973, and legal tender reserve $626,755; while losing $1,024,691 of their specie, and $75,558 of their deposits. The Bank Exchanges at the Clearing House, through the past week, averaged $82,468,496 a day, against a daily average of $87,204,469 the preceding week; and $71,720,801 the week ending with July 28th. The current week's exchanges average over $93,000,000 a day.

The gold speculation has been stimulated afresh by the reports from Europe of the refusal of Prussia to accede to the territorial demands of France, and by the steady obsorption of the floating supply by the demand for Custom House purposes. The price has advanced from 148⅞ to 151⅞, and the *bull* interest feel confident of its ability to work or engineer the rate much higher. Last week, the Customs inquiry at this port averaged $446,055 a day; thus far, this week, it has averaged about $300,000 a day. The export drain is unimportant. On Saturday, the shipments from the port were only $76,000, and on Wednesday, $51,000; making the total, since our last, only $121,000. The total exports of specie, hence since Jan. 1, have been $51,977,146, against $36,135,520 same time last year. Government will disburse something near four and a half million dollars in coin on Sept. 1, on interest account, chiefly on the 10-40s, and, thereafter, will have to make no interest payments before Nov. 1, when the interest claims of the 5-20 bondholders fall due. California advices by telegraph to August 10 re-

port $836,058 in treasure as *en route* for New York by the Colorado.

Foreign exchange is in large supply and very moderate request, at easier and irregular prices. The importers are making light remittances at present, anticipating a fall in gold, and a consequent cheapening of the (currency) rates of exchange. Prime bankers' sixty day bills on London have been quoted at 107½@107¾, and on Paris at 5.30@5.21¼; sight bills on London to 108¾@109; and on Paris to 5.21¼@5.18¾. The foreign inquiry for American stocks and produce is sufficiently active to prevent any important export demand for coin, and this circumstance operates against the gold speculation. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,592,151, against $3,894,479 same week last year. The exports since January 1, have been to the value of $125,019,079, or about twenty-nine million dollars in excess of the exports, same time last year.

Government securities were less active in the early part of the week under review, in the absence of any decisive news from Europe, which checked the foreign call for the 5-20s, and indirectly affected the whole market adversely. Prices gradually yielded from ¼ to ½ of one per cent. On Tuesday, the demand revived, and on Wednesday there was a very marked rally, resulting from the execution of large investment orders for the Sixes of 1881, the 5-20s of the first (1862) and third (1865) issues, the first (August) and second (June) series of the Seven Thirties, and the 10-40s. This revival of trade led to a rise of ½@¾ of 1 per cent., leaving the market very sparingly supplied with the favorite Sixes of 1881, and the 5-20s, and with a strong upward tendency. The anticipated ease in money, from the extraordinary disbursements of the National Treasury, will lead to a further heavy absorption of the interest bearing public stocks, and doubtless to a further advance in prices. The foreign houses are buying old 5-20s with renewed eagerness. Telegraph advices are said to have been received, intimating that the 5-20s of 1865, will be presently called at the London Stock Exchange, the same as the earlier issue of this class of bonds. The effect of such foreign recognition of the new bonds would be advantageous to their market value. Conversions of Seven Thirties into new 5-20s through the U. S. Sub-Treasury at this port, since Aug. 1, reached nearly five million dollars.

In railway and miscellaneous property, there has been a less extensive business at the Stock Board and in the street; and the realizations of certain speculative holders have tended to depress prices. The ease in money, however, enabled the *bull* cliques to carry heavy loads of stock and thus keep the market comparatively steady for all the really desirably property. Toward the close of the week, there were symptoms of renewed speculative activity and a further and more marked inflation of values. The traffic of the leading railways, especially the Coal avenues, is unusually good, and this gives strength to the popular disposition to buy railway bonds and stocks, for investment, without reference to any speculative movement.

In general business, the current operations are increasing in volume. Breadstuffs and Provisions lead off in the way of domestic produce, finding a more active and buoyant market, with a rising tendency in prices. Cotton has been quiet and depressed. The week's exports of cotton have been 3,381 bales from this port, and 8,000 bales from all the shipping ports, leaving an available supply of 115,000 bales here, and 273,000 bales at all the shipping ports. The total exports of cotton from the United States, since Sept .1, 1865, have been 1,488,000 bales. In the way of foreign merchandise, we notice more doing in groceries, dry goods, hemp and wool, at irregular prices; but a tame traffic in other articles. The total imports of foreign dry goods, last week, were $2,267,108, and the total amount marketed $1,711,158. The value of foreign merchandise imported last week, was $2,291,031—making the grand total value of last week's imports of dry goods and merchandise, $4,558,139, and since January 1, $196,962,801, against $101,962,336 same time last year.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 6.	Aug. 13.	Aug. 15.
U. S. 5-20's	— @68½	— @68½	68
Ill. Central	— @75	— @76⅜	75
E ie	— @—	— @42½	42½
Consols	— @87¾	— @87⅞	87⅞

The New York exports, exclusive of specie, for the week ending Aug. 14, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,894,479	$2,592,151
Prev. reported	92,334,336	122,426,928
Since January 1	$96,228,815	$125,019,079

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$3,099,348	$2,267,108
Gen. merchandise	2,385,010	2,291,031
Total for the week	$5,484,358	$4,558,139
Prev. reported	96,477,978	192,404,662
Since January 1	$101,962,336	$196,962,801

The balance in the Sub-Treasury on Wednesday was $88,791,605 98.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Michigan 6s, 1878, 92; New York State 6s, 1873, 98; do., 7s, Bounty Loan, 104⅜; Virginia 6s, 68; Tennessee 6s, 89½; do., ex-coupon, 70½; do., new, 68⅜; North Carolina 6s, 83; do., ex-coupon, 62⅛; do., new, 62¾ Georgia 6s, 109; Connecticut 6s, 100; Chicago and North Western Consol. bonds, 80; Morris and Essex 1st mort., 93½; Goshen Branch bonds, 95; Peninsula R. R. 1st mort., 83; Milwaukee and St. Paul, 55½; do., pref., 70; do., 2d mort., 83; New Jersey Central R. R., 127; do., 1st mort., 103; Catawissa, 79¾; New York and New Haven, 112¾; New Jersey R. R., 128; Central Coal, 50; Spruce Hill, 4¾; American Coal, 60; Lehigh and Susq., 3; Ashburton Coal, 18; Mariposa pref., 26¾; Boston Water Power Co., 29½; Cary Imp., 14; Western Union Tel., 59¼; Am. Ex. Bank, 115; Bank of Commonwealth, 105; Central Bank, 110½; 4th National Bank, 104; St. Nicholas Bank, 104; Continental Bank, 100; Bank of America, 137; Pheonix Bank, 102; Nassau Bank, 110.

Philadelphia.—Morris Canal Boat Loan, 93; Schuylkill Nav. 7s, Boat Loan 84; Pittsburg 5s, 71; Allegheny County coupon 5s, 71¾; Union R. R., 42; 13th and 15th streets, 21¼; Warran and Franklin 7s, 80; Reading mort. 6s, 1880, 90; St. Nicholas Coal, 3; Fulton, 7¼; New Creek, ⅝; Swatara Falls, 2⅛; Big Mt. Coal, 5⅜; N. Y. and Middle Coal Fields, 5⅞; Mahanoy Coal, 2⅛; Green Mt., 3⅞; Ocean Oil, 5; Feeder Dam, ⅝; Dalzell, ⅞; Farmers' and Mechanics' Bank, 129½; Mechanics' Bank, 32, Bank of North America, 226; Manuf. and Mech. Bank, 32; Girard Bank, 55¼. The latest quotations are: City 6s, 94¼@94½; do., new, 98⅜@98½; State 5s, 94@94½; do., coupon, 94¼@95; do., 6s, W. L., 101¼@101½; Phila., Wil. and Balt., 56¼; Reading, 56⅞@57; do., 6s, 1870, 95½@96½; do., bonds, 90@91; do., con., 112@112; Camden and Amboy, 127½@128; Penn. R. R., 58@58⅛; do., 1st mort., 100@100⅛; do., 2d mort., 98⅜@98⅝; Little Schuylkill R. R., 39¼@39¾; Morris Canal, 80@83; do., pref., 118@121; do., bonds, 90¼@91; Wyoming Valley Canal, 65@68; do., 6s, 82@89¾; Susquehanna Canal, 14@15; do., 6s, 58@59¼; Sch. Nav., 27@27½; do., pref., 35⅝@35¾; do., 6s, 1882, 81@82½; Union Canal bonds, 24½@25; Delaware Div. Canal 53½@55½; do., bonds, 85@86; Elmira and Williamsport, 28@32; do., pref., 42@44; do., 7s, 1873, 96@97; Lehigh Coal and Navigation, 57¾@58; do., bonds, 1884, 87@87½; North Pennsylvania, 39½@40; do., 6s, 90@90¼; Philadelphia and Erie, 32½@32⅝; do., 6s, 91¾@92¼; Minehill, 56½@5½; Catawissa, 38@39¾; do., pref., 37@37¼; Lehigh Valley, 64¾@64⅞; do., bonds, 94¼@94½; Fifth and Sixth streets, (horse,) 44@50; Second and Third, 89@90; West Philadelphia, 65@70; Spruce and Pine, 37@38¼; Green and Coates, 31@33; Chestnut and Walnut, 54@55¼; Thirteenth and Fifteenth, 21@21½; Girard College, 26@29; Tenth and Eleventh, 55@60; Norristown, 58½@58⅝; Union, 42@42½; Hestonville, 18¾@19.

Boston.—Ogdensburg 1st mort., 99; Boston Hartford and Erie, 10; do., 7s, 40¼; Eastern R. R. 6s, 1874, 97; do., 1885, 96¾; Vermont Central 1st mort., 119; do., 2d mort., 36; Rutland and Burlington 1st mort., 90; do., 2d mort., 40; Sullivan R. R., bonds, Jan., 1853, 65¾; Ogdensburg and Lake Champlain R.R., 58; Boston Water Power Co., 29½; Cary Imp., 13⅜; East Boston Co., 11½; Waverly Land, 4; Mammoth Vein Coal, 8; Harleigh Coal, 58; Short Mt. Coal, 23; Quartz Hill gold, 4.50; Montezuma gold, 1.80; Consol. Gregory gold, 17; Chicago 7s, Water Loan, 99¼; Albany 6s, 1879, 95; Taunton 6s, 1876, 98¾; Boston 6s, 1877, 101½; Massachusetts 5s, 1894, gold, 98; do., 1874, 109¼; Maine 6s, 1889, 96¼; St. Louis 6s, 1871, 94; Adams Express Co., 119; Pittsburg and Boston Oil, 12c.; Massachusetts and Oil Creek, 1; Pit Hole Creek, 1.90 Central, 2.40; Oil Creek, 37c.; Crescent, 60c.; Everett, 8c.; New England, 18c.; Bennehoff Run, 6.55; Stewart's Run Pet., 20c.; Blackstone Bank, 126; Everett Bank, 98½; Traders' Bank, 102; Union Bank, 171; Eagle Bank, 115½; Maverick Bank, 105; Eliot Bank, 123½; Atlas Bank, 115½; Webster Bank, 113¾; Merchants' Bank, 121¾; Bank of Commerce, 120; Suffolk Bank, 117; Howard Bank, 107½; Hlmilton Bank, 125¼; Astor Mining Co., 2½; Albany and Boston, 7½; Bay State, 14; Boston, 1; Concord, 3⅛; Calumet, 14⅝; Canada, 90c.; Dana, 3; Eagle River, 3¼; Hancock, 30½; Hanover, 2⅛; Hum-

boldt, 5; Milton, 1⅛; Madison, 2⅞; Mesnard, 3¼; Native, 2; Petherick, 6⅛; Pontiac, 1½; Phoenix, 10¼; St. Clair, 7⅛; St. Mary's, 1; Superior, 3⅞; South Side, 2¼; Winthrop, 2; Washington 2⅛.

Baltimore.—Virginia 6s, registered, 40½; N. W. Va., 1st mort., 97; Marietta and Cincinnati bonds, 81¼; Gardner Hill, 0.70; Liberty 0.06; Atlantic Coal, 1.10; George's Creek, 104; Penn. Oil, 0.15; Baltimore Chrome, 0.50.; Union Bank, 63; Farmers' and Merchants' Bank, 43¾; Mechanics Bank, 17½; Howard Bank, 11¾; Bank of Commerce, 27¼; Farmers' and Planters' Bank, 31; Merchants Bank, 107¼. The latest quotations are: Balt. and Ohio, 113@113½; do., 6s, 1867, 99@99; do., 1875, 96@96½; do., 1880, 96@97; do., 1885, 98½@100; Northern Central, 45¼@46; do., bonds, 1885, 87@88; N. W. Va. 1st mort., 1873, 94@97; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 81@82; Central Ohio, 20@30; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 94@97½; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 100@100; Baltimore 6s, 1870, 97@99; do., 1873, 95@97; do., 1875, 99@99¼; do., 1886, 98@99; do., 1890, 100@100; do., coupon, 100@100; do., Park, 99½@100; do., 1892, 93@98; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@18½; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.40@0.60; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 104@108; Santa Clara, 7½@9; Balt. Chrome, 0.70@0.90; Bare Hill, 0.50@ 0.60; Atlantic Coal, 1.00@1.20; Mineral Hill, 0.60@0.85; Baltimore Coal, 100@200.

Hotchkiss' Patent Forge Hammer.

We present to our readers an illustration and description of an improved Forging Hammer, made by Charles Merrill & Sons in New York; and from personal observation in seeing it at work in their shop, and from the testimonials shown us, we feel justified in calling the careful attention of those needing such a tool to its description. The makers state that they have sold 94 hammers during the past two years, (the time they have been making them) and that all are giving entire satisfaction. The Harlem Railroad shops in New York, the New York, Binghamton and Syracuse Railroad shops in Syracuse, Cleveland, Columbus and Cincinnati Railroad shops in Cleveland, Toledo, Wabash and Western Railroad shops in Toledo, and many large machine shops have the hammers now in use.

Columbian Metal Works.

We invite attention to the advertisement of Messrs. M. M. Freeman & Co., Agents of the Columbian Metal Works, in another column, by reference to which it will be seen that they have for sale Seamless Rolled Brass and Copper Tubes for Locomotive Flues and other purposes; Tubes of true bore, for Pump Chambers and Oil Wells; Copper Tubes of all sizes and lengths suitable for all Locomotive Work; Suction Ingress Pipe, etc. Address M. M. Freeman & Co., Agents, 40 Broadway, New York.

☞ Messrs. Fowle & Co., 70 Broadway, New York, have for sale 40,000 lbs. of superior railroad spikes.

Union Pacific Railroad.

General J. H. Simpson, President of the Board of Government Commissioners, appointed to examine and report upon the Union Pacific Railroad, has submitted to the Secretary of the Interior the report of the Commissioners on the fifth section of thirty-five miles, commencing on the 126th and terminating at the 160th mile-post. The embankments and excavations are similar to those of the sections heretofore examined. The cross-ties number 2,451 to the mile, and if sawed, face not less than six inches, and are eight inches thick; if hewn, face not less than seven inches, and are of equal thickness. The rails weigh fifty pounds to the yard, and are of the best American manufacture, the chairs are also of American manufacture, similar to those used on other sections. Two permanent water tanks have been constructed on the section; one at Lone Tree, and the other at Grand Island Station, where a turn-table has also been built. The company propose to erect a passenger and freight depot at each of these stations, the one at Grand Island having already been framed. The telegraph wires extend along the entire section, and are connected with lines to the east. The alignment is reported excellent, the road is in a smooth condition, and the ditches are generally ample and continuous. With the understanding that the company will rectify a few unimportant deficiencies, the Commissioners have recommended the acceptance of the section.

New York and New Haven Railroad.

A meeting of the stockholders of this road was held at New Haven on the 8th inst., at which the directors were authorized to issue 10,000 shares of additional stock, to be disposed of at the discretion of the directors. A resolution was passed giving each person who, on the first day of September, shall be a stockholder, the privilege of taking at par, one share for every five owned by him. A resolution authorizing the directors to apply moneys received from the sale of the additional stock, to the payment of the $912,000 seven per cent. bonds, which mature in December next, was also unanimously adopted.

Southern Pacific Railroad.

On Saturday, July 28th, we were present when the last rails were laid which united Shreveport, La., with Marshall, Texas. For many long years we have looked forward to the completion of this connection as the first move westward, the initiatory step to a grand system of railroads diverging through Texas, with its centre at Marshall, and its outlet through Shreveport.

Col. Waskom, the President of the Southern Pacific railroad, has displayed decided financial ability, for he has succeeded in gaining the confidence and in procuring material aid from the stockholders in Louisville and other places, and has raised the funds with which to complete the road to Shreveport. The enterprise was languishing, indeed almost lifeless, until Col. Waskom, assisted by large capitalists who are interested in the road, reorganized the company, reduced the stock, and placed it upon a firm basis by excluding all that was bogus.

Hynson & Co., the contractors, have, by their indefatigable energy accomplished wonders, when we take into consideration the class of labor they were compelled to employ, and the embarrassments and even opposition which they met with from many quarters. All the antecedents of both roads were bad. There was no confidence in the public mind and failure was predicted. We congratulate these gentlemen upon their signal triumph over all obstacles, and wish them every success in their enterprise. The directors, and indeed all the officers connected with this road, have exhibited a corresponding zeal in the discharge of their respective duties. So long as they are actuated by such a commendable ambition the road will be steadily extended westward to the illimitable prairies of Texas.

The road-bed is undergoing repairs along the entire line, and in four weeks we will have a track which will compare favorably with any in the country. Additional rolling stock will be purchased at an early day, and the locomotives put in good running order, and then the road will be able to carry passengers and freight at schedule time.—*Shreveport Gazette.*

Great Western Railway of Canada.

The Directors of this Company have made a final call of £2 10s. upon the new shares, upon which £18 per share has been called up. The present call will make £20 10s. per share called up, which is the full sum; such call is payable at the London Joint-Stock Bank, Princes street, London, England, on or before the 10th September next, and interest at the rate of 6 per cent. per annum will be charged upon calls in arrear after that date.

Call letters were to have been forwarded to the holders of new shares on the 10th inst.

The New Cotton Crop.

The Memphis *Bulletin* says that the most careful calculations and investigations estimate the new cotton crop at two million seven hundred thousand bales, or just about half the crop of 1860, which was the largest ever raised in the South. The estimated production for Arkansas, one hundred and fifty thousand bales; Tennessee, one hundred and twenty-five thousand bales; and Alabama, four hundred and eighty thousand bales. Considerable cotton will be grown in Western Kentucky and Southern Illinois. The crop of Illinois may safely be estimated at fifteen thousand bales, and that of Kentucky at ten thousand, which, added to the above, makes a total of two millions seven hundred and fifteen thousand bales. Calling the bale four hundred and twenty-five pounds, and reckoning the price that will be realized for the crop at thirty cents in currency, New York quotations, and we have this result: Pounds of cotton, 1,153,875,000; value at thirty cents, $345,161,500. The Government tax under the new internal revenue bill, is three cents per pound, and the above amount of cotton would yield the sum of $34,616,159.

☞ The extensive repair shop of the Boston and Maine Railroad Company at Lawrence, was destroyed by fire on the 12th inst. Four or five cars loaded with valuable machinery, standing in the yard, were also burned. The Superintendent's office contained many valuable records, drawings, patterns, etc., which cannot be replaced. Loss $100,000, on which there is insurance for $25,000.

☞ The car-house, the building containing the stationary engine used for pumping water and sawing wood, and the sheds covering 250 cords of wood, belonging to the Old Colony and Newport Railroad Company, near the station at Bridgewater, were totally destroyed by fire on the night of the 12th inst.

☞ A company, with a capital of $15,000, has been formed at Lenox for the purpose of manufacturing fuel from peat.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Aug. 10th, 1866, were $52,028 38
Corresponding week of 1865 ..... 60,835 56

Decrease $8,807 18

The earnings of the Grand Trunk Railway of Canada for the week ending Aug. 4th, 1866, were $128,091 00
Corresponding week of previous year.. 127,067 00

Increase $1,024 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Aug., 1866 .. $23,165 00
Corresponding week previous year.... 25,026 70

Decrease $1,861 70

The earnings of the Western Union Railroad for the week ending Aug. 7, 1866 ..... $11,655 79
Corresponding week previous year.... 13,013 93

Decrease $1,358 14

The earnings of the Chicago and Great Eastern Railway for 1st week in Aug. were.... $24,081 77
Same period last year 22,213 45

Increase in 1866. ..... $1,868 32

The earnings of the Chicago and Northwestern Railway for the first week in Aug., 1866 were $150,444 00
Corresponding week of previous year.. 143,568 00

Increase $6,876 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in Aug., 1866, were $52,986 00
Corresponding week of previous year.. 61,131 00

Decrease $8,145 00

The earnings of the Michigan Central Railroad for the 1st week in Aug., 1866, were .. $66,647 00
Corresponding week of previous year.. 85,309 00

Decrease $18,662 00

The earnings of the Detroit and Milwaukee Railroad for the first week in Aug., 1866, were $28,639 00
Corresponding week of 1865..... 35,693 00

Decrease $7,054 00

The earnings of the Chicago and Alton Railroad for the first week in Aug., 1866, were $76,354 00
Corresponding period previous year.. 81,155 00

Decrease $4,801 00

Interest and Dividends.

The Chicago and Alton Railroad Company have declared a dividend of five per cent., free of government tax, out of the earnings for the last six months, upon the preferred and common stock of the Company, payable at the office of M. K. Jesup & Co., No. 84 Broadway, New York, on the 1st of September next, to the holders of said stock who may be registered as such at the close of business hours on the 20th of August, at which time the Transfer Books will be closed, and reopened on the 3d of September next for transfers.

The Oswego and Syracuse Railroad Company will pay a semi-annual dividend of four per cent. on its capital stock, free of Government tax, on the 20th day of August inst.

The Delaware Division Canal Company have declared a dividend of three per cent. clear of tax, payable on the 15th inst.

Journal of Railroad Law.

OUR CITY RAILROADS—JUDGMENT IN THIER FAVOR —THEY MAY CHARGE AND COLLECT SIX CENTS.

The case of Moneypenny *vs.* The Sixth-avenue Railroad Company just decided in the Supreme Court of this city, holds that the statute of this State imposing a penalty on railroads for charging more than two cents per mile for passenger's fare does not apply to city railroad companies. The opinion of the court was delivered by McCunn, J.

By the Court.—The first question is whether the penal act of 1857 applies to City Railroads, incorporated under the general act of 1850, but whose fare for the transportation of passengers was fixed or regulated by contract with the City authorities who bestowed the grant, and which contract has been confirmed by the Legislature of 1854. I am opinion it does not.

The act of 1857 refers by its very term only to companies other than city companies.

In Chase *vs.* N. Y., Cent. R. R. Co., 26 N. Y. R. 526, the Court say "that the statute of 1857 has reference to the statute in which the rate for carrying passengers is fixed and allowed not to exceed two cents per mile, and it has no reference whatever to city railroads

Moreover, the language of the act shows that it could not have been intended to refer to companies whose fare was fixed at a sum certain for any distance great or small.

The penalty is prescribed against any company which shall ask and receive a greater rate of fare than that allowed by law, to wit, two cents per mile, and declares that it shall be lawful to take the legal statutory fare for one mile for any fractional distance less than a mile.

Unless, therefore, the fare of the defendants in the present action is to be governed by the mile, and not by their contract with the city, under which they have always received their fare, but by the General Railroad Act it is manifest the act of 1857 has no application.

Indeed, the act in question was never intended to apply to a City Railroad Company who are carriers of passengers only; and this is manifest from the language of the statute, which provides that every corporation formed under it shall have power "to regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor, but such compensation for any passenger and his ordinary baggage shall not exceed three cents per mile." It would therefore be impossible to apply it to a City Railroad.

The railroads of the interior have stations at fixed points, from and to which the fare is computable, and at which passengers get in and out of the cars. With our city roads a person gets on and off at all points. He pays his six cents and rides to where he pleases. Again, if the act of '57 had any application to city roads, these defendants may use steam (Sect. 7, 528,) and may demand an extra of five cents from passengers not purchasing tickets, (Sec. 87,) and the companies are also obliged to erect fences along their entire route, (Sec. 56,) and may also take all the real property they require for the purposes of their business, (a depot, for instance,) and acquire the legal title against the will of the owner (Sec. 13, 14 and 32). It is clear, therefore, that the general Railroad act is not to be stretched beyond its reasonable applications. But in addition to all this the act of 1854 takes the whole subject of fare out of the operation of Sec. 28 of the general act.

The act of 1854 applies exclusively to city railroads, which commence and end in the city, it authorizes the Common Council to grant the right to construct and establish railroads upon such terms, conditions and stipulations, in relation thereto, as such Common Council may see fit to prescribe.

Now these defendants had been actually incorporated nearly three years at the time of the passage of this act, and had in part constructed their roads. They, therefore, came within its provisions; and by its very terms, they were placed in the position in which they would have been, had they obtained their license from the Common Council after the passage of the act, and in strict compliance with its terms.

But while the act of 1854 ratified and sanctioned the agreement made between these defendants and the Common Council, and thus took the subject of fare out of the General Statute of 1850, it did not make the fare fixed by that agreement a matter of statutory enactment; it did not make the fare "allowed by law" in the language of the penal act of 1857; it was still a fare regulated by contract. The act confirming the contract says nothing about fare; it leaves that as found and provided for in the resolutions and contract between the city and the company. It made valid, if you please, a voidable contract, and gave legislative sanction to all its provisions, that of fare included.

It follows, from what has been said, that the fare of these defendants is regulated, not by the act of 1850, as claimed by the complaint in this action, but by the agreement with the city corporation, and it equally follows that the act of 1857 has no application to these defendants; therefore the penalties claimed in this action cannot be enforced. There is an exception taken by the defendants to the complaint, in this: "That in no Court does it allege that the plaintiff informed the conductor on entering the car how far he was going, or that he objected to pay the six cents." This exception is well taken, but after what I have said above, it is not necessary to discuss the proposition. The demurrer to the defendants' answer must therefore be overruled with costs.

Grain Trade of Chicago.

The following figures from the tables published by the Secretary of the Board of Trade at Chicago, show the receipts at that place of flour, wheat and oats for the past eight years, from Aug. 1, 1858, to Aug. 4, 1866. We give the receipts from the first week in August, it being the best dividing line between the crops.

	Flour bbls.	Wheat, bu.	Oats, bu.
1858–'9.....	441,445	5,087,896	632,002
1859–'60....	711,302	8,942,461	1,583,894
1860–'1....	1,000,625	17,495,875	1,540,264
1861–'2....	1,680,169	17,829,318	2,246,269
1862–'3....	1,580,802	11,912,507	5,308,576
1863–'4....	1,431,790	13,395,729	9,940,599
1864–'5.....	979,694	9,431,137	15,715,791
1865–'6....	1,532,411	8,482,526	11,517,768

☞ The bridge over the Big Black, on the line of the Southern (Miss.) Railroad, has been finished, and trains are now running through from Vicksburg to Meridian.

Philadelphia and Baltimore Central Railroad.

The engineer of this road, Mr. J. M. Hood, has made a report of the various routes surveyed, south of the Susquehanna river, and lays down the following as the most practicable, and of which he says:

"We crossed the river and ran into the mouth of Deer creek. This crossing we found to be very favorable as a bridge site, and particularly desirable, as it enabled us to quit the river and commence at once a long and easy ascent of the Summit ridge, or divide between the waters of Deer creek and Bush river."

The report then describes several others routes, one south of Belair, and another by the way of Waters' Mill; but on all difficulties were encountered which caused the abandonment of each of these lines. The report then proceeds:

"So the route settled upon, and the only feasible one the country will afford, leaves the Deer creek summit and crossing Bynum's run at Moore's mill, passes about one-third of a mile to the north of Belair, where it strikes the head of Stony branch, which is followed to Archer's dam, on Winter's run. The run can here be crossed by trestle work fifty-five feet high and five hundred feet long, on a straight line and level grade, which is very favorable for the locality."

After describing very minutely some other routes which were found impracticable on account of high grades, deep gorges, etc., and all of them abandoned, the report says:

"As the general direction of the ridge itself was good, I next determined on a summit line to Stockton. This was found well suited for the purposes of a location, and is altogether the most favorable that could be had. The line then proceeds in the direction of Kellville, passing about half a mile to the left of Jerusalem mills, and crosses the falls about midway between Franklinville and Jericho factories. The bridge at this point will be fifty-seven feet high and four hundred feet long. The line then bears gradually to the right, and following a branch heading near Kingsville, crosses the summit between the two Gunpowders, at that point where it is broken by two large branches elbowing in the direction of each other, on opposite sides. The road then takes a course almost in a direct line to Stemmer's run, and strikes the Great Gunpowder at a bridging point near the mouth of Broad run. At this crossing high trestle work is required, which will be about five hundred feet long. The line then passes to White Marsh run which it crosses at Fenby's mill, and passes a little to the left of the burnt dwelling of Mrs. Ridgely, on the White Marsh farm, when it curves slightly to the right and crosses the Philadelphia and Baltimore turnpike, passes through Buck's Gap, to its intersection with the Philadelphia, Wilmington and Baltimore railroad, at a point near Stemmer's run station, and about eight miles from the city of Baltimore."

By this route, the distance from the Susquehanna river to the intersection with the Wilmington road near Stemmer's run is 35 miles.

Anthracite Coal Trade.

The anthracite coal tonnage is again, for last week, an increase on that of the previous week. The Reading Railroad brought down for week 96,654 tons, and the canal 36,391 tons—making a total for the week of 133,045 tons, against 101,881 for corresponding week last year. The tonnage of the week, as reported by the principal carrying companies, is 323,482 tons, against 207,192 tons in corresponding week last year—showing an increase of 116,290 tons. The aggregate tonnage of the season, as far as reported, is 7,321,210 tons, against 4,890,180 tons to same time last year—showing an increase of 2,431,030 tons.—*Philadelphia Ledger, Aug.* 15.

The Connecting Railroad.

This road is designed to connect all the great railroads centering in Philadelphia, by a circuit around the city on its northern and western sides. It branches out from the Trenton Railroad between Frankford and Richmond, and crosses the city on a line nearly due west, and for a considerable distance nearly parallel with Tioga street. Declining to the southward, however, it strikes the Schuylkill just north of the Girard avenue bridge. At this point, a bridge for the accommodation of the road is to be built, some of the piers of which are considerably advanced. The rails are laid as far west as the crossing of the Reading Railroad, which at this point is about Ninth street. Beyond this the grading is nearly completed to Broad street. Some work is also going on beyond Broad street. The Connecting road crosses the North Pennsylvania road at grade, and it also crosses Sixth street at grade. It is to be carried across both the Reading Railroad and the Germantown Passenger road by substantial bridges. The bridge at the Reading Railroad crossing is already pretty far advanced.

Railroad in Maryland.

We learn from the Centreville *Observer* that another railroad project is on foot in Queen Anne's county, Md. A map has been issued containing two lines—one from Galena, on the proposed Kent County road, through Crumpton, direct to Centreville, and the other from Massey's X Roads, in Kent county, through Millington, to the same town. The distance by the former line is about 20 miles; and by the latter, 23 miles.

The estimated cost of building the road is $270,000, of which the State appropriates $112,000, which, with the county appropriation of $50,000, should it be carried at the next election, will leave but about $118,000 to be taken by subscription, of which amount the first district claims to be able to take $50,000, leaving but $68,000 to be taken by the other four districts.

☞ The Commissioner of Internal Revenue has decided that the act of March 3, 1865, amended July 13, 1866, imposing a tax of 10 per cent. upon banks and banking associations for paying out the notes of said banks, does not apply to private bankers doing business without a charter. If, however, a private banker receives and pays out the notes of State banks as the agent of a National Banking Association, State Bank or Banking Association, the statute of liability is created.

☞ In October last, according to the monthly statement of the Secretary of the Treasury, the amount of legal tender notes in circulation was $678,126,940. On the 1st inst., this item had been reduced to $566,373,868—showing a reduction from the amount outstanding in October, 1865, of $111,753,072. In October of last year, the National Bank notes issued amounted to only $104,182,630, and on the 11th inst., had increased to $287,048,950—showing an increase of $182,866,320. We thus have an actual increase in these two classes of currency of $71,113,248.

☞ The earnings of the Virginia and Tennessee Railroad for the first week of August were $11,066, an increase of $5,341 on same week last year. Total for the fiscal year, commencing the 1st of July, 1866, $51,091, an increase of $38,304 on the same time 1865.

Production of Gold and Silver.

Official returns are published showing the amount of tax collected on bullion by the United States during the past twenty months. From these it appears that the value of the gold and silver on which such tax has been levied during this time, ending with 31st May, 1866, is $169,762,302, or an annual production of £101,857,381. The collection made at San Francisco is by far the largest, amounting to £92,062,090 for the twenty months. The tax is one-half per cent., payable on bullion in lump, ingot, bar or otherwise, and the exportation, sale or use of unstamped or native gold or silver is prohibited; hence it is concluded that the above represents the production of the United States with tolerable accuracy.

The Railway over Mont Cenis.

A Florence letter in the *Moniteur* says:

An interesting experiment has lately been made on Mont Cenis in presence of M. Behic, French Minister of Public Works, accompanied by several engineers. The portion of the railway already completed on the slopes along the carriage road of the mountain was gone over by a train consisting of several carriages at a rate of eleven miles an hour in ascending, and nine and a half in coming down. The incline sometimes attains 8½ feet in the 100, and some of the turnings have a radius of only 40 metres (133 feet). The works of the Italian side are to be completed by the end of October next, so that there is reason to hope that, by the month of November next, Italy and France may be united by an uninterrupted line of railway. The system, as you are aware, is that of Mr. Fell.

Delaware Division Canal.

At a meeting of the Board of Managers held in Philadelphia on the 8th inst., it was "Resolved, That a meeting of the Stockholders of this company be called to meet on the 20th day of August 1866, to consider and vote upon the ratification of the lease of the Canal belong to this company, to the Lehigh Coal and Navigation Company."

In conformity with this resolution, a meeting of the Stockholders of this company is called to meet at the office of the company, on Monday Aug. 20th at 12 o'clock, M.

☞ A telegram to the Associated Press, dated London, August 15, noon, says: "It is announced to-day that the plans for the confederation of the British provinces of North America have been definitely arranged by the government.

"The statement is also made that the terms for a loan from the government for the building of an inter-colonial railroad from Halifax, Nova Scotia, to a point of connection with the Canadian Grand Trunk Railway, have been settled."

Warren and Franklin Railroad.

This road has been completed to Oleopolis, 42 miles from Irvine, on the Philadelphia and Erie Railroad; and having purchased 9 miles of road between Oleopolis and Oil City, now own and operate 51 miles of road.

☞ A dispatch from St. Paul says: "The Minnesota Valley Railroad Company has just purchased 1,600 tons of American iron, at Philadelphia, which will finish their road to Bell Paine, giving them a continuous line from St. Paul 48 miles up the Minnesota valley."

☞ The Charleston and Savannah railroad has been opened to the Saltkahatchie, and the bridge over that river repaired.

Baltimore and Aquia Railroad.

We learn from Washington that Col. J. W. Forney and associates have signed the final contract for constructing the Baltimore and Aquia railroad, and the work is to be commenced at once, at or near Millersville, on the Annapolis road. Five miles of the road are to be graded within three months, and the main road between Millersville and Upper Marlboro', and the branch road to Washington city, are to be completed within two years. The bill authorizing the completion of that portion of the branch road within the District of Columbia was defeated in the Senate.

Concord Railroad.

At a meeting of the Directors of the Concord Railroad last Saturday, Hon. Josiah Minot was elected a Director of the road, in place of Josiah Stickney resigned, and afterwards President of the road; Hon. Joseph A. Gilmore was dismissed from the Superintendency of the same. This completes an entire revolution in the management of the road since last May. An investigation is going on into the past management of the road.—*Manchester Mirror.*

☞ We are informed on reliable authority that the accident at the depot of the Michigan Central Railroad Company at Detroit has been greatly exaggerated, and that it extended only to the falling of several iron rafters which were being put in their places for the new roof. Loss estimated at not over $1,000, which falls upon the contractors. The company will only be inconvenienced by the delay of a week or two in the finishing of the building.

☞ The Virginia Central Railroad Company have determined, after the 13th of August, to reduce their freight charges five cents per 100 lbs. on all goods coming from the Orange and Alexandria Railroad, and from two to eight cents, according to class, on all freight transferred from the Central to the Orange and Alexandria Railroad.

☞ The citizens of Buffalo have voted a loan of $200,000 to the Buffalo and Washington Railroad Co.

40,000
RAILROAD SPIKES
FOR SALE.

We have 40,000 Pounds of Superior Spikes for Sale.

FOWLE & CO.,
70 Broadway.

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COPPER TUBES,
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COPPER TUBES, of Sizes and Lengths Suitable for all Locomotive Work. SUCTION INGRESS PIPE, &c.

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RAILWAY COMMISSION MERCHANTS

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SIDNEY W. HOPKINS. CHARLES FOCKE.

SEVEN PER CENT.
First Mortgage Bonds
OF THE
North Missouri Railroad Company.

We offer for sale the Seven Per Cent. First Mortgage Bonds of the North Missouri Railroad Company, having thirty years to run. Coupons payable in New York on January 1 and July 1, in each year.

Before accepting the agency for sale of these bonds, we made careful inquiry into the condition and prospects of the road, which was examined by Mr. Wm. Milnor Roberts and others, on our behalf, and their highly satisfactory report enables us to recommend the bonds as first-class securities, and a safe and judicious investment.

The proceeds of these bonds ($6,000,000 in all) will be used in extending a road already completed one hundred and seventy miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa; and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri river, so that this mortgage of $6,000,000 will cover a complete and well stocked road of three hundred and eighty-nine miles in length, costing at least $16,000,000, with a net annual revenue after the first year of over $1,500,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

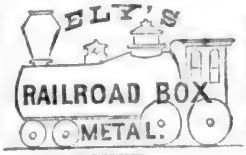
The railroad connects the great City of St. Louis with its 200,000 inhabitants, not only with the richest portions of Missouri, but with the States of Kansas and Iowa and the Great Pacific Railroads.

To the first applicants we are prepared to sell $500,000 at the low rate of 80 cents, desiring to obtain a better price for the remainder. This will yield about 9 per cent. income, and adds 20 per cent. to principal at maturity.

Any further inquiries will be answered at our office.

4t30 **JAY COOKE & CO.**

A. L. HOVEY & CO.
Cor. 2d & South 11th Streets,
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Cheaper and warranted superior to the best brass boxes. Price 35 cts per lb.

A. L. HOVEY, J. R. BAKER. } **T. R. ELY, Superintendent.**

JOSEPH H. CROWELL, Agent for Railroads, New Jersey Central Railroad Depot, New York.

CIVIL AND MINING ENGINEERING,
AT THE RENSSELAER POLYTECHNIC, INSTITUTE, TROY, N.Y.

The next Annual Session begins SEPT. 12th. For the new ANNUAL REGISTER, containing full information, apply to

8t31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

THE STEAM SYPHON PUMP

COMBINES the properties of a Lift and Force Pump, without valves or machinery of any kind.

It will not get out of order and cannot freeze up. A Locomotive can raise water to fill its tender in a few minutes, thus dispensing with tanks, pumping machinery and attendance. It can be used as a Fire Engine where steam power is employed, as at Machine Shops, Car Shops, &c. Address STEAM SYPHON COMPANY,

6m30 **48 Dey St., New York.**

Proposals for a Tunnel
UNDER CHICAGO RIVER.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, August 1st, 1866.

SEALED Proposals will be received by the Board of Public Works, at their Office, until 11 a. m. Saturday, August 18th, for the construction of a Tunnel under the South Branch of Chicago River, at Washington-st., according to plans and specifications which will be on file at said office and ready for examination on and after August 8th.

The Tunnel under the river is to consist of three passage ways, the outside ones to be each 11 feet wide and 15 feet high, and the middle one 10 feet wide and 15 feet high. The middle passage-way to terminate near the river on each side in stairways to the street. Between the stairways and the ends of the covered portion of the Tunnel, the three passage-ways are to be reduced to one, varying from 24 to 20 feet in width, and from 20½ feet to 17⅔ feet in height. The whole length of the covered portion of the Tunnel will be about 1,000 feet.

Proposals must be addressed to the Board of Public Works, endorsed "Proposals for Washing-st. Tunnel," and be accompanied with the usual $200 bond, with sureties, to be approved by the Board.

The Board reserve the right to reject any bid not in accordance with the conditions of this advertisement, or to reject all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
2t32 Board of Public Works.

STREET RAILWAY CARS.

20 NEW CARS, BUILT FOR A FOREIGN market, of

BEST MATERIAL AND WORKMANSHIP, BY

JOHN STEPHENSON.

FOR SALE AT A LARGE DISCOUNT

WM. P. KITTREDGE & CO.,
164 Water Street, New York.

MR. JOHN H. JACQUELIN withdraws this day from our firm, A. G. HEMINWAY & CO.

—o—

Mr. A. G. HEMINWAY will continue in the same business as heretofore at No. 10 Wall Street. New York, August 1, 1866.

—o—

We have this day formed a co-partnership for the transaction of a general STOCK, BOND and COMMISSION BUSINESS, under the name of

JACQUELIN & DE COPPET,

JOHN H. JACQUELIN,
Late of the firm of A. G. Heminway & Co.
HENRY DE COPPET,
Formerly with Western & Billier

New York, August 1, 1866. Office No. 26 New-st. 4t31

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, July, 27, 1866.

TWENTY-SIXTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three Per Cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of July instant, and be reopened on the morning of Thursday, the twenty-third day of August next.

3t31 E. D. WORCESTER, Treasurer.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 25, 1866.

Our Great Cornfield—What it will Produce.

The great cornfield of the West is now in its bloom and beauty. If nothing happens very extraordinary between this and October, there will be the greatest and best crop of corn ever grown in the United States. No one corn crop anywhere in the world can compete with it. Maize, corn, is so common a plant with us—so much a matter of course—that we do not put half its true value on it. There is no plant on earth equal to it, in the countries where it is produced. It is the wealth of the Ohio valley, whose thickening population gather from it gold and silver faster and easier than any mines can produce them. There is one consideration which makes the value of Indian corn much beyond any common estimate. This is the variety of its uses. Let us take a few samples. The cities of New York, Boston, Philadelphia and Baltimore, as well as other cities, derive all their animal food from the West; but every one of the millions of cattle and hogs are fattened on Indian corn. So, too, those millions of people, both negroes and whites, who eat only corn bread. So, too, there are millions of people who use whisky, directly or indirectly; but whisky is made of Indian corn. Then there are millions of animals supported in winter both by the grain and the fodder of corn. If it were necessary we could make all our molasses from corn. In one word, there is no plant which can be put to as many uses as corn. Then there is no plant really more beautiful. Its deep green, its drooping leaves, its falling tassels, its graceful waving in the wind, make it one of the most beautiful objects of the vegetable world. Suppose some decree of Providence were to deprive the Ohio valley of corn; what should we do? The glory of the country would be gone; half the value of its lands would be destroyed. Think of the Ohio valley being reduced to no more than the crops of Sweden or Norway. It is by such a comparison that we can imagine what the deprivation of corn would be to us. If again, we turn to the positive side of the account, statistics will give us some idea of what Indian corn is. The people of Ohio raise an average of thirty bushels to each living person, small and great, annually. Now, imagine the two hundred and thirty thousand people in Cincinnati, each one with thirty bushels of corn. A bushel of corn contains sixty pounds of solid grain. Now suppose the crop eighty millions of bushels (and this year it will be more), and you have as the season's crop four thousand eight hundred millions of pounds of grain; besides as much weight in fodder. It is almost inconceivable in magnitude just for the State of Ohio. If you reflect that wheat averages but little more than one-third as much to the acre, and contains no more pounds to the bushel, you see that it falls far short of corn in its positive utilitarian value. It is true that by the very fact of its less production it is higher in price, but when you come to bring wheat down to every day uses it is inferior in variety and value to corn. It may be distilled. It may be fed to cattle, but the inferiority *of its production per acre* is in this climate decided. In a high northern latitude the advantage might be in favor of wheat. Let us now turn to the corn statistics of the United States, and see how we are advancing in this wonderful plant. The statistics of the production of corn in the United States for the last twenty-five years are as follows, viz:

	Bushels.
In 1840, total crop.....	377,531,875
In 1850, total crop.....	592,671,104
In 1860, total crop.....	830,451,707
In 1866, total crop (estimated).....	1,039,000,000

The increase being at the rate of 4 per cent. per annum, the aggregate crop of 1866 will be over *one thousand millions of bushels!* Estimate this at sixty cents per bushel, and conceive, if you can, the *feeding power of this enormous quantity of Indian corn.* Three or four years ago corn was so abundant in Illinois that it was used for fuel. The chief use of corn is the production of carbon in the animal stomach, and this production can be carried on in the stomach of almost all animals, from the feathered biped to the unfeathered biped, man. As we see, however, daily, before us, it is chiefly applied to cattle, hogs and horses, and certainly we must consider this is a wonderfully luxurious country, where our domestic animals command food fit for the daintiest man.

Let us next consider the portions of the United States where Indian corn is *the* staple, in comparison with other grains:

New England, New York and New Jersey, 38,948,890 bushels.

Pennsylvania, Maryland, Delaware, Virginia, North Carolina and South Caroline, 128,998,249 bushels.

Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Texas, 147,425,726 bushels.

Ohio, Indiana, Illinois, Kentucky, Tennessee, Missouri, Michigan, Wisconsin, Minnesota, Iowa and Kansas, 550,627,943 bushels.

The enormous preponderance of Indian corn in the central West is here obvious. But we should remark that the States of Michigar, Wisconsin, Minnesota and Kansas have produced but a very small portion of this; and that, in fact, half the immense crop of Indian corn grown in the United States is produced in the valley of the Ohio and Missouri. No doubt the main cause of this is climatic, but does not depend on the most southern climate. It depends on a combination of warmth, humidity and limestone, which is nowhere found in such a combination as in the Ohio Valley. Indian corn is grown in France, Italy, the West Coast, parts of Asia, &c., &c., but nowhere is their a climate adapted to it so good as that of the valley of the Ohio.

We should remark here, that *maize* (Indian corn) is an American plant, and it would almost seem from the historical and collateral evidence to be a native of this very region of country. Dr. Pickering in his "Races of Man," a most valuable work, says "that the plant most widely cultivated in aboriginal America is the *maize*, or Indian corn. If it shall prove foreign, there is but one route open to its introduction, that of Japan. It is further manifest from the local absence of the plant, that North California was not the point of dissemination to other parts of America." In fact, there is no evidence that corn originated in any other country, and all evidence possible is the imperfect history of the abriginals, that it orginated here. The maize was found in the ruins of the ancient Indian towns of Peru. But maize was not introduced into Egypt till the sixteenth century; nor into Italy till 1530. We find it in all other countries an introduced or immigrant plant; but in America it was cultivated everywhere by the aboriginals and found on the ruins of its ancient monument. Maize then is American, and we may here say that if America had nothing but its own plants, it would have not only all that was necessary to good living, but nearly all that is luxurious and beautiful in the productions of the earth.

In regard to the positive production of corn in proportion to soil and climate, the State of Ohio affords the best and most accurate examples. For fifteen years we have had in Ohio perfect and reliable statistics of our annual crops. We have, therefore, the average not only of one locality or class of soil, but of all soils, and of a long series of years. This establishes, in the most perfect manner, a unit for the average production of all soils and all seasons. Here we may remark that there is no plant so little effected by the change of season as Indian corn. The wheat crop, even the oats crop, is sometimes struck down, so that the product is not more than 30 or 40 per cent. of what it should be; but, for twenty years, the corn crop of Ohio has never been reduced below 60 per cent. of what it ought to be. One year it was reduced to about two-thirds by drought. In another year it was injured by a severe frost when ripening; and in another by such heavy rains in May and June, that much less than usual was planted; but in no one year was it reduced as low as sixty per cent. Corn in the Ohio Valley may be regarded as a permanent crop, which nothing but an extraordinary change in the course of nature can seriously reduce.

We shall now give the average of production in the State of Ohio, furnished in the annual report of the Commission of Statistics. In the annual report on statistics for 1860 the following summary is given up to that period. The number of acres in corn has increased from 1850 to 1860 nine hundred thousand acres:

Year.	Crop. Bushels.	Average per acre. Bushels.
1839, (U. S.)	33,668,144	....
1849, (U. S.)	59,078,695	....
1850, (State)	56,619,608	36.8
1851 "	61,171,282	36.7
1852 "	58,165,517	33.6
1853 "	73,436,090	40.0
1854 "	52,171,551	26.0
1855 "	87,587,434	39.7
1856 "	57,802,515	27.7
1857 "	82,555,186	36.6
1858 "	50,863,582	27.7
1859 "	68,730,846	29.5

From this table the following inferences may be drawn:

1. The crop of Indian corn has increased from 1840 to 1850, 25,410,551—76 per cent.; from 1850 to 1860, 9,652,151—16½ per cent.; from 1840 to 1850, 35,062,702—107 per cent.

2. If we divide the last nine years into three periods, we shall find there has been a steady and nearly equable increase of the crop of Indian corn. Average of the crops of 1851, 1852 and 1853, 64,257,629 bushels. Average of the crops of 1854, 1855 and 1856, 65,852,999 bushels. Average of the crops of 1857, 1858 and 1859, 67,-169,872 bushels. This is a slow but certain increase.

The annual production of the next five years was:

	Acres.	Bushels.	Per acre.
1860	2,397,639	91,588,704	38.0
1861	2,266,129	74,858,878	33.0
1862	2,120,544	62,764,887	30.0
1863	2,027,811	54,614,617	27.0
1864	1,938,616	54,053,491	27.0

The average of these five years is 67,500,000, but little above the production of the three previous years.

The production of 1865 was greater, and the production of this year will be much greater. If we suppose the number of acres planted to be 2,-400,000 (and it was more than that one year), and the average production, that of 1860 (38 bushels), we shall have 82,000,000 of bushels; but, as we do not know the number of acres planted, we cannot speak with certainty. We have had three crops (see the above table) of eighty-seven, eighty-two, and ninety-one million of bushels. Unless there is some unforeseen accident to the crop, the probability is, we shall have nearly ninety million this year. The average per acre, in twenty years crops, is not materially different from thirty-three bushels per acre; and this may be taken as a unit of measure for all soils and in all seasons. An acre of land in Ohio has produced 180 bushels of corn, but who can get that in one hundred acres? If it were possible to produce 60 bushels of corn per acre, the land would be worth two hundred dollars per acre, estimated by the income. There are some counties such as Butler, Monroe, Ross and Pickaway, where the quantity of alluvial land is so great that the averages per acre reach in most years, above forty bushels per acre. To form an idea of the value of such lands, it is not only necessary to consider that Butler county has produced once three millions of bushels of corn in a year, which is equal to one hundred and eighty millions of pounds of nutritious grain, which will support in bread and meat comfortably, one hundred and fifty thousand people. Joel Barlow celebrated in a poem the praises of "Hasty Pudding." A better subject now is the praises of the beautiful maize, as it greens and grows in this beautiful valley.

Morrow, Ohio, August, 1866. E. D. M.

Bellefontaine Railway Company.

This road is 206 miles in length, extending from Indianapolis, Ind., to Crestline, Ohio. The following is a comparative statement of the earnings and expenses of the line for the years ending December 31, 1864 and 1865:

Earnings:	1864.	1865.
From passengers	$653,563 45	$828,367 27
" freight	1,045,013 15	777,438 60
" mail	28,475 00	28,475 00
" express	21,592 73	40,884 09
	$1,748,644 33	$1,675,164 96
Expenses, viz:		
Repairs of engines	$100,413 87	$101,909 61
" cars	92,919 18	133,756 18
" track	352,682 68	317,397 25
" bridges	48,889 24	14,609 42
" b'ild'gs, etc.	69,944 14	74,155 94
Passenger expenses	95,338 43	104,580 62
Freight "	156,742 57	157,066 01
General "	55,686 19	61,101 01
Oil and waste	18,305 95	30,741 69
Fuel	131,127 52	145,652 24
Loss and damage	39,694 56	29,352 96
	$1,161,744 33	$1,170,322 93
Net earnings	$586,900 00	$504,842 03
Taxes—State and County	$33,640 86	
" National	58,327 35	
Expense Stone Quarry	1,657 25	
Dividend scrip redeemed	98 00	
Accounts of 1864 adjusted in 1865	10,179 06	
		103,902 52
Balance		$400,939 51
Interest on bonds	$127,088 50	
Dividends, Jan. and July	265,327 50	
		392,416 00
Surplus		$8,523 51

—which with the receipts from sales of real estates has been absorbed in the sinking fund for the redemption of Indianapolis, Pittsburg and Cleveland Railroad 1st mortgage bonds.

During the past year 22 miles of re-rolled and 15 miles of repaired iron, 18,000 chairs, 1,300 kegs of spikes, and 80,000 cross ties have been used in repairs of track, at a total cost of $168,-200. Of this amount $32,000 is estimated as extraordinary expenditure.

Twenty-six miles of track have been raised, ballasted, and put in good condition. A number of side tracks have been extended, raised and ballasted. The expenditure under this head has been $144,000, of which $34,000 is estimated as extraordinary.

The new bridge framed last season for the White River crossing near Winchester, has been raised, covered and painted. A new bridge has been put up over Heaston's Branch, near Winchester. The White River bridge at Muncie, and the Fall Creek Bridge, have been covered and painted.

Stone abutments for a new iron bridge over Lick Creek, near Alfont, and for the Scioto Bridge, near Marion, and three arch culverts of ten feet span, have been constructed. Ninety-three wooden cattle guards, and a number of wooden sluices have been put in.

The expenditure in this department amounts to $15,400, $9,000 of which is regarded as extraordinary. The expenses under this head in future, will be comparatively small.

Foundations for a new local freight depot at Indianapolis, have been laid. A new station house at Yorktown, a new water station at Winchester, and six boarding houses for track men, have been built. The new station house at Versailles has been completed. The station houses at Marion, Bellefontaine and Sidney, have been put in good repair. Considerable repairs have been put upon the shop buildings at Galion, and an office for the Assistant Superintendent has been put up at that point.

The expenditure for buildings has been $36,700, of which $12,000 is estimated as extraordinary.

Thirty-seven miles of new fence have been built, and 26 miles have been repaired and put in good condition, at an expense of $23,400, of which $17,000 is estimated as extraordinary.

Wood purchased during the year, 46,500 cords. Consumed 37,000 cords. Total expenditure for wood and wood lands was $156,000. $25,000 was in excess of current use.

Two new locomotives have been built at a cost of $32,000. Material repairs have been made to all the locomotives of the company. Previous to the burning of the engine houses at Galion and Muncie, on the 5th and 6th of January, by which nine engines were injured to the extent of $15,-000, all of the engines, 36 in number, were in complete order for service.

The extraordinary expenditure for the year in this department is estimated at $94,000.

There have been built at the car shops at Galion and Indianapolis, during the year: 3 first class passenger coaches, 5 caboose cars for live stock trains, 21 stock cars, 6 box freight cars, 8 flats, 23 hand cars for trackmen, and 1 laborers' sleeping car for working train.

Two first class passenger coaches, one first class sleeping car and 46 box freight cars, have been overhauled and put in good order.

Twenty-five new stock cars were purchased during the year.

The extraordinary expenditure in the car department, is estimated at $62,000, exclusive of the cost of 25 new stock cars purchased.

The number of passengers carried was 337,362, of which 40,802 were through, 209,419 local, and 87,141 military. The total number of tons of freight carried was 205,210; of which, 106,468 went eastward, 59,912 westward, and 38,830 local. The number of locomotives owned by the company is 36. The number of miles run by locomotives with passenger trains during the year, was 319,180; with freight trains, 459,562; with wood

trains, 52,093, and with gravel trains, 58,061—total miles run, 888,896.

BALANCE SHEET.

Cost of road and equipment		$5,679,312 43
Shop stock		136,920 53
Track and building material		91,761 70
Fuel		54,000 00
Wood lands		46,495 08
Real estate		26,667 01
Stone Quarry		5,155 46
Post office department		9,864 51
Stocks and bonds of other companies		2,100 00
Am. Ex. National Bank of New York		44,912 43
A. Stone, Jr., Trustee		84,326 38
Bills receivable		26,532 44
Due from station agents, foreign roads and U. S. Quartermasters		119,856 12
E. King, Treasurer		100,378 45
		$6,428,282 54
Capital stock		$4,420,000 00
Bonds 1st mortgage	$1,225,000 00	
" 2d "	433,000 00	
" income	87,000 00	
		1,745,000 00
Bills payable		9,673 20
Taxes unpaid		13,352 27
Dividends unpaid		2,080 98
Interest on bonds unpaid		41,978 66
Due to foreign roads and U. S. Quartermasters		187,673 92
Income		8,523 51
		$6,428,282 54

President.—STILLMAN WITT.

Directors.—Stillman Witt, L. M. Hubby, T. P. Handy, William Collins, Henry Wick, H. B. Hurlbut, James H. Godman, R. N. Brown, E. J. Peck, M. G. Walker, David Kilgore.

Vice President.—E. J. PECK.

Sec. and Treasurer.—EDWARD KING.

Chief Engineer and Sup't.—R. N. BROWN.

Minnesota Railroads.

The steady progress of railroads in this State affords the most gratifying evidence of our prosperity, and indicates a brilliant future for Minnesota. There are now (including main lines and branches) twelve land grant railroads in this State, extending in the aggregate over two thousand miles. They comprise the

	Miles.
Minnesota Central	115
Minnesota Valley	170
St. Paul and Pacific, 1st division	80
St. Paul and Pacific, Main line	180
St. Paul and Pacific, Branch from St. Paul to Stillwater	18
St. Paul and Pacific, Branch from Watab to Pembina	332
St. Paul and Pacific, Branch from St. Cloud to Lake Superior	120
Lake Superior and Mississippi	140
St. Paul and Winona	100
Winona and St. Peter	275
From Hastings to Western Boundary	200
Southern Minnesota	275
Total length	2,005

The land grants render the completion of these lines simply a question of time, and indeed on five of them, viz: Minnesota Central, Minnesota Valley, St. Paul and Pacific—first division, Winona and St. Peter, and Southern Minnesota, track laying is now in progress.

The St. Paul and Pacific Company, First Division, are track laying between Big Lake and St. Cloud, and will continue to work without interruption until the latter place is reached.

The Minnesota Valley Company are steadily pushing forward the work between St. Paul and Mendota, and a few weeks will see it completed.

The Minnesota Central is laying track rapidly between Fairbault and Owatonna, which latter point will be reached about the first of September.

The Winona and St. Peter Company are vigorously at work putting down iron between Kasson and Owatonna, and expect to reach that place simultaneously with the Central.

The Southern Minnesota is extending towards the Winona and St. Peter road, and will have the cars running to Rushford, a distance of twenty miles, this season.

The amount completed early this fall will be as follows:

	Miles.
St. Paul and Pacific (St. Paul to St. Cloud)	80
Minnesota Valley (St. Paul to Shakopee)	25
Minnesota Central (St. Paul to Owatonna)	80
Winona and St. Peter (Winona to Owatonna)	80
Southern Minnesota (Hokah to Rushford)	20
Total	285

In addition to the above the following roads are partially graded:

	Miles.
Lake Superior and Mississippi	30
St. Paul and Pacific (main line projected west from Minneapolis to Big Stone Lake)	30
St. Paul and Winona	10
Minnesota Valley (from Shakopee to Belle Plaine)	15
Total	85

By the terms of a bill which passed Congress a few days since, the time for the completion of all these roads has been extended to seven years from last spring. We are confident, however, that the men engaged in the prosecution of these public works will take as little of the extension as possible, and we expect to see all the roads completed some time before the seven years expire.

Though all these roads reach St. Paul in some manner, seven terminate here directly. There are besides two Wisconsin Land Grant roads which will terminate here. They are the road from Hudson to Bayfield on Lake Superior, and the line from Hudson to Tomah, a point on the railroad between La Crosse and Milwaukee. This will give us nine roads terminating directly here, as follows:

Minnesota Central, Minnesota Valley, St. Paul and Pacific, First Division, St. Paul and Pacific, Branch to Stillwater, St. Paul and Pacific, Main line, St. Paul and Winona, Lake Superior and Mississippi, Hudson and Bayfield, Tomah.

The person who questions the idea of St. Paul being the commercial centre of Minnesota should study these facts.—*St. Paul Pioneer.*

Schenectady and Ogdensburg Railroad.

We learn from the Albany *Argus* that the survey of this proposed railroad is progressing satisfactorily. A route has been "engineered" from a point near the junction of the Schenectady and Saratoga with the New York Central Railroad, on the westerly side of the Mohawk river, at Schenectady, through the towns of Glenville, Charlton, Galway and Providence, to a point on the Sacandaga river, in Northampton, near the Fish House, and from thence up said river to the village of Wells, in the county of Hamilton. The distance already made is about forty miles. So far, everything is satisfactory. From Wells, the route will continue up the Sacandaga, and passing within two or three miles of the head of Lake Pleasant, which, by the present highway, is ten miles northerly above Wells.

The next forty miles, it is anticipated, will severely tax the ingenuity of the engineers to find an eligible route over and through the Adirondack Mountains. The elevation to be overcome is great; and the face of the country rough and broken, and chiefly covered with a dense forest. But it is believed that an eligible route will be found.

Should this railroad ever be built, it will open up this long benighted part of the State, with its mineral and forest wealth, to the use of mankind. It would also shorten the distance from Ogdensburg, on the St. Lawrence, to Albany, on the Hudson, more than fifty miles, and would traverse one of the most picturesque portions of the State, with its towering mountains, beautiful lakes, and almost primitive forests.

Interesting to Travelers.

We learn that arrangements have recently been entered into between the Georgia and South Carolina Railroads, and the Wilmington and Manchester Railroad of North Carolina, by which through passenger trains will be run daily between Atlanta and Wilmington. Passengers, baggage and mails will be carried daily between these points without change of cars. The most luxurious sleeping cars, built expressly for this line, are on these trains. The cars are both day and night cars, and passengers need not change their seats from Atlanta to Wilmington, and have no trouble about baggage or transfers. Passengers going North, and taking this route and going up the Chesapeake Bay, do not lose any nights' rest from Atlanta to New York, or even Boston. Through tickets are sold at Atlanta, Augusta or any other point on the route. The arrangement commenced August 4th, and is a step forward in railroad enterprise which we are much gratified to notice. We hope this effort on the part of these old and favorite roads, to add to the comfort of the traveling public, will result in a fair share of travel on the line. The connections on this line are sure and reliable, the different companies having recently added the best and most improved rolling stock to their equipment.—*Augusta Chronicle.*

Baltimore and Potomac Railroad.

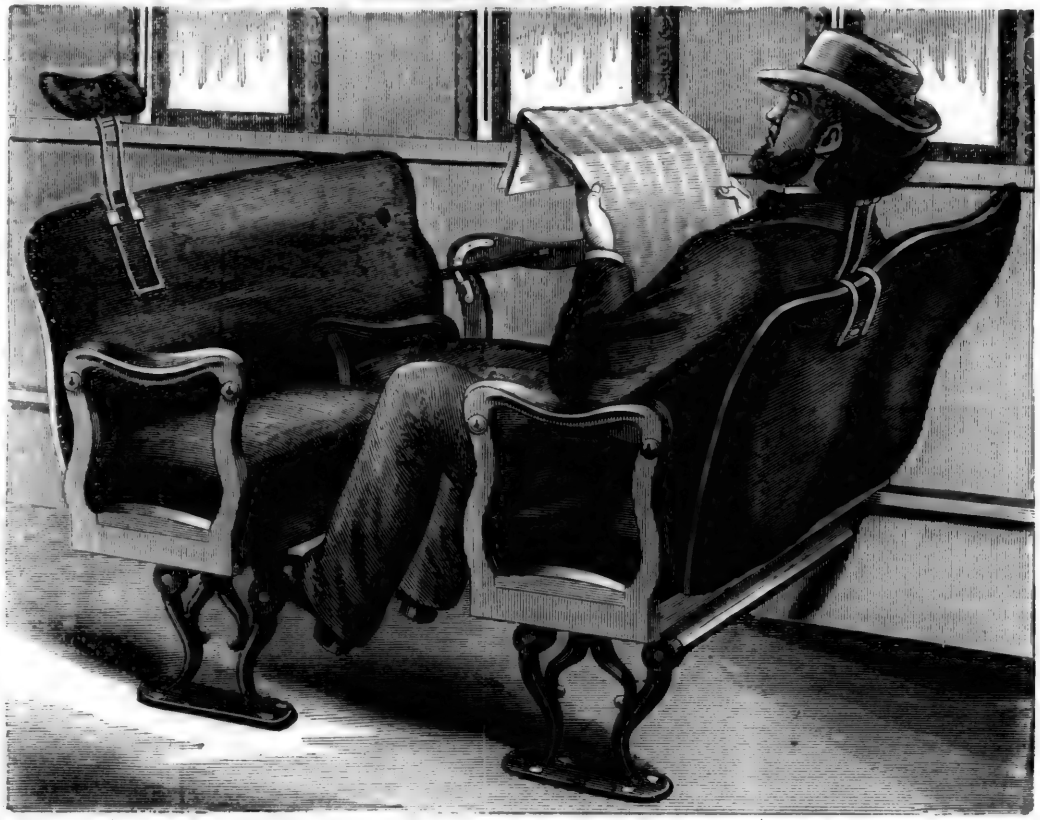
The annual meeting of the stockholders of this company was held at Upper Marlboro', Md., on the 15th inst. From the Report of the President, Col. Oden Bowie, an abstract of which is given elsewhere, we learn that the whole road from Baltimore to the Potomac River has been put under contract to responsible parties. Col. Oden Bowie, Hon. Daniel Clarke, Col. William D. Bowie, E. G. W. Hall, of Prince George's County, Samuel Cox, of Charles County, Basil D. Hall, of Anne Arundel County, Hon. John Lee Chapman and Alford Mace, of Baltimore City, were elected directors for the ensuing year. Col. Oden Bowie was re-elected President. A meeting of the directors was to have been held in Baltimore on the 20th inst., and arrangements made for the location of the road, when work would immediately commence.

Washington County Railroad.

A letter to the Baltimore *Sun*, dated Hagerstown, Md., Aug. 13, 1866, says: "The president and directors of the Washington County railroad held their monthly meeting here on the 8th, and, as I have been informed by the president, the work is progressing entirely satisfactory; except, perhaps, one or two sections, which the chief engineer has the power to put additional force on, and will do so, in order that the road may be opened for trade and travel at as early a day as possible. There is a feature in the letting of this road that is not generally known, which is important as insuring the early completion of the work. It is this, that the contractors for the entire line receive the amount of their estimates in cash, not any portion in stock or bonds of the company, or both, as is generally the case on works of this kind."

GREAT RAILWAY LUXURY.

THE PORTABLE HEAD-REST



OR POCKET BERTH.

From the Scientific American.

IMPROVED HEAD-REST.—Riding upon the rail is very fatiguing, especially if the traveler has to take a long journey. With the "Portable Head-Rest or Pocket Berth," which may easily be carried in one's satchel or valise, the railroad traveler may sleep at his pleasure day or night, and ride a week or longer in an ordinary car without experiencing fatigue. A distinguished individual of literary tastes and luxurious habits, is represented in the above engraving as enjoying both with great satisfaction. When it is considered that one of these "Portable Rests" will last a traveler a life-time, used with care, and that the joltings and concussions which he is compelled to undergo ordinarily is reduced to real comfort and pleasure by their use, the "Portable Rest" will be esteemed and approved of by the public generally.

From the New York Journal of Commerce.

A PUBLIC BENEFACTION.—Mr. J. R. Hoole, 124 Nassau street, New York, advertises for agents to sell a Patent Head-Rest to be used by railway travelers. By this ingenious invention, which may be carried in the pocket, a weary traveler may sleep in an ordinary car without fatigue, and "take up his bed and walk" at the close of his journey. It provides a great amount of comfort at a very small cost.

From the New York Times.

A PORTABLE HEAD-REST FOR RAILWAY TRAVELERS.—An advertisement in another column calls attention to a Pocket Head-Rest, or as it might almost be called, a portable berth, for the use of railway travelers. It is so arranged that it can be fitted to the back of any seat in an ordinary car, and can be adjusted to any desired height. Those compelled to travel much by rail will find it a convenience, luxury, and almost a necessity.

From the New York World.

A POCKET BERTH.—We have seen an ingenious invention designed expressly to relieve the tedium of traveling in railroad cars. It is called the Portable Head-Rest, or Pocket Berth, which railway travelers cannot fail to appreciate. It is extremely light and handsomely got up. With it the traveller may sleep by day or by night, in any ordinary car, and ride a week without experiencing the usual fatigue.

From the New York Evening Post.

USEFUL INVENTION.—The Portable Head-Rest for railway travelers is an ingenious contrivance. Its weight is but one pound. It may be carried in the pocket, and it furnishes a comfortable resting place.

From the New York Express.

PORTABLE RAILROAD BERTH.—A gentleman of this city, who has an eye to the public good, has provided the railroad traveler with just the article long since needed. It is a simple yet ingenious contrivance to enable one to ride in any ordinary railway car a week or longer, enjoying rest and sleep at pleasure, either by day or by night. It really seems to us to be just what every railroad traveler should have. It is called the Pocket Berth, or Head-Rest, and can be attached to any ordinary car seat-back instantly.

From the New York Commercial Advertiser.

RAILWAY HEAD-REST.—We have seen an ingenious invention which to us seems a public benefaction. It is called "The Portable Pocket Berth, or Railway Head-Rest," which railroad travelers will be sure to appreciate. It may be attached to or detached from any ordinary car seat in a moment, and by many persons it will be considered superior to a sleeping car, as with it sleep may be enjoyed either by day or by night.

From the New York Independent.

A PORTABLE POCKET BERTH.—The railway traveling public will be indebted to the patentee of an ingenious device for sleeping comfortably in an ordinary car, called the "Portable Head-Rest, or Pocket Berth," which is not only very handsomely made, but is really useful, as well as compact, enabling the traveler to carry it with him from car to car, or city to city. Railroad travelers who object to a sleeping-car, for various reasons, will find this invention precisely adapted to their wants, as with it sleep may be enjoyed either day or night. We consider it a pleasure to commend this contrivance, as it tends to relieve the fatigue of traveling by rail greatly—a very great desideratum.

From Le Messager Franco-Americain.

A NEW INVENTION.—Among the thousand inventions which the fertile genius of the American produces every day, there is one which merits special mention on account of its convenience and usefulness. It is a very small piece of furniture, so small that it can be easily carried in the pocket. But adjust it upon the back of a car seat, and you will have just at the height of your head a most comfortable support, which will permit you to ride at your ease without fatigue, and to sleep if you have the desire. The oscillations so fatiguing to the head may thus be prevented, and so you may travel days or nights in an ordinary car, dispensing with a sleeping berth, which is but indifferent pleasure.

For sale by

JOHN R. HOOLE,
No. 124 Nassau street, New York,
General Agent for United States.

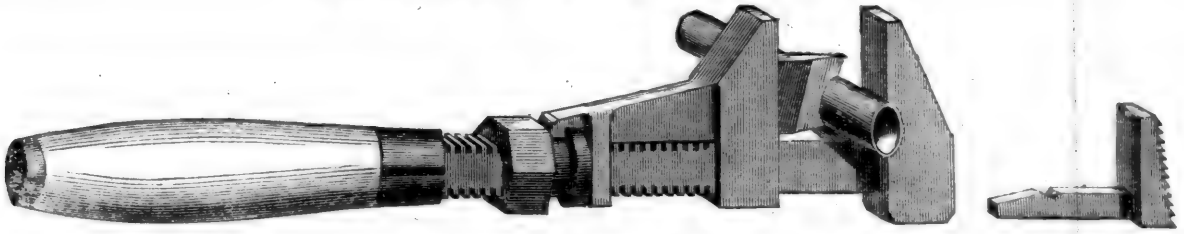
Price $6.

N. B.—A liberal discount to Railroad Companies, Railroad Agents, Ticket Agencies, Conductors, Hotel Proprietors, and dealers generally.

Virginia Enterprise.

$1,000,000 have been subscribed for the construction of a railroad from Richmond to Newport News: distance seventy miles, E. C. Hambin of Cincinnati is President of the company, and the work will commence on the 25th inst. There are said to be thirty feet of water at the Newport terminus, affording a very favorable site for a city. The expectation of the projectors of the work is, that Newport News will become the great shipping point of Virginia, and that the back country will find its outlet through Virginia as soon as proper lines of transit are opened.

WEBSTER'S PATENT WRENCH.



This is an invention which, though perfectly simple in itself, is of great merit, and cannot fail to recommend itself favorably to the attention of all machinists and engineers. By its use a great saving is effected of labor, time and money; and its simplicity and strength, together with the wide range of uses to which it can be put, make it a tool necessary to all well appointed machine shops, and invaluable to all steam or gas fitters, engineers and mechanics generally.

It is intended for cutting off and screwing up all kinds of iron or brass pipe, steam, water or gas pipe, bolts, round rods, nuts, &c., and is, at the same time, the strongest and most perfect monkey wrench in use. A cutting tool is adjusted between the jaws so as to be securely held in place while in use, and easily removable; when the wrench can be applied to any of the uses of wrenches generally. An equivalent tool for clasping or griping pipe, rods, bolts, &c., to screw or unscrew them, is attached and detachable in the same manner as the cutting tool. To cut pipe or rods, insert the cutter, secure the pipe in a vice or otherwise, set the wrench as shown in the cut, feed up the nut on the bar of the wrench with the accompanying six square key, (not shown in the engraving,) and turn the wrench entirely around the pipe, passing under it and away from you. Feed up the nut again and continue; a very few turns will suffice to cut off the pipe or rod cleanly and beautifully. The cutter does not leave a burr, or jam or disfigure the pipe in any way, but makes a clear even cut the entire thickness of the pipe. To screw or unscrew pipe, &c., insert the clasp and use as an ordinary wrench, turning in the same direction as above. There is no danger of smashing or splitting the pipe, as so often happens when using the common pipe tongs. The wrench serves the purpose of tools costing from four to six times its price, and will do the same work more thoroughly and to better satisfaction than the expensive pipe tongs and cutters. The cutter and clasp are of small size, and can be carried in the vest pocket, obviating the burden of the great weight of tongs, &c., to be carried and used in putting up or repairing work. The tools are made of the best steel, and the wrench itself is excellently well made of the best quality wrought iron with bar and head solid; all case hardened. Each wrench is adapted to various sizes of pipe. The smallest size wrench (12 inch) cutting and screwing pipe from ⅛ inch to ¾ inch diameter, and the largest (21 inch) wrench; pipe from ⅛ inch to 2½ inches diameter. A special gold medal was awarded to the patentees by the American Institute at the Fair of that Society, September, 1865.

Patented by Wm. Webster, Feb. 9th, 1864.

Manufactured and for sale by WEBSTER & CO., No. 17 Dey street, New York.

Baltimore and Potomac Railroad.

The annual report made by Colonel Oden Bowie, president, to the stockholders of the Baltimore and Potomac Railroad Company, at their meeting in Upper Marlboro, Prince George's county, last week, embraces various interesting facts relative to the project. If the construction of the road can be accomplished, it will of course be of vast advantage to that part of the State, enhancing the value of the lands, besides affording additional needed facilities for reaching the markets of Baltimore and Washington, and eventually supplying a link in a second line of travel between North and South. The report announces that the board of directors the previous week signed and sealed a contract with Col. John W. Forney and associates to build and equip the entire road from Baltimore to the Potomac river, and the branch to Washington. The charter for this branch road into the District of Columbia has, however, not yet been obtained from Congress. The bill passed the House at the last session, but failed in the Senate, or rather was postponed until December. This the president charges was owing to the influence of adverse Maryland interests, and says the branch to Washington would have secured the building of the whole road. The branch line from the junction near Collington has been surveyed, finding the distance over a country most practicable for the cheap and speedy construction of a road several miles shorter than the present road to Washington. The report says of the contract for construction:

For the purpose of putting us in immediate connection with Baltimore, the contract requires that the road shall be commenced on the south side of the Annapolis road; that five miles shall be graded within six months from the signing of the contract; that the road to Marlborough shall be completed within two years, and the entire road within the time specified by the charter. Arrangements are being perfected for proceeding immediately with the location of the road, and I am assured by the contractors that immediately upon such being made the grading will be commenced, and, as an earnest of their sincerity and zeal, that the first five miles will be completed before the winter's frost shall have put an embergo upon further progress. The contractors are obligated to take the stock of such subscribers who have paid the two installments called in, by the payment to them of the six dollars per share paid in.

After the signing of the contract the board directed the president to call in all unpaid installments upon the stock to the amount of $6 per share, and if this is not complied with in accordance with section 3d of the charter, he is to take proper steps for its forfeiture to the company. The president adds the rather discouraging fact, however, that whilst many failed to pay the first call of $5 per share, the last, of $1, has been comparatively neglected, but he urges that none should now hesitate when the contract is made, and they can instantly dispose of their stock. The fact is cited that that section of the State, having no work of internal improvement, has been grievously taxed for the railroads and canals that permeate every county except those on the peninsula interested in the Baltimore and Potomac road. The "great expectations," ultimately, which are indulged in regard to the road are thus set forth by the president:

Another branch from Alexandria, joining that from Washington, or tapping the main line at Upper Marlborough, would effect a direct connection with the Orange and Alexandria and Virginia Central roads, and as the latter will soon be completed to the Ohio river, would catch their through travel, and would not only secure a second route to the Ohio, located widely apart from the present one by the Baltimore and Ohio road, but would have access by rail to the heart of Virginia and to the most fertile and wealthy sections of Tennessee and Kentucky.

The advantages in this connection and that with the Richmond, Fredericksburg and Alexandria road at or below Aquia creek, by which communication between Richmond and the North is shortened five hours, and escapes the water travel on the Potomac, always unpleasant and often entirely stopped by ice; the extension of another branch to Leonardtown or Point Lookout, which, for the benefit of our friends in St. Mary's county, I hope and expect to see built immediately after the main stem, and which would accomplish all the desires of the friends of the Washington and Point Lookout road; the shortening of the distance between Washington and Baltimore, and the exemption from the capitation tax; the placing of Annapolis within half the distance by rail it now is to Baltimore; the opening of another and much shorter route between the national capital and that of our own State, where the Naval School and other important public institutions are being permanently established by the federal government, and the immense amount of local business this road would do, are advantages so great possessed by our road, that I was satisfied that capitalists must be attracted by it before the close of summer, and it was with this view that the annual meeting, appointed for June, was postponed until to day, in the hope that I might be able to announce the letting of the contract and the speedy commencement of the road.

It appears that there were 680 shares of stock represented at the meeting of stockholders, and the alleged contractors were present. They are to take the bonds of the company in payment, and, as above indicated, the forfeited stock also, refunding installments already paid in, eventually. The proceedings of the stockholders' meeting are given in another column.

☞ The Connecticut River Railroad Company have almost finished the grading of the second track between Springfield and Chicopee, a distance of four miles. This track will probably be in operation before next winter, and next season may possibly be extended to Holyoke, four miles beyond. The whole length of the road is fifty miles, and has been operated hitherto without a single mile of double track.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca	5	----	80,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	3¾
Albany and Boston "	50	25†	20,000	1⅞
Algomah ... "	25	3	20,000	----
Allouez ... "	25	1⅛	20,000	----
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Atlas ... "	25	2	20,000	----
Aztec ... "	25	4¼	20,000	----
Balt. and N. C ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13¾	100,000	14½
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	----
Black River ... "	25	2½	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	----
Boston ... L. S.	25	2½	20,000	----
Brooklyn ... L. S.	25	2½	20,000	----
Bronze ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	¼	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	5	20,000	----
Canada ... Vt.	4	1	100,000	62½c
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	40
Champlain ... Ca.	5	1¼	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	¼	20,000	----
Concord ... "	25	4	20,000	4
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	46
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	34	20,000	2¾
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1¾	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	3
Edwards ... "	25	1½	20,000	----
Ely ... Ca	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Francoeia ... N H.	5	----	60,000	----
Franklin ... L. S.	25	8½	20,000	70
French Creek ... Pa.	5	----	100,000	----
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	24½
Hanover ... "	25	1½	20,000	2½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	----
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	¼	20,000	----
Humboldt ... "	25	5	20,000	4½
Hungarian ... "	25	1	20,000	1½
Huron ... "	25	19	20,000	47½
Indiana ... "	25	10	20,000	----
Inverness ... Ca.	24	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	12
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ... L. S.	25	8	20,000	----
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lennoxville ... Ca.	5	----	100,000	----
Logan ... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca	2	----	200,000	----
Madison ... L. S.	25	6	20,000	2½
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	----
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5	----	----	----
Mass ... L. S.	25	4½	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1½	20,000	----
Mendota ... "	25	1½	100 000	----
Merrimac ... Me.	25	6½	20,000	----
Merryweather ... "	25	----	20,000	----
Mesnard ... "	25	8	20,000	2½
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1½	20,000	----
Minnesota ... L. S.	25	18½	20,000	11
Missisquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	----
National ... "	25	5½	20,000	17½
Native ... "	25	2	20,000	----
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	----
North State ... "	25	3½	20,000	----
North Western ... "	25	11	20,000	----
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	----
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	7
Petherick ... "	25	5½	20,000	39
Pewabic ... "	25	3½	20,000	----
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	----
Pittsburg & Boston "	25	5½	20,000	50
Pontiac ... "	25	10⅝	20,000	1⅛
Prescott ... Ariz. T.	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	10	10	20,000	51
Reliance ... "	25	----	20,000	----
Republic ... "	25	----	8,000	----
Resolute ... "	25	6½	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	25	----	200,000	----
Rockland ... "	25	12	20,000	8
Roscoe ... Ca	1	----	200,000	----
St. Clair ... L. S.	25	3	20,000	7
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	----
St. Margaret ... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ... "	25	----	20,000	----
Seneca ... "	25	1	20,000	----
Sharon Consol ... "	25	----	20,000	----
Sheldon & Col ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	¼	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise, "	----	----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	2
Star ... L. S.	25	11¾	20,000	----
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	4
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	----
Toltec ... L. S.	25	21	20,000	----
Tremont ... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	1½
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ... "	5	----	100,000	----
Winona ... "	25	3	20,000	----
Winthrop ... "	25	4½	20,000	2
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ... Pa	50	----	----	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	----	----
French Creek ... Pa.	5	5	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	104
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	----	----
Clute ... "	5	5	110,000	----
Continental ... "	5	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ... "	2	----	100,000	----
Hampton ... Mass.	5	----	100,000	----
Jefferson ... N. Y	----	----	----	----
Kings Hill ... "	5	----	10,000	----
Lake Superior ... Mich	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	----	----
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	2½	----	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	----
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ... "	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	----	1⅛
Warren ... N. H.	----	----	----	----
White Mountain. ... "	----	----	----	----
COAL & ANTHRACITE:				
American ... Pa.	25	----	60,000	61
Appleton ... "	----	----	----	----
Ashburton ... Pa.	50	50	50,000	18
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ... "	100	100	----	----
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	----
Big Mountain ... Pa.	----	----	----	5½
Boston & Pictou ... N. S.	5	----	100,000	7
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N.S.	----	----	----	----
Cape Briton ... N. S.	2½	2½	200,000	----
Cameron ... Pa.	50	----	50,000	----
Central ... "	100	100	20,000	53
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	----	----
Consolidation ... Md.	----	----	----	----
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	48
East Mahanoy ... Pa.	----	----	----	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	30c
Fulton ... "	5	5	60,000	7
Gilberton ... "	50	50	5,000	1-8½
Hamp. & Balt ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	----
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	----	----
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	----	1¼
Lehigh & Susq ... "	50	50	----	5
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	2½
Mammoth Vein ... "	----	----	----	5¼
Maryland Anth ... Md.	20	20	25,000	5
Metropolitan ... "	100	100	----	----
Mt. Pleasant ... Pa.	----	----	----	----
Narraganett ... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	5½
North Carbondale ... "	----	----	----	----
Pennsylvania ... "	50	50	64,000	----
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	20½
Shamokin ... "	----	----	----	----
Somerset L & C ... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ... "	10	----	100,000	4½
St. Nicholas ... Pa.	----	----	----	5½
Shawmut ... "	20	----	40,000	----
West Virginia ... W. Va.	----	----	----	----
Wilkesbarre ... Pa.	100	100	21,750	----
Wolf Creek ... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	----
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ... Can.	100	----	60,000	----
Atl. & Pac ... Nev.	50	----	100,000	----
Baltic ... Col.	----	----	----	25c
Bates & Baxter ... "	----	----	----	----
Benton ... "	5	----	100,000	----
Black Hawk ... "	100	----	50,000	----
Bob Tail ... "	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	----
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	2½
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Jobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	17
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	----
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	----
Downieville ... "	1	----	300,000	----
Eagle ... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,0 0	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	50,000	----
Garrison's ... "	50	----	100,000	----
Gem ... "	50	----	25,000	----
Goleonda ... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	800,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	500,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	----
Holman ... "	2	----	150,000	----
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	----
La Crosse ... "	10	----	100,000	----
Liebig ... "	5	----	200,000	----
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	50,976	11
Do. preferred ... "	100	100	57,744	26
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	----
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek Col.	10	----	100,000	----
Pacific ... "	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	----
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	4½
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	----
Sherbrooke ... Can.	10	----	100,000	----
Smith & Parmalee ... Col.	20	----	125,000	8½
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20,000	----
Tascher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	----
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	----
QUICKSILVER:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	51
Santa Clara ... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	17½
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single trk.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,409	6¾	----	27
30 Nov. '64	4.52	——	179	28	——	Broadway, Boston	256,257	250,000	——	26,482	129,615	15,895	8	----	43½
30 Nov. '64	27 43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	96
30 Nov. '64	——	7.5	——	——	——	Dedham and West Roxbury	-------	41,000	——	——	——	——	——	——	——
30 Nov. '64	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,660	(Metropoli'n)		6	----	46
30 Nov. '64	2.80	——	26	6	——	Lowell (Horse)	43,894	40,129	——	3,590	11,062	766	——	----	——
30 Nov. '64	11.75	——	200	31	——	Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8	----	42
30 Nov. '64	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	——	——	----	25½
30 Nov. '64	2.97	——	——	——	——	Medford and Charlestown	35,000	23,000	11.000	——	(Middlesex)	——	50	----	26
30 Nov. '64	31.85	——	841	140	——	Metropolitan (Boston)	1,420,141	1,176,075	——	218,487	580,043	49,981	6	----	54
30 Nov. '64	6.84	——	263	41	——	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235	——	3	----	48
30 Nov. '64	5.69	——	75	9	——	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	——	----	——
30 Nov. '64	6.75	——	66	15	——	Salem & South Danvers	173,980	150,000	——	25,800	37,017	——	——	——	——
30 Nov. '64	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	(Middlesex)		5	----	25
30 Nov. '64	2.50	——	10	2	——	Stoneham street (Boston)	35,300	32,900	——	——	7,454	——	——	----	——
30 Nov. '64	——	6.74	——	——	——	Suburban	95,500	5,000	——	——	(Middlesex)	——	——	----	——
30 Nov. '64	6.00	——	70	——	——	Suffolk (Boston)	(Sold to	Metro.	Aug.1,	'64.)	34,198	1,261	——	----	——
30 Nov. '64	——	——	411	63	——	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	——	——	----	93¾
30 Nov. '64	1.58	——	——	——	——	West Cambridge	13,600	13,660	——	——	(Leased)		6	----	47
30 Nov. '64	2.25	——	——	——	——	Winnisimmet	62,154	60,000	——	939	21,389	——	——	----	——
30 Nov. '64	11.60	——	59	8	——	Worcester	86,657	75,800	——	53,668	25,453	——	——	----	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	——	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '65	7.17	——	——	6	6	Albany	85,544	50,000	31,000	------	65,155	501	——	——	——
30 Sep. '65	17.50	——	——	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	43,000	103,215	37,588	——	100	----
30 Sep. '65	10 73	——	——	32	28	Broadway (Brooklyn)	228,286	200,000	27.500	5 802	81,027	12,600	——	100	----
30 Sep. '65	14.33	——	——	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	100,000	612,779	198,082	——	100	----
30 Sep. '65	7.75	——	——	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	24,068	8,282	——	100	----
30 Sep. '64	24.00	——	——	35	43	Brooklyn Central & Jamaica	120,388	492.150	400,000	55,291	173,827	3,666	9	100	----
30 Sep. '65	56 18	19.0	——	146	29	Brooklyn City	1,333,460	1,000,000	170,000	------	857,701	148,758	5½	10	----
30 Sep. '65	11.75	4.00	——	32	——	Brooklyn City and Newtown	539,162	366.000	200,000	37,602	104,691	5,651	——	100	----
30 Sep. '65	0.09	9.41	——	——	——	Brooklyn City & Ridgewood	187 200	164.000	20,000	3,200	——	——	——	100	----
30 Sep. '65	——	3.50	——	——	——	Brooklyn City & Rockaway	-------	7,500	35.000	------	——	——	——	——	——
30 Sep. '65	24.00	——	——	106	——	Central Pk, N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000	------	528,090	74,052	——	100	----
30 Sep. '65	——	2.00	——	——	——	Clinton Avenue (Albany)	-------	2,800	------	------	——	——	——	——	——
30 Sep. '65	——	2.00	——	——	——	Cohoes & Waterford	-------	500	------	------	——	——	——	——	——
30 Sep. '65	19.75	——	——	32	——	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	——	100	----
30 Sep. '65	11.82	——	——	46	——	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	——	100	----
30 Sep. '65	——	6 30	——	——	——	East & North River (W. Co.)	650	650	------	------	——	——	——	——	——
30 Sep. '65	18.00	1.00	——	141	——	Eighth Avenue	1,260,915	1,000,000	160,000	------	627,153	90,670	6	100	----
30 Sep. '65	12.00	——	——	42	——	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep. '65	4.52	——	——	——	——	Grand St. & Newtown (W'g'r)	-------	------	------	------	——	——	——	——	——
30 Sep. '65	10.00	——	——	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	——	100	----
30 Sep. '65	——	19.00	——	——	——	Harlem & Tarrytown	-------	3,550	------	------	——	——	——	——	——
30 Sep. '65	19.10	——	——	30	——	Ninth Avenue	444,877	795,360	112,000	------	74,514	loss.	——	100	----
30 Sep. '65	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	------	------	——	——	——	——	——
30 Sep. '65	11.00	——	——	19	——	Rochester City & Brighton	251,559	133,400	100,000	------	80,028	29,616	——	100	----
30 Sep. '65	16.00	——	——	——	——	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136.970	388,298	105	——	100	----
30 Sep. '65	8.37	——	——	——	——	Sixth Avenue (N. Y.)	1,409,576	750,000	------	139,604	482,224	loss.	——	100	----
30 Sep. '65	17.50	——	——	147	——	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211,243	9	100	----
30 Sep. '65	——	5 00	——	——	——	Third Avenue & Fordham	975	975	------	------	——	——	——	——	——
30 Sep. '65	4 46	1.00	——	——	——	Troy and Cohoes	50,000	50,000	------	------	leased.	——	——	——	——
30 Sep. '65	——	——	——	——	——	Troy & Lansingburg	-------	------	------	------	——	——	——	——	——
30 Sep. '65	6.50	9.00	——	——	——	Utica City	209,235	124,500	100,000	1,200	30,753	loss.	——	——	——
30 Sep. '65	1.50	——	——	——	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	------	12,839	808	——	——	——
30 Sep. '65	——	——	——	——	——	Westchester	5,949	7.370	------	------	——	——	——	——	——
30 Sep. '65	——	4.00	——	——	——	West Shore	1,457	2,200	------	------	——	——	——	——	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	——	7	——	Hoboken and Hudson City	32,000	30,000	——	2,000	------	------	——	——	——
31 Dec. '62	5.05	2.50	——	8	——	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec. '62	10.47	——	——	——	——	Jersey City & Bergen Point	-------	------	------	------	——	——	——	——	——
31 Dec. '63	17.00	——	150	22	——	Orange and Newark	411,000	211,000	200,300	——	71,050	19,183	——	50	----
31 Dec. '62	5.80	——	——	8	——	West Hoboken & Hoboken	100,000	40,000	60,000	——	------	——	——	——	——
						PENNSYLVANIA									
31 Oct. '65	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	------	------	40	10	55
31 Oct. '65	5.50	——	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	----
31 Oct. '65	12.33	——	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	——	286,861	91,545	——	50	47
31 Oct. '65	6.00	——	85	15	2	Fairm't P'k & Del. Riv. (Ph.)	-------	------	------	------	62,782	8,227	——	——	——
31 Oct. '65	4.50	——	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	——	158,803	39,721	2	50	30
30 Nov. '65	19.00	——	250	44	0	Germantown	385,169	112,245	250,000	——	197,195	49,561	——	——	23
31 Oct. '65	5.04	——	120	25	0	Girard College (Phila.)	114,611	160,000	——	——	122,866	36,832	4	50	30
31 Oct. '65	2.00	——	25	4	1	Harrisburg City	49,504	30.118	——	9,000	6,726	3,562	——	25	----
31 Oct. '65	19.00	——	328	56	0	Hestonv., Mantua & Fairm'nt	-------	------	183,600	75,131	153,813	39,179	——	50	19½
31 Oct. '65	4.50	——	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	——	25	11
31 Oct. '65	——	——	——	——	——	Oakland (Pittsburg & E. L.)	-------	------	------	------	——	——	——	——	——
31 Oct. '65	3.75	——	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	----
31 Oct. '65	2.06	——	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	——	67,040	14,278	14	50	----
31 Oct. '65	3.80	——	165	27	0	Philadelphia City	240,264	100,000	135,000	——	149,978	59,722	7½	50	----
31 Oct. '65	5.00	——	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	——	38,781	6,494	5	20	----
31 Oct. '65	4.50	——	51	10	0	Ridge Avenue & Manyunk	179,935	120,000	63,300	——	41,737	6,903	——	50	14
31 Oct. '65	18.09	——	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	——	437,562	158,830	10	50	89
31 Oct. '65	5.62	——	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	——	——	51,683	9,187	——	50	13
31 Oct. '65	7.00	——	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	38½
31 Oct. '65	7.00	——	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	——	——	210.143	87,810	9½	50	60
31 Oct. '65	6.25	——	143	23	0	13th & 15th st. (Phila.)	-------	------	——	——	143,038	38,435	5	50	21½
31 Oct. '65	23.05	——	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,900	——	50	42
31 Oct. '65	6.00	——	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	68
31 Oct. '65	1.00	——	9	4	0	Williamsport	-------	15,150	——	522	3,637	1,851	——	25	----
						MARYLAND.									
31 Dec. '62	21.00	——	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	——	——	18½
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,857	50,000	——	——	——	——	——	——	——
31 Dec. '62	3.63	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p.c.	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	——
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway:					
1st mortgage	20,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	------	------	----
Dorchester:					
Real Estate Mortgage	5,000	6	------	------	----
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	------	----
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	------	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	88
Malden and Melrose:					
1st Mortgage guarantied	73,100	6	------	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	11,000	6	------	------	----
Middlesex:					
1st Mortgage	31,000	--	------	------	-
Malden & Melrose bonds	51,782	--	------	------	----
Real Estate	4,000	--	------	------	----
Ninth Avenue:					
1st Mortgage	112,000	7	------	------	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	----
" O. & Newark	100,000	7	J. & J.	1890	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	------	------	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City:					
1st Mortgage	100,000	7	------	------	——
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	——
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Aug. 1.					
Loan of Jan. 28, 1847 ——registered	$9,415,250	6	Jan. & July.	1867	151
Loan of March 31, 1848——registered	8,908,342	6	" "	1868	125
" " " ——coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850——coupon	618,000			Due.	
Loan of June 14, 1858——registered	20,000,000	5	" "	1874	100
" " " ——coupon		5	" "	1874	100
Loan of June 22, 1860——registered	7,022,000	5	" "	1871	100
" " " ——coupon		5	" "	1871	103
Oregon War Loan of March, 1861——coupon	1,016,000	6	" "	1881	103
" " " " " ——coupon		6	July.	1881	108½
Loan of Feb. 8, 1861 ——registered	18,415,000	6	Jan. & July.	1881	111½
" " " ——coupon		6	" "	1881	111½
Loan of July 17, & Aug. 5, 1861 ——registered	264,303,100	6	" "	1881	111½
" " " " " ——coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s)——registered	514,780,500	6	May & Nov.	1882	----
" " " (5-20s)—— coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s)——registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s)——coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s)——registered	127,549,150	6	May & Nov.	1885	108½
" " " (5-20s)——coupon		6	" "	1885	108
Loan of March 3, 1864, (10-40s)——registered	171,219,100	5	Mar. & Sept.	1904	98
" " " " ——coupon		5	" "	1904	101¼
Pacific R. R. Bonds of (currency) ——registered	6,042,000	6	Jan & July.	'95-'98	----
Treasury Notes of July 17, 1861 (7-30s) ——	167,350			Due.	----
" June 20, '64 & Mar. 3, '65 1st series	708,949,350	7.3	Feb. & Aug.	1867	106½
" March 3, 1865——2d series		7.3	June & Dec.	1868	106
" " 1865——3d series		7.3	Jan. & July.	1868	106
Debt Certificates ——	3,884,810	6	At maturity.	Due.	----
Gold Certificates of Deposit ——	16,403,180				----
Compound Interest Notes of 1864 ——	156,012,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent ——	118,665,470		" "	1 d'y	----
United States Notes (greenbacks) ——	400,361,728				----
Fractional currency ——	26,684,139				----
STATE SECURITIES.					
Alabama—Dollar Bonds——coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	643,000	5	Jan. & July.	1876	----
" — " " " "	685,000	6	" "	1876	----
" —Funded Interest Bonds —— " "					----
Arkansas—State Bonds (issued to banks) ——	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July.	'78-'80	116½
" —War bonds—— "		7	" "	1872	----
Connecticut—State Bonds——coupon	10,400,000	6	Jan. & July.	'72-'90	100
" " " (free.)—— "		6	" "	1892	----
Georgia—State bonds (sterling)——coupon	72,000	5	Jan. & July.	1889	----
" — " " " "	2,271,750	6	" "	'68-'86	109
" — " " " "	434,000	7	" "	'77-'86	----
Illinois—Canal Bonds ——	1,288,887	6	Jan. & July.	1870	100
" " " ——registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ——coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 —— "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 —— "	229 372	6	" "	'65-'79	----
" — " " 1870-'79 —— "	2,371,725	6	" "	'70-'79	----
" — " " —— "	1,778,677	6	" "	1877	----
" — " " —— "	241,000	6	" "	1879	----
" — War Loan —— "	1,157,700	6	" "	1879	97
Indiana—State Bonds——registered	238,099	5	Jan. & July.	1866	86
" — " " "	2,058,173	2½	" "	1866	----
" — War Loan ——coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates——registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds——coupon	300,000	7	" "	1877	----
Kansas—State Bonds——coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ——coupon	447,000	5	" "	'66-'73	----
" — " " ——coupon	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ——coupon	9,856,000	6	various.	'67-'90	97
" —Fu de Coupons—— "		6			----
Maine—State Certificates——	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds——coupon	4,000,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ——coupon	2,171,902	5	quarterly.	var.	60
" — " " ——coupon	1 727,000	6	"	1870	100½
" — " " ——coupon	3,192,763	6	"	1890	----
" — " " ——inscribed		6	"	1890	----
" — " (sterling) ——coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip——	53,000	5	June & Dec.	'68-'72	124½
" — " " ———	244,000	5	Jan. & July.	'70-'74	97½
" — " " ———	375,000	5	April & Oct.	'72-'74	97
" — " " ———	220,000	5	May & Nov.	1880	96
" — War Loan ———	6,429,000	5	" "	1894	94½
" — Scrip———	297,000	6	June & Dec.	'68-'77	109½
" — " " ———	150,000	6	April & Oct.	1868	122
" — " " ———	1,024,000	6	Jan. & July.	'71-'75	108½
" — " " ———	2,030,000	6	" "	'76-'78	----
" — War Loan ———	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds——coupon	250,000	7	Jan. & July.	1868	----
" — " " " "	1,750,000	6	" "	'73-'83	----
" —Canal Loan ——— "	100,000	6	" "	1873	----
" —Renewal Loan ——— "	216,000	6	" "	1878	93
" —War Loan Bonds —— "	1,122,000	7	" "	1896	----
" —Bounty Bonds ——— "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds——coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds——— "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) —— "	13,701,000	6	Jan. & July.	'71-'89	78½
" — " " (H.& St.R R.)— "	3,000,000	6	" "	'72-'85	80
" — " " (Pac. R. R.)— "	7,000.000	6	" "	'72-'87	78½
" —New Sinking Fund Bonds——— "		7	" "	1896	----
New Hampshire—State Bonds ———	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds—coupon	1,650 000	6	" "	'83-'85	95
" " " Notes ———	2,306,000	8	var.	var.	----
New Jersey—State Stock ——inscribed	95.000	6	Jan. & July.	var.	----
" —War Loan ——coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds——general fund	700,000	7	quarterly.	1870	----
" — " " ——bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " " ——general fund	1,189,780	6	quarterly.	pleas.	----
" — " " ——canal fund	702,000	6	"	1866	----
" — " ——general fund	500,000	6	"	1868	98½
" — ——canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds——canal fund	6,000,000	6	Quarterly.	1873	98½
" — " " ——— "	2,250,000	6	"	1874	97
" — " " ——— "	500,000	6	"	1875	----
" — " " ——— "	900,000	6	"	1877	----
" — " " ——general fund	800,000	6	"	1878	97½
" — " " ——— "	909,607	5	"	pleas.	----
" — " " ——canal fund	192,585	5	"	1866	----
" — " " ——— "	1,163,000	5	"	1868	----
" — " " ——general fund	442,960	5	"	1868	----
" — " " ——canal fund	167,000	5	"	1871	----
" — " " ——— "	4,500,000	5	"	1874	101
" — " " ——general fund	900,000	5	"	1875	----
" — " " ——— "	800,000	5	"	1878	----
North Carolina—State bonds ——coupon	9,385,500	6	Various.	'66-'91	84
" — " " (new) —— "	3,500,000	6	Jan. & July.	1900	64½
Ohio—State Bonds——coupon	634,653	5	Jan. & July.	1865	----
" — " " ——— "	536,798	6	" "	1860	----
" — " " ——— "	379,866	6	" "	1868	----
" — " " ——— "	2,183,532	6	" "	1870	----
" — " " ——— "	1,600,000	6	" "	1875	99½
" — " " ——— "	4,095,309	6	" "	1881	100½
" — " " ——— "	2,400,000	6	" "	1886	100½
" —Domestic Bonds———	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock——registered	20,209,000	5	Various.	'66-'90	95
" — " " ——coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan——— "	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds——— "	3,889,000	6	Jan. & July.	'71-'94	98
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" — " " ——inscribed	1,708,000	6	" "	'68-'90	----
" — " " ——coupon	1,499,000	6	" "	'77-'90	----
" — " " (new)——		6	" "		----
Tennessee—State Bonds ——coupon	1,091,180	5	April & Oct.	'76-'90	80
" — " " ——— "	239,167	5½	" "	'72-'79	----
" — " " ——— "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ——— "	14,046,000	6	" "	long.	93½
" —Funded Interest ——— "		6	" "	1892	69
Vermont—State Bonds ———	175,000	6	Various.	'67-'83	----
" —War Loan——coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds ——registered	21,888,398	6	Jan. & July.	'84-'96	40½
" — " " ——coupon	11,108,000	6	" "	'86-'95	70½
" (sterling). ———	1,865,000	5	" "	1872	----
" —Funded Interest——registered		6	" "	'76-'96	----
" — " " ——coupon		6	" "	'76-'96	----
West Virginia—State Bond——coupon		6			----
Wisconsin—State Bonds ——coupon	200,000	6	April & Oct.	'67-'68	----
" — (war) ——— "	641,800	6	Jan. & July.	'77-'88	----
" — (") certificates— "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new)—coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds ———		5	quarterly.	1870	----
" — " " ———		6	"	1870	97½
" — " " ———		6	Jan. & July.	1873	97½
" — " " ———	19,024,523	6	May & Nov.	1875	99½
" — " " ———		6	Jan. & July.	1886	99
" — " " ———		6	quarterly.	1890	100
" — " " ——coupon		6	"	1890	----
Boston—Municipal Scrip———	583,205	4	April & Oct.	'78-'79	----
" — " " ———		5	Various.	'66-'70	124½
" — " " ———		5	"	'71-'75	----
" — " " ———	7,846,026	5	"	'76-'80	98½
" — " " ———		5	"	'81-'86	145½
" — " " ———		6	"	'67-'76	128
" —Water Loan———	668 000	5	May & Nov.	'70-'71	----
" — " " ———	305,000	5	Jan. & July.	'77-'78	101½
" — " (sterling) ———	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds——coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan——— "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans ——— "		6	" "	'66-'95	----
" —Water Loans ——coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)———	371,000	7	Various	'67-'81	97½
" — " " (new)———	956,000	6	Jan. & July.	1876	98½
" —Water Loan——coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan——— "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan——coupon	650,000	7	Jan. & July.	'79-'81	95
Milwaukee—Re-adjusted Bonds——coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock ———	3,478,900	6	F.,M.,A. & N.	'73-'75	----
" " " — " ———	4,714,000	6	" "	'76-'78	----
" " " — " ———	1,800,000	6	" "	1883	----
" " " — " ———	5,149,271	6	" "	1887	----
" " " — " ———	275,000	6	" "	1898	----
" " —Fire Indemnity Stock ———	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock———	150,000	5	F.,M.,A. & O.	'67-'69	----
" " " — " ———	3,125,200	5	" "	1870	94
" " " — " ———	319,000	5	" "	1873	----
" " " — " ———	1,000,000	5	" "	1874	----
" " " — " ———	334,700	5	" "	1875	----
" " " — " ———	2,016,000	5	" "	1876	----
" " " — " ———	2,375,000	5	" "	79-'80	----
" " " — " ———	900,000	5	" "	1890	----
" " " — " ———	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)———	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)———	739,222	5	" "	'67-'82	----
" — " " (old)———	2,232,500	6	" "	'66-'93	95
" — " " (new)———	7,898,717	6	" "	'66-'99	99
Pittsburg—Municipal Bonds——coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds——— "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds———	985,326	6	Various.	'66-'83	94
" —Railroad Bonds——coupon	1,500 000	6	April & Oct.	'68-'71	----
Sacramento City—Municipal Bonds———	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds——coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan——— "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan——— "	425,000	6	" "	'79-'88	86½
" —Railroad Loans——— "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds——coupon	1,352,600	10	May & Nov.	1871	----
" — " " ——— "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	246,612	332,098	406,076	446,044	396,847	381,810	357,556	---- ----
1865	289,400	327,269	399,870	343,408	399,364	429,669	472,483	738,527	677,625	719,911	731,270	599,762	---- ----
1866	504,991	408,864	385,480	394,533	451,477	474,441	482,674	------	------	------	------	------	---- ----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	176,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	------	------	------	------	------	---- ----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117.086	146,268	141,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216.030	196,435	201,134	1,959.267
1864	158,735	175,482	245,150	185,015	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.095.470
1865	305.554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,295	183,085	257,230	197,886	264,605	290,842	224,112	------	------	------	------	------	---- ----
Chicago and Northwestern:													
1863	----	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	565,145	480,710	519,396	689,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	821,886	749,191	546,669	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	------	------	------	------	------	---- ----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,961	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51.485	61,787	51,386	60,895	529,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	556,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	84,637	------	------	------	------	------	---- ----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214.182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	845,695	939,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	986,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001.007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,458,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,856	1,070,434	1,163,295	1,001,668	1,243,143	1,203,462	------	------	------	------	------	---- ----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177.829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	289,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,208
1866	582,823	512,028	516,822	406,773	507,830	560,025	467,115	------	------	------	------	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29.384	37,271	56,687	46,452	81,329	55,257	48,544	512.219
1863	38,203	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95.453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104.608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,864	106,315	96,023	------	------	------	------	------	---- ----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47.010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163.734
1863	67,130	76,132	44,925	83,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112.913	1,246,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,888	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	------	------	------	------	------	---- ----
Michigan Southern & Northern Indiana:													
1861	140,925	116,939	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,519	276,109	325,818	305,284	279,539	2,647.833
1863	248,784	230,508	257,227	288,613	264.935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302.541
1864	256,600	304,445	338,454	330,651	267,126	315 268	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,803	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	------	------	------	------	------	---- ----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295.956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,787	365,196	335,083	324,986	------	------	------	------	------	---- ----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402.106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	------	------	------	------	------	---- ----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955.659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,434	------	------	------	---- ----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3.311.070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	------	------	------	------	------	---- ----
Philadelphia and Reading:													
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,087	265,358	234,456	276,209	291,763	278,219	2,905.839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6.324.083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,330	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129.466
1865	690,144	678,504	857,583	733,866	637,186	646 935	584,523	712,495	795,938	858,501	712,363	580,964	8,489.062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	------	------	------	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,735	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170.079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	------	------	------	------	------	---- ----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	127,086	92,574	1,172,100
1862	82,235	47,142	56,006	85,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,149
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	159,495	151,062	134,563	111,389	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,340	221,570	220,209	265,154	2,050,822
1865	144,084	139,171	155.753	144.001	138,738	194,525	271,799	374,024	377,981	375,534	381,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	------	------	------	------	------	---- ----
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,253
1866	45,102	36,005	39,301	43,332	56,913	102,918	85,276	------	------	------	------	------	---- ----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	12,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	97
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	9[illegible]
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250.000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440.000	6	Jan. & July.	Boston.	1873	98½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ¼ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $800,000	423,680	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	89
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o.M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	58,000	8	May & Nov	" "	1868	
C., B. & Q. Scrip	457,400	—	Jan. & July.	Fr'nkfort o.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	92
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	84
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	76
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213.000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300.000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36 600		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connecticut and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	90½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	288,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,822 000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	189,500					
Funded Interest	34,220					
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	102½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420.000	5	Jan. & July.	London.	1872	97
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M.(State)$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju.Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	80
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1863	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	82
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	81
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,000					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400 000	6				
Tennessee State Loan	674,000	6				
Alabama State Loan	388,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61-'67	
Sterling	878,035	6			1863	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350 000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	94½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Debts of former Cos outst'ding	100,000					
Funding [S. F.] Bonds	1,298,000	7	Feb. & Aug	" "	1876	91
Exchanged Stks [S. F.] Bds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	169,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192.778	7	var.	" "	var.	
" " " "	45,950	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	106
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,411,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,815,382			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,500	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'78-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	500,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,100	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1900	99
2d Mortgage (now stock)						55½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'79-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	7 ⅛
State Loan (S. W. Branch)	1,208,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	15,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	82
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	468,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	104½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,382					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	165,500	7	May & Nov.	Philadelphia.	1870	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	90
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77,000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	200,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75½
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1885	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	119
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	86
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	925,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Bonds. Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance (Profit and Loss) carried to next account.	Road operated (each road counted once).	Mileage (including leased roads).	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,950	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,961	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,85[illegible]	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,[illegible]	—	1,067,000	777,777	240,485	2,476,0[illegible]	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
19 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,275	100,000	1,410,769	922,822	23,579	2,552,503	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	19,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,859	*	—	793,859	700,000	—	1,493,859	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,29[illegible]	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	....
31 Jan. '65	122.4	—	17 0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,386	393,511	—	2,007,940	1,926,740	.....	.....	122.4	317,844	517,808	184,569	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	87,022	4,654,293	75.2	45,4,28	1,459,711	413,528	12	170
31 Dec. '65	7.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,810	2,000,000	292,500	150 848	2,787,534	124.6	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,65	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,558	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,326,485	41,560	—	1,010,000	650,000	.....	.....	.....	49,663	197,587	85,946	34	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,811	18,746	871,742	86.0	202,567	306,706	53,204	8	85
31 Mar. '64	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,653,392	970,220	555,456	5,000 000	2,000 000	140,785	8,681,183	117.4	629,269	1,982,213	549,834	9	114
30 Nov. '65	59.4	7.0	8.2	—	16	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,577	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	19,525	744,520	—	5,024	749,544	5.0	.....	27,288	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,585	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.0	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,260 079	*	96,163	1,282 .00	36,500	22,7[illegible]	1,296,541	86.7	.....	415,411	54 648	4	....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,022,200	*	—	703,700	129,550	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	25.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	160
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '58	50.0	—	....	—	7	2	107	Muscogee	774,243	162,534	—	662,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.0	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	28.8	.....	.....	388,858	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,843	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,619,000	482,226	10,068,224	280.0	1,450,280	3,540,092	1,883,517	84	108
30 Apr. '66	217.0	83 0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,77[illegible]	2,670,210	2,070,679	10,193,010	5,754,406	2[illegible]	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	1.0
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,328,751	*	2,356,666	26,155,641	12,020,483	825,398	39,980,4[illegible]	330.0	.....	6,820,750	1,802,272	—	66
31 Mar '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050.182	*	2,265,992	6,500.000	1,448.000	—	10,515,7[illegible]	228.4	1,294,851	3,154 236	1,442,781	10	109
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,47[illegible]	—	123
31 Dec. '65	454.8	252.5	....	—	148	76	3,297	*Illinois Central*	30,529,844	*	—	23,374,100	13 261,500	—	10,668 060	708.3	3,507,4[illegible]	7,181,208	2,174,924	10.	123
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353.624	525,000	92,207	3,104,654	1,660 000	114,96[illegible]	4,970,931	111.0	224,565	580,[illegible]	250,18[illegible]	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	39
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,800,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	45
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,844	288,255	125,587	1,142,834	1,249,000	4,562	2,726,187	132.0	247,14[illegible]	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,059	274,081	25,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,281	140,689	3,458,108	110 0	.....	448,858	230,824	9	74
31 Dec. '64	84.0	—	....	—	15	—	—	Ind., Pittsburg and Cleveland	2,785,556	*	240,[illegible]22	1,872,000	997,000	106,57[illegible]	2,975,[illegible]7[illegible]	84.0	334,539	771,765	307,832	—	—
1 Dec. '62	78.0	11.0	—	—	15	14	201	Jeffersonville	1,549,518	*	276,334	1,015,907	627,000	—	2,175,223	198.0	342,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,364,147	*	—	800,000	643,000	—	1,588,758	122.0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,82[illegible]	371,40[illegible]	—	36
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,956,150	*	997,278	1,926 150	60,000	218,080	2,999 425	73.0	441,278	1,248,726	598,671	12	154
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	170,757	152,[illegible]98	1,497,947	1,813,370	87 964	2,929,78[illegible]	75.5	112,334	431,606	155,247	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 [illegible]73,125	62,961	—	3,649,386	900,000	27,264	4,891,[illegible]49	100 0	260,815	41[illegible]156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok,. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,586	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,021	—	1,582,168	2,000,000	337,532	4,375,093	111.8	.....	426,408	227,634	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605.238	52,300	—	514,579	79,000	—	736,51[illegible]	29.0	226,061	188,485	65,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,582,645	126,735	12,200	1,109,594	270,000	—	1,715,324	65.1		419,548	139,817	6	66
30 Jun. '65	135.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,904	*	—	5,527,371	3,207,000	39,307	12,578,715	300 0	963,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,054,420	505,256	—	3,212,318	536,000	330,297	5,655,326	80.0	130,204	481,92[illegible]	229,61[illegible]	—	—
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	2,695,900	1,150,717	—	4,903,000	203.0	.....	1,232,624	555 434	—	—
31 Aug '60	55.7	—	....	136.5	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,697	*	—	1,[illegible]51	243,862	108,[illegible]4	1,716,81[illegible]	63.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,699	—	2,950,000	4,250,000	—	9,[illegible]68,[illegible]	188.[illegible]	.....	340,598	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,429	281,022	15,188,180	329.3	1,741,670	4,446,490	1,638,114	—	—
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,214,781	10,471,500	8,657,175	663,971	19,672,646	523.8	2,[illegible]61,615	4,[illegible]30,445	1,936,788	6	11
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	85
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	208.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	226.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	865,932	6,231,339	226.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,948	275,060	1,274,244	59.7	.....	176,462	116,423	—	—
31 Dec. '58	83.2	—	....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,667	420,026	—	—
28 Feb. '65	268.5	—	17.7	68.0	28	21	272	*North Missouri*	6,743,492	697,768	—	2,469,540	4,360,000	93,078	7,095,376	168.8	480,136	950,499	640,641	—	36
21 Dec. '62	162 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '65	283.0	—	14.4	—	4	26	566	*Pacific*	10,115,72[illegible]	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.[illegible]	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	266.0	—	—	—	*South-Western Branch*	3,068,940	116,927	—	70,513	3,467,234	.....	3,383,402	114.0	160,562	197,744	1,895	—	—
30 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,[illegible]2	3,501,000	40 [illegible]8	6,852,[illegible]08	90.1	250,15[illegible]	399,291	22[illegible]	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	1.0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,050	450,422	236,767	6	160
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,388	3,621,755	11,886,983	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	113½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,690	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	5
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192.638	381.467	1,830,000	640,000	47,118	3,020.600	70.9	413,213	752,605	172,232	6	108
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332	8	125½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	133½
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,785	83.6	669,234	1,697,164	537,057	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,103	161,203	78,265	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	107½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,454,999	362,965	762,574	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,276,076	490,768	6	107
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,264	993,894	314,255	8	111½
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397	.....	13.9	37,947	61,665	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	368,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,491	71.0	185,647	300,964	51,227	8	124½
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54.2.2	220,820	43,527	7	101½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	—
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4 438 317	*	2,609,822	4,519,760	551,500	1,467,341	7,043,139	145.0	.....	1,295.643	526,448	8	102½
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	—	18.6	35,812	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,956	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er by B	& L Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)	—	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	18	180	Vermont and Massachusetts	3,240.079	225,650	169,938	2,860,000	558.955	—	3,635,667	77.3	151,327	390,086	122,397	2	49½
30 Nov. '65	156.1	17.8	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10.176,144	1,096,713	5,076,949	5,627,700	6,269,520	453,041	16,348.806	218.0	1,308,514	3,431,584	1,226,658	10	145½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1.164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 .33	93.5	.....	422 829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085.925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	65½
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	596,588	568,000	—	—	52.7	.....	—	—	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.0	387,789	615,728	215,973	9	103
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,295	*	—	997,112	2,103,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,980	1,140,788	35	128
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,444	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '65	74.0	12	74.0	—	65	52	1,671	Central of New Jersey	11,849,791	1,283,773	528.171	10.685.94)	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,966	10	127
31 Dec. '64	53.0	—	.....	45.5	21	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,5.0	31,200	4,536,9.6	53.0	270,000	570,764	171,755	7	80
31 Dec. '65	38.8	—	.....	—	35	98	180	New Jersey	3,903,171	788,164	1,793,064	5,000 000	805.000	—	6,434,399	33.8	654,192	1,875.981	803,323	10	128
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	280,000	45,072	483,872	21.2	99,787	146,936	29,500	—	—
31 Dec 64	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440.026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600.000	—	2,008,300	18.2	.....	290,022	180,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,2.9	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016.739	173.722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	8,369.088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,287,838	516.576	650,000	2,200,000	1,200,000	—	3.400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '65	460.0	97.0	388.0	—	332	133	5,335	Erie	47,846,35	*	5,645,544	25,105,800	22,370,982	4,299,762	58,291,395	807.0	6,839,028	15.434.775	5,066.511	4	73½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,287	—	6,563,256	7,762 810	1,167	15,264 586	150.0	1,602,279	4,452 .30	994,6.8	8	118½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,587,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,40.	353,6.6	8	69
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,504,048	13,975,524	2,694,714	6	104½
30 Sep. '65	136.8	2.1	45.0	—	43	83	687	New York and Harlem	9,708,611	1,479,957	1,047,166	6,555.050	6,098,045	—	12,683,.95	164.0	1,592,080	2,509,726	422,348	—	—
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850.072	831,.51	—	3,077.000	1,494,900	—	4,681,624	122.0	389,920	707,521	44,810	—	60
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,8.0	—	—	206,80.	222,000	157,080	585,8.0	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	125,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	—
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303 705	797,058	282,142	8	—
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	—
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g.	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	96
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased to Rensselaer and S				aratoga	R. R	6	—
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	375,000	"	"			"		6	—
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120.000	948,500	13.0	47,098	274,983	111,021	8	—
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,120	1,595,191	83,869	2,979.140	81.0	208,835	836,921	39,174	—	—
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	78,540	5	—
30 Sept. '65	10.3	—	.....	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,896	50,106	23,738	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	—
— — '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130.470	1,045,000	51,800	2,934,509	171.9	.....	469 458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040,550	116,574	3,719,374	118.2	523.741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,261,566	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	18	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4 000,000	750.000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	111
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,210 661	35	—
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320.168	*	354,145	5,403,911	3,880,948	82.292	9,674,307	203.5	1,429,741	2,666.877	786.794	5	87½
31 May '66	100.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,883	4,841,600	2,746,200	114,996	8,369,819	188.6	994,554	2,358,868	1,086.717	13	116½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	28 ,.30	54,.17	2,142,240	ope	r. w. Lit.	Miami.	291.148	10	—
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,860	494,454	75,697	2,884,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339.924	—	—
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,.80	—	1,525,042	3,572,400	1,400,000	2,020	5.120,.28	138.0	1,089,067	2,446.391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850.779	*	1,578,999	12,667,668	3,688,285	316.434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	.....	829,932	119,032	—	—
31 Jun. '65	163.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595 400	251,867	3,343,958	1341,093	14,202	5,172,13.	205.9	364,409	719.924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2 870,780	125.0	209,011	3207	185,488	—	—
31 Dec 64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,222	945,492	3½	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,842	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	—	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	440.0	2,647,709	5,811,283.2	125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	—	3,629,000	68.5	240,418	370,223	149,387	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,192,366	74.0	150,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,457,353	1,733,320	38,671	15	160
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,689	—	604,400	598,400	44,888	1,247,688	37.7	161,484	38,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*		1,000,000	1,620,000	Leased	to North. Cen.			302,822	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	149,588	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	53.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,582,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*		685,150	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,755,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,016	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,875	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	64½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*		2,646,100	905,000	73,555	3,624,655	(oper. by Reading		R. R.)		3	38½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*		3,708,200	—	—	3,708,200	(	"	"	")	8	56
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,486	6,529,199	69.8	318,861	875,064	412,388	—	41½
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,378,024	14,041,462	20,000,000	16,750,121	3,651,447	45,850,796	821.0	5,846,778	17,459,194	189,111	10	58½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,134,049	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,691	666,739	536,376	8	60
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,632,766	—	—	5,469,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R.		Co.)		—	33½
30 Nov '65	93.0	59.5	233.3	—	254	65	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20,240,673	6,900,663	—	30,608,075	477.3	3,688,309	11,142,519	4,812,271	10	57½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,586	*	245,695	999,200	200,000	—	1,199,200	28.2	177,423	1,030,432	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,913,300	516,000	457,856	10,669,142	197.0	981,463	3,884,609	1,046,804	10	56½
31 Oct. '65	59.5	—	114.5	89.5	12	11	84	Pittsburg and Connellsville	2,361,464	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	139,361	—	9
31 Dec '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,182,381	*	3,362,312	9,312,442	12,573,060	1,597,620	26,545,693	468.3	4,624,073	8,489,092	3,238,547	10	104½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leased to	Northn. Cen.		141,096	316,498	116,606	4	40
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,056	964,300	130,340	1,778,176	26.4	138,578	34,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,860	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	109½
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,525	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	526,654	1,902,000	380,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,307	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,348	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,008	3,081,460	105.0	172,500	480,577	175,993	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	658	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	282,887	—	7
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	ofe	r. by Vt.	Central	.....	8	101
30 Jun. '63	28.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,33	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	lose	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,083,655	2,517,500	590,058	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,85	7	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,65 ,500	775,142	8,711,091	191.7	.....	1,83	81,89	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,38	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,855	.....	43.5	1,068,054	163,753	79,58	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,05	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280,968	634,051	359,13	5	—
30 Jun. '66	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,95	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,119	508 55	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,63	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	142.3	466,042	490,597	138,21	—	—
								CANADA.													
31 Jan. '66	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	87,65	—	—
31 Dec. '65	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,689	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,84	—	15
30 Jun. '66	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,85	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,502,745	9,281,435	.....	26,084,180	357.0	.....	3,011,86	1,649,51	1	—
11 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,13	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108 0	160,421	107,64	20,00	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,350,000	13,100	136,000	1,709,282	60 0	.....	132 55	36,87	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.9	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	87,18	—	—
								NEW GRANADA.													
31 Dec 68	8.	—	—	—	11	22	120	Pan ma	8,000,000	*	688	8,000,000	75,690	—	10,763,725	48.7	—	1,827,438	1,328,924	—	280

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	36½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	50½
Chicago & Alton (preferred)	2,425,400	7	7	109½
Chicago & Northwestern (pref.)	12,994,720	7	7	67⅞
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1 678 300	10	10	77½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	79
Hannibal & St. Joseph (preferred)	5,253,856	7	---	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42½
" " (2d pref.)	3,819,772	7	3	21
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	92½
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	---	71
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69½
Toledo & Wabash (preferred)	984,700	7	7	61
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	----------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	99½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----------	----------	90
Boat Loan	99,852	6	----------	----------	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87½
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	105
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	55½
Delaware and Hudson	100	10,000,000	10	105
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,091,700	10	60
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	82½
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	----	29½
" " (preferred)	50	2,888,988	----	37½
Susquehanna and Tide Water	50	2,048,260	----	15⅝
Union	----------	----------	----	2⅞
Union (preferred)	50	2,787,000	----	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 45 50 @ 49 —
Pig, American, No. 1 48 @ 49 —
Bar, Refined, English 105— @110 —
Bar, Swedes, assorted sizes (in gold) 95 — @100 —

	Store Prices.
Bar, Swedes, assorted sizes	— — @170 —
Bar, English & American, Refined	— — @125 —
Bar, English & American, common	— — @115 —
Scroll, English	155 — @205 —
Ovals and Half round	150 — @160 —
Band, English	— — @155 —
Horse Shoe	150 — @160 —
Rods, English	130 — @185 —
Hoop, English	165 — @225 —
Nail Rod, per lb.	10½@ — 11½
Sheet, Russia, per lb.	23½@ — 25
Sheet, English, Single, Double and Treble	— 7 @ — 9
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 18½@ — 24
English Spring (1st & 2d qlty.) — 11½@ — 13
English Blister (1st & 2d qlty.) — 12½@ — 20
English Machinery — 14 @ — 16
German — 15½@ — 17½
American, Blister — 11½@ — 13⅝
American, Cast, Hammered — 18 @ — 22
American, Cast, Rolled — 13 @ — 15
American Spring — 11 @ — 12½
American Machinery — 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — 44 @ — 45
Sheathing, Yellow — — @ — 33
Pig, Chile — — @ — —
Bolts — — @ — 45
Braziers' — — @ — 45
American Ingot (cash) — 30 @ — 30½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ — —
Spanish — 6 87½@ 7 —
German Refined — 6 80 @ 7 —
English — 6 87½@ 7 12½
Bar per lb. — — @ 10 50
Pipe and Sheet — — @ 11 —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold) per lb.	— — @ — 21½	
Straits (gold)	— — @ — 20½	
English (gold)	— 20 @ — —	
Plates, I.C. Charcoal, p. box	10 — @ 10 25	15 25 @ 15 50
Plates, I. C. Coke	7 25 @ 9 50	11 — @ 14 50
Plates, Coke Terne	7 25 @ 7 50	10 75 @ 11 25
Plates, Charcoal Terne	10 — @ 10 25	15 25 @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb. 6 75 @ 7 —
Clinch (cash) 8 — @ 8 50
Copper — — @ — 50
Ausable Horse, Norway Iron, Forged — — @ — 33
Zinc Nails (6 mos.) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — — @ — 28
Refined, free L. S. to White 60 @ — —
Refi'd, in bond, prime L. S. to White — 43½@ — 44
Refi'd, in bond, Standard White — 45 @ — —
Naptha, Refined (60@63 gravity) — 30 @ — 33

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 22.

	Th 16	F 17	Sat. 18	M 20.	Tu. 21.	W. 22
Atlantic M. S. S. Co.	----	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M. 95	----	----	----	----	----	----
California 7s	116½	----	----	----	----	----
Canton Co.	52½	----	----	52½	----	52½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	109½	111	113½	113½	108½x	108½
" " pref.	110½	112	114	109½x	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	130	----	----	----
" " " 8 p.c.	110	----	----	----	----	----
Ohio. & Northwest'n	36½	36½	36	36½	36½	36½
" " pref.	67½	67½	67	67½	67½	67½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	97½	----	----	----
" " Consol.	80	80	----	80	80	----
Chicago & Rock Isl.	106½	107½	106½	107½	107½	107½
" " 1st M. '75	----	----	----	----	----	102
Clev., Col. and Cin.	111	----	111	----	111½	----
Clev. and Pittsburg	87½	87½	----	87	87	87½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	115⅞	116	116	116½	117	116½
" " S. F. 7 p.c.	----	----	----	105	----	103
Cumberland Coal, pref	47½	48	47⅞	48	48½	48
Del. & Hudson Canal	155	155	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	69½	69½	70	74½	74½	72⅝
" pref.	76	76½	77	78½	78½	79
" 1 M. 7 p.c. '67	----	----	103	----	----	----
" 2 M. 7 p.c. '79	102½	----	----	102½	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	95
Hudson River	119½	----	119½	119	119	118⅝
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	122½	122⅝	122⅞	122⅝	123	122⅝
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	42½	43	41	40½	42½	42½
" " 2d "	21½	21½	21½	20	20½	21
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	11½	----	----	11½
Michigan Central	110½	111½	----	111½	112½	112½
" S.F. 8pc. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	85½	85½	84⅞	85½	86	85½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F. 95	95½	95½	----	----	----	96½
" " 2 M.	----	----	----	92	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	83	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	55½	----	----	----	55	----
" " pref.	70	71½	71½	71½	----	----
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	81	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	79½	79½	----	----	----	78½
" ins. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	79½	79	----
New York Central	105	104⅞	104½	105	105	104½
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76-106	106	----	----	----	----	----
" 6s, S.F. '83	----	----	----	----	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '76	----	----	----	----	----	----
" 2M. 7p.c. '84	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	83	83	----	----	----	----
" ex-coupon	63	63	63⅝	64½	64½	----
" new	62½	64	64½	64½	----	----
Ohio & Miss. cer.	29½	29⅝	29⅝	80	29½	29½
" " pref.	79	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	224	225
Panama	260	----	----	----	----	260
Phila. and Reading	114⅜	115½	115½	117½	116	114½
Pitts. Ft. W. & Chicago	105½	105½	104⅝	105½	105	104⅝
" 1M.	----	----	----	101	----	----
" 2M.	----	----	----	----	96	----
" 3M.	----	----	----	87	----	85
Quicksilver Mining Co.	51½	51½	50½	50½	50½	51
St. L., Alton & T. H.	35⅝	35½	35½	36⅜	38½	38
" " pref.	69	----	----	67½	----	68
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	81	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	89½	----	91½	----	----	----
" ex-coupon	----	----	70½	70½	72½	73
" new	66⅜	69½	68⅜	69	69½	69½
Tol. Wab. & Western	----	41⅜	4 ⅜	42½	43	45½
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	90½	----	----	----
" " 2M.	----	----	80	----	----	80
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	60	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 22.

	Th 16.	F.17	Sat.18	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	99⅝	100	
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101⅜	102½	102	102½	102½	102
U. S. 5s, 10-40s, reg.	98	----	----	----	----	98¼
U. S. 6s, 1881, reg.	----	----	111	----	111⅜	----
U. S. 6s, 1881, cou.	111⅛	112	111⅛	112	111⅜	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	108⅛
U. S. 6s, 1867, reg.	----	131	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	110⅛	110⅛	110⅛	110⅛	110⅛	110⅛
U. S. 6s, 5-20s, c. 1864.	----	109⅛	108⅞	108⅞	108⅞	108⅞
U. S. 6s, 5-20s, c 1865.	108⅛	109⅛	108⅝	108⅝	108⅝	108⅝
U. S. 6s, " reg.	108⅛	108⅛	----	----	108⅛	108⅛
7.30 Notes, 1st series.	106⅛	107⅛	106⅝	106⅝	106⅝	106⅛
" " 2d series.	106⅛	106⅝	106⅛	106⅝	106⅝	106⅛
" " 3d series.	106⅛	106⅝	106⅛	106⅛	106	
American Gold	----	150⅛	----	----	149	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 21.

	W.15	Th.16	F.17.	Sat.18.	M.20.	Tu 21
Cattawissa	----	----	----	----	----	----
" preferred	37⅜	38½	----	37½	37	
Camden & Amboy	----	128	128	----	----	
" " 6s,'67	----	----	----	----	----	
" " 6s,'70	----	----	----	----	----	
" " 6s,'75	----	----	----	----	----	
" " 6s,'83	88½	----	----	88½	----	
" " 6s,'89	----	----	----	----	----	
" mort. 6s,'89	----	----	----	----	----	
Ches. & Del. Canal 6s '86	----	----	----	----	----	
Del. Div. Canal	55½	----	----	----	----	
Elmira & W'msport	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " 7s	97	97½	----	----	----	
Lehigh Navigation	58	----	----	----	----	60
" " 6s,'84	----	----	----	89	89½	----
Lehigh Valley R. R.	64⅞	64⅞	----	64⅞	64⅞	----
" " 6s	----	----	----	83½	----	----
Little Schuylkill R. R.	38½	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	82½	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	39⅞	41	
" 6s	90	----	----	----	90½	
" 10s	----	----	----	----	----	
Northern Central	----	----	45⅛	----	----	
Pennsylvania R. R.	58½	59⅛	60	59⅝	59⅝	59½
" 1st m.	100	100⅛	100⅛	100⅛	98	----
" 2d m.	98½	98⅛	----	----	98	----
Penn. State, 5s	----	----	95	95	95½	95
" " 5s, coupon	94⅛	----	----	----	95⅞	96
" " 6s, W. L.	101⅜	101⅛	101⅛	101⅜	101⅜	102
Philadelphia City, 6s	----	----	95	95	95	----
" " new	98⅛	99	99	99⅛	99⅝	99
" " munc	98⅜	99	----	----	99⅛	----
Philad., Germ. & Nor.	58½	----	----	----	60	60
Phila. & Reading	56⅜	57⅛	57	57	58	58⅛
" 6s, '86	----	----	----	----	----	----
" 6s, '70	96	----	----	----	----	----
Philadelphia & Erie	32⅜	32⅞	33	33	33⅝	
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27⅛	28	28⅛	29	30⅛	----
" " pref.	35⅜	36⅛	37⅛	37⅝	38⅛	37⅛
" " 6s '82	----	82½	83	83	83½	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	15⅞	----
" " 6s '78	----	----	59½	----	----	----
Union Canal, pref.	4⅛	----	----	----	----	----
" " 6s '83	----	----	----	----	----	24½
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	18⅞	----	19	19.	19½	
Chestnut & Wal. "	----	----	----	----	----	55
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 21.

	W.15	Th 16	F.17.	Sat.18.	M 20.	Tu.21
Baltimore City 6s, 1875	99	99	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	98	----	----	----	----	----
" " 1890	----	----	----	100½	100½	100½
Balt. and Ohio	113	114	----	----	113⅞	113⅞
" " b'ds,'62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	----	----	----	97⅛	----	----
" " '80	----	----	----	----	----	----
" " '85	----	93	----	----	----	----
Northern Central	----	----	----	----	45½	46
" " b'ds,'85	----	----	----	----	88	----
" " '95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	16½

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 22.

	Th. 16.	F.17.	Sat 18.	M.20	Tu.21.	W 22
Boston and Lowell	107	108⅛	----	----	108	----
Boston and Maine	----	120½	120	----	120½	
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	----	----	111	----	110	
Cheshire, pref.	56½	----	----	----	----	----
Concord	----	----	----	----	65½	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	107½	107	107	107	107	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	111	----	111½	111½	----	
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	105⅛	----	106½	----	----	103
Old Colony & Newport.	102⅞	102⅞	102⅞	102½	102⅞	----
Ph., Wil. & Baltimore	56	56½	56⅝	----	56⅛	56⅛
Portl'd, Saco & Ports.	100	----	99⅞	99½	99	100
Vermont & Canada	101	----	----	----	----	101
Vermont & Mass.	49⅜	----	49½	49½	----	49¼
Western	145½	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	95	95	----	----
Metropolitan "	53	----	----	----	54	54
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	40	----
Copper Falls "	45	44	45	47	50	46
Franklin "	50½	63	64	68	69	70
Huron "	45	47	45	47	48	47½
Isle Royale "	----	----	12	----	12	----
National "	----	17⅛	----	----	----	----
Minnesota "	10	----	----	10½	----	11
Pewabic "	37	39	40	41½	42	39
Pittsburg "	46	----	47	----	49	50
Quincy "	47½	----	48	46	50	51
Rockland "	8½	8½	----	8	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 10th of August.

United States 5-20 yrs., 1882, 6 per cent	68¼@ 68⅝
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	68 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	40 @ 41
Erie shares, $100 (all paid), 8 p. c	40⅛@ 40⅜
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	75⅛@ 75⅜
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	60 @ 65
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, August 25, 1866.

Stock Exchange and Money Market.

The demand for money, which was comparatively moderate early in the week, has increased materially, within the past two or three days. In the anticipation of the requisitions of the Treasury Department, to meet the claims of the depositors in the National Treasury on the temporary loan account, which must be paid off by Monday next, August 27, when deposits will cease to bear interest, under the recent notice of Secretary McCulloch, the National banks and other public debtors, are calling in their loans, thus lessening the available supply of funds in the open market, and tending to stiffen loan and discount rates. Last week, accommodation was more freely offered than it was needed; this week, borrowers have to exercise some industry in providing for their pecuniary wants. Call loans are now quoted at from 4@6, generally at 5 per cent.; prime discounts at 6@7 per cent. per annum. Thus far, only a small amount of the temporary deposits in the Sub-Treasury in this city have been withdrawn. During the coming week, all such deposits will doubtless be recalled, to be profitably employed elsewhere. Such employment, pending the full revival of general business can only be reached through the form of call loans to Stock Exchange operators, or of investments in National securities. Hence, after a few days of "flurry," shifting of loans and apparent stringency, a restoration of ease in money and buoyancy in stocks is confidently looked for. All the Treasury measures and regulations tend in this direction—as a flexible Money Market is essential to the success of the funding policy of Secretary McCulloch. The views expressed by this gentlemen in responding under date of August 18th, to an invitation to accept the hospitalities of some of the leading business men of Boston, and which are given at length in another part of our present issue, are essentially such as we have urged, through these columns, from time to time as opportunity served.

The revenues of the Government, from customs and excises, continue on a liberal scale. Last week's income from internal revenue, was $8,100,291, and thus far this week, $2,895,777. Since the commencement of the current fiscal year, July 1, the receipts from this source have exceeded $55,000,000, or over a million a day, and equal to about three hundred and eighty millions a year. Last week's customs revenue at all the ports of entry could not have been less than three and a half million dollars, or equal to a yearly aggregate of about one hundred and eighty-two millions in coin, which, with gold at 145, would represent about two hundred and sixty-four millions in currency; and which would make the new fiscal year's revenues from customs and excises equal to the enormous sum of six hundred and forty-four million dollars in lawful money. We, of course, do not anticipate that these sources of revenue will yield as freely all through the year, as at present. We do, however, feel confident that the national income, in the current fiscal year, will reach five hundred and twenty millions, or a weekly average of about ten millions. Government last week disbursed $9,817,359 on account of the three principal executive departments, chiefly in liquidation of claims in arrears, and only recently audited. The cash balance in the vaults of the National Treasury at Washington last Saturday was $139,212,114, including of United States, legal tender, $7,800,000, National bank notes, $2,625,078, fractional currency, $226,922, gold, $323,659, silver, $2,560, nickel coin and cents, $147,000, reserve fund, temporary loan, $42,000,000, and reserve fund, surplus U. S. notes, $86,232,425.

The U. S. Sub-Treasury receipts, week ending with Aug. 18, were $13,639,422, including $2,461,877 from customs duties; payments, $11,262,202; balance at the close of the week, $88,816,665, against $86,439,415 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $9,520,299, and payments, $9,581,457, Tuesday, receipts, $3,368,291, and payments, $1,140,382. The balance at the close of business on Tuesday stood at $90,983,416, against $87,549,292 a week ago.

The city banks, last week, increased their loans $3,688,861; circulation, $268,382, and deposits, $78,313; while losing $2,061,762 of the legal tender reserve, and $878,688 of their specie. Their legal tender reserve is now $84,800,071, or about the same as at the close of July; their specie re-

serve is down to $7,545,513, the lightest aggregate since June 30th, when the specie store of the banks was $7,797,218. Their loans are up to 261,951,924, or greater than they have been in five months. Their deposits reach $214,310,576. The Bank Exchanges at the Clearing House, through the past week, averaged $92,442,557 a day, against a daily average of $87,204,469 the preceding week; and $82,468,496 the week ending with Aug. 4th. The current week's exchanges verage over $108,623,064 a day.

Favorable news from Europe, especially for American securities abroad, have operated against the Gold speculation, which has been essentially weak and sluggish through the week. The price receded from 152 on the 16th inst., to 147¼ on the 21st inst., or nearly 5 per cent. On Wednesday there was rather more speculative activity, and a rally in the price from 147¼ at the opening to 149⅛ at the close. The export demand has been very limited. On Saturday, the specie shipments were only $66,280, and Wednesday's only $40,000; making the total, since our last, only $106,280. The total exports of specie, hence since Jan. 1, have been $52,095,136, against $19,217,381 same time last year. The *Northern Light* from Aspinwall, reached this city on Tuesday, with a California specie freight of $3,091,600; an unusually heavy amount. This makes the receipts of California gold at the port of New York since Jan. 1, $27,375,321, against $10,740,851 same time last year. The customs revenue (in coin) of the Government, through this port, last week, reached $2,461,877. The coin certificates issued by the Sub-Treasury amounted to $2,064,000. A failure of a *bull* operator in the Gold Room was announced on Monday. It has been authoritatively stated that, in view of the extraordinary heaviness in the foreign exchange market, orders had been transmitted to Europe for gold, to be used here in the purchase of cotton, etc., for export. This statement had its influence in breaking down the gold speculation.

Government securities have been in active request, opening at very bouyant prices, but closing with some degree of heaviness, in view of the temporary ease, a full restoration of which is anticipated within the coming week. Sixes of 1881, and 5-20s of 1862 are in comparatively light supply. The latter continue in good request for shipment to Europe. 5-20s of 1865, and 7-30s are offered in larger amounts, and are most unfavorably effected by the change in the money market, adverse to borrowers. Conversions of Seven Thirties (of the August issue) into new 5-20s through the U. S. Sub-Treasury at this port, since Aug. 1, have reached nearly ten million dollars.

There has been decidedly more activity in Railway and miscellaneous property, and a notable rally in prices, under liberal speculation and investment purchases; but, toward the close, the market showed less firmness, under extensive realizations, partly from apprehensions of stringency in money. The reports of earnings on the principal railroads continue quite encouraging, and promise well for the future of the stock values.

Foreign Exchanges continue very seriously depressed, with a supply of bills largely in excess of the requirements of purchasers, and the tendency is against an early rally in the market. Prime bankers' sixty day bills on London have been quoted at 107⅛@107⅜, and on Paris at 5.30@5.25; sight bills on London to 108⅛@108⅝; and on Paris to 5.26¼@5.22½. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,482,421, against $3,303,616 same week last year. The exports since January 1, have been to the value of $127,501,500, or about twenty-eight million dollars in excess of the exports, same time last year.

In general business, there has been a fair, though not very active, movement. The breadstuff and provision interest opened buoyantly, but closed tamely and heavily. The main export trade is in corn and cheese. Of the latter, the outflow is very extensive at present. In cotton there is increased heaviness, under unfavorable foreign market reports, and good crop news. The week's exports of cotton have been 2,674 bales from this port, and 7,500 bales from all the shipping ports, leaving an available supply of 120,000 bales here, and 260,000 bales at all the shipping ports. The total exports of cotton from the United States, since Sept .1, 1865, have been 1,517,000 bales. Foreign merchandise, exhibits rather more animation, chiefly in the Dry Goods, Grocery, and Metal branches, with increasing firmness in prices. The total imports of foreign dry goods, last week, were $3,867,157, and the total amount marketed $3,179,363. The value of foreign merchandise imported last week, was $3,480,415—making the grand total value of last week's imports of dry goods and merchandise, $7,347,572, and since January 1, $201,077,199, against $115,446,898 same time last year.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 17.	Aug. 20.	Aug. 22.
Consols	— @88	— @88¼	88¾
U. S. 5-20's	— @68½	— @68¼	70¼
E ie	— @42½	— @42¾	45
Ill. Central	— @75	— @75¾	77

The New York exports, exclusive of specie, for the week ending Aug. 21, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,303,616	$2,482,421
Prev. reported	96,228,815	125,019,079
Since January 1	$99,532,431	$127,501,500

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$2,885,755	$3,867,157
Gen. merchandise	2,131,688	3,480,415
Total for the week	$5,017,443	$7,347,582
Prev. reported	101,962,336	196,962,801
Since January 1	$106,979,779	$204,310,373

The balance in the Sub-Treasury on Wednesday was $93,587,976 98.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, 104⅞; do., 6s, 1873, 98½; do., 5s, 1874, 91; Michigan 6s, 1878, 93; Ohio 6s, 1886, 100; Louisiana 6s, 97; McGregor Western, 20; Chicago and Great Eastern, 45; New York and New Haven, 114; Indianapolis and Cincinnati, 74; Hannibal and St. Joseph, 36; Catawissa, 79½; Morris and Essex 1st mort., 94⅛; Great Western 2d mort., 1893, 70; Goshen Branch bonds, 95; Peninsula 1st mort., 82; Galena and Chicago 2d mort., 98; Boston Water Power Co., 32; Ashburton Coal, 18; Spruce Hill, 4⅞; Lehigh and Susq., 5; American Coal, 61; Central Coal, 53; Mariposa, 1; do., pref., 27; Rutland Marble, 17½; Western Union Tel., 58; Manhattan Gas, 35; Bank of Commonwealth, 105; 4th National Bank, 104¼; Shoe and Leather Bank, 110; Importers' and Traders' Bank, 115; Pheonix Bank, 103; St. Nicholas Bank, 104; Market Bank, 110; Irving Bank, 101; Continental Bank, 100½; Bank of New York, 108; Ocean Bank, 101.

Philadelphia.—Warran and Franklin 7s, 83; Huntingdon and Broad Top 1st mort., 80¾; Connecting R. R. bonds, 90; Schuylkill Nav. Boat Loan 85; Fourth street R. R., 23; 13th and 15th streets, 21¼; Germantown Pass. R. R., 23; 5th and 6th streets, 47; West Philadelphia, 68; Ætna Mining, 3½; Lehigh Zinc, 47½; Keystone Zinc, 1; St. Nicholas Coal, 3⅛; Mahanoy Coal, 2⅛; N. Y. and Middle Coal Fields, 5½; Fulton Coal, 7; Swatara Falls, 2; Big Mt. Coal, 5¼; Clinton, 94c.; Ocean Oil, 5⅛; Feeder Dam, ¾; Corn Planter, ¾; Caldwell, 44c.; Girard Bank, 57; Mechanics' Bank, 32; City Bank, 66. The latest quotations are: City 6s, 95@96; do., new, 99@99¼; State 5s, 95¼@95¾; do., coupon, 95@96; do., 6s, W. L., 101¾@102; Phila., Wil. and Balt., 56½; Reading, 57⅞@58; do., 6s, 1870, 96@96½; do., bonds, 90@92; do., con., 112@112; Camden and Amboy, 128½@129; Penn. R. R., 58½@58¾; do., 1st mort., 100½@100½; do., 2d mort., 98¼@98½; Little Schuylkill R. R., 39@39⅝; Morris Canal, 82@85; do., pref., 118@121; do., bonds, 90@91; Wyoming Valley Canal, 65@68; do., 6s, 85@89½; Susquehanna Canal, 15@15½; do., 6s, 59@60; Sch. Nav., 29⅛@29¼; do., pref., 37¼@37½; do., 6s, 1882, 83@84; Union Canal bonds, 24¼@24½; Delaware Div. Canal 56@56¾; do., bonds, 85@86; Elmira and Williamsport, 29@30; do., pref., 42@44; do., 7s, 1873, 97@100; Lehigh Coal and Navigation, 59½@60; do., bonds, 1884, 89½@90; North Pennsylvania, 40½@41; do., 6s, 90@90¼; Philadelphia and Erie, 33¼@33½; do., 6s, 93@94; Minehill, 57@58; Catawissa, 36@37; do., pref., 36@36½; Lehigh Valley, 64½@65; do., bonds, 94@95¼; Fifth and Sixth streets, (horse,) 45@50; Second and Third, 88@89; West Philadelphia, 68@69; Spruce and Pine, 37@38; Green and Coates, 31@33; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 21¼@21½; Girard College, 25@29; Tenth and Eleventh, 60@60; Union, 42@42½; Hestonville, 18⅞@19⅛.

Boston.—Boston, Hartford and Erie, 5; do., 7s, 44; Ogdensburg 1st mort., 99; Western R. R. 6s, 1875, 98¾; N. Y. and Boston Air Line 6s, 39½; Sullivan R. R., 1st mort., from Jan., 1853, 64¼; Eastern R. R. 6s, 1885, 96¾; Rutland and Burlington 2d mort., 40; Vermont Central and Vt. and Ca. 8s, 103; Vermont Central 1st mort., 119; do., 2d mort., 36; Old Colony and Fall River 6s, 1889, 99⅜; Troy and Greenbush, 49¾; Ogdensburg and Lake Champlain R. R., 60; do., pref., 102¼; Granite Railway, 57; Conn. and Pas. Riv., pref., 77¼; Boston Water Power Co., 32¾; Cary Imp., 14½; Adams Express, ex-div., 115½; Waverly Land, 3⅞; Boston and Roxbury Mill, 45; Franklin Coal, 30c.; Boston and Lackawanna Coal, 7; Short Mt. Coal, 20¾; Mammoth Vein

Coal, 5½; Gilberton Coal, 28¾; Harleigh Coal, 70; Locust Dale Coal, 17½; Waverly Gold, 28c.; Incas Gold, 1½: Peck Gold, 1; Caledonia Gold, 80c.; Montezuma Gold, 2½; Baltic Gold, 25c.; Vermont Iron, 2½; Walkill Lead, 1.35; Revenue Extension Silver, 9½; Rhode Island 6s, 1893, 98; Chicago 7s, sewerage, 99½; do., Water Loan, 99¼; do., River Imp., 98½; Boston 6s, 1877, 101½; Cambridge 5s, 1875, 99¾; Bath 6s, 1891, 95¼; Pittsburg and Boston Oil, 10c.; Massachusetts and Oil Creek, 10; Everett, 5c.; Oil Creek, 30c.; Pepper Well Pet., 2¾; United States, 8.15; N. Y., Phila. and Balt., 10c.; Suffolk and Oil Creek, 9c.; Fuller Farm, 10c.; Crescent, 60c.; Pit Hole Creek, 1½; New England, 15c.; Revere Bank, 128; Old Boston Bank, 67; Fanuel Hall Bank, 134⅛; Webster Bank, 114; Maverick Bank, 106; Merchants' Bank, 120¼; Traders' Bank, 103¼; Blackstone Bank, 127½; Everett Bank, 99¼; Washington Bank, 122½; Eliot Bank, 122½; Boston Bank, 111; Algomah Mining Co., 1⅜; Albany and Boston, 8; Bay State, 14¼; Canada, 62½c.; Concord, 4; Calumet, 13¾; Carp River, 95c.; Dana, 2⅝; Eagle River, 3; Hancock, 24¼; Humboldt, 4½; Hanover, 2½; Hungarian, 1¼; Madison, 2¾; Mesnard, 2⅞; Petherick, 7; Pontiac, 1½; South Side, 2; St. Clair, 7; Superior, 5; Winthrop, 2; Washington 1⅞.

Baltimore.—Virginia 6s, 69; do., registered, 41; N. W. Va., 1st mort., 96¼; Marietta and Cincinnati bonds, 82; Maryland Anthracite Coal, 5; George's Creek, 104; Laurel Coal, 0.25; Atlantic Coal, 1.05; Liberty Mining Co., 0.75; Bare Hill, 0.65; Baltimore Chrome, 0.70; Farmers' and Planters' Bank, 31½; Marine Bank, 32; 3d National Bank, 101½; Peoples' Bank, 19; Union Bank, 63. The latest quotations are: Balt. and Ohio, 113½@114; do., 6s, 1867, 99@100; do., 1875, 96@96½; do., 1880, 96@99; do., 1885, 98@99; Northern Central, 45½@46; do., bonds, 1885, 88@89; N. W. Va. 1st mort., 1873, 96@97½; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 82@82½; Central Ohio, 20@30; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 94@98; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 100@100; Baltimore 6s, 1870, 96@100; do., 1873, 95@97; do., 1875, 99@99½; do., 1886, 99@99; do., 1890, 100@100⅜; do., coupon, 100@100; do., Park, 98½@100; do., 1892, 93@99; do., 5s, 1838–'70, 83@88; City Passenger R. R., 18@18½; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.60; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 104@110; Santa Clara, 9@10; Balt. Chrome, 0.70@0.75; Bare Hill, 0.50@0.65; Atlantic Coal, 1.00@1.15; Mineral Hill, 0.60@0.70; Baltimore Coal, 100@200.

New Fastenings for Railway Rails.

E. Beatty Graff, Esq., of Baltimore has invented a new fastening for railway rails, for which a patent has just been allowed. He claims that his invention will prevent the rails from rising up at the ends or joints, the wheels from striking the ends of rails, the jolting of cars, spreading of rails and the track from creeping; it divides the space usually allowed for expansion, makes a continuous rail, is a great saving of ties, dispenses with all chairs and fastenings now in use, and that in this fastening is combined all the fastenings now in use by railways,

Coal Supply for Buffalo.

The city of Buffalo has voted a loan of $200,000 in aid of the Buffalo and Washington Railroad, extending from Buffalo 102 miles to Emporium on the Philadelphia and Erie road, 150 miles east of Erie, with a view of securing a cheaper and more abundant supply of coal; and as there is every prospect, from the liberal individual subscriptions already made, of the road being speedily undertaken, it is claiming much interest among capitalists having investments in the coal fields in that section of Pennsylvania, and through which the Philadelphia and Erie road runs for a distance of 100 miles. Some are urging Johnsonburg, 40 miles west of Emporium, as the most feasible point of intersection with the Philadelphia and Erie road, thus avoiding the heavy grades encountered both east and west of St. Mary's, and penetrating the richer fields of the Johnsonburg, Shawmut, Dagoscahonda and Tanandale companies, while the people of Warren, 50 miles farther west, are laboring earnestly to divert the new enterprise to that point, claiming for Warren and Forest counties richer and more extensive veins of bituminous coal than can be obtained farther east. The route they propose is that of the Warren and Pine Grove Railroad, running from Warren up the Conowango and Cassadaga valleys to the head of Cassadaga Lake, and thence to Dunkirk and Buffalo, making the route from Warren to Buffalo 87 miles, and with the Allegheny Valley Railroad completed, forming a continuous route from Pittsburgh through the rich mineral region of the Alleghany valley to Buffalo and Rochester. It is alleged against the Emporium route, that to overcome the summit dividing the waters of the Susquehanna and Allegheny, a grade will be encountered averaging 63 feet to the mile for fourteen miles, while on the other route the maximum grade in no case exceeds fifteen feet to the mile.

Railways in Pennsylvania.

There is much activity in railway enterprises in various parts of the State of Pennsylvania. The Lehigh Valley Railroad and the Lehigh Coal and Navigation Companies are pushing their respective roads westward from White Haven to the Susquehanna at Wilkesbarre, both crossing the mountain at Salomon's Gap, from whence the former diverges to the South and the latter to the North. The latter company are also making good progress on their road from Mauch Chunk to Easton, and the entire line, including the bridge over the Delaware, will be completed during the coming year, thus opening their mines to the winter markets. The road of the North Branch Railroad and Canal Company from the Barclay mines near Towanda, to Waverly on the Erie road, is nearly completed. The Pennsylvania Railroad have nearly completed a freight line, 32 miles in length, on the west bank of the Allegheny, connecting the Pittsburgh, Fort Wayne and Chicago Railway with the Blairsville branch of their road at Freeport, and by which the road will be relieved of the pressure of accumulating freights from other roads and the river at Pittsburgh, and also save some 30 miles in transportation. The Warren and Franklin Railroad, from Irvineton on the Philadelphia and Erie road, to Oil City, 51 miles, was opened on the first of August, and affording as it does, the shortest route from New York and Philadelphia to the oil region of Venango, is already crowded with freight. By this road, and the Philadelphia and Erie, and Catawissa roads, the distance from New York to Oil City is reduced to 475 miles, against 524 miles via Salamanca and Titusville, and 554 miles via Meadville and Franklin, and a large portion of the oil product for this market must in consequence take the Pennsylvania route. The road has been constructed in the short period of seven months, ground having been broken upon it on the 23d of December last. It passes directly through all the chief sources of supply, including Tideoute and Oleopolis at the mouth of Pit Hole, and operated, as it will be, in connection with the narrow gauge road of the United Petroleum Farms Association of this city, extending from Oil City to Petroleum Centre, a distance of eight miles, promises to become one of the most remunerative short roads in the country. Ten trains, including passenger trains, are now run over the road daily, and in a few days will be increased to fourteen. The oil product the present year, exhibits a large increase over last, notwithstanding the heavy losses by fire. The quantity sent to market exceeds that of last year to the present time by upwards of 700,000 bbls., and there are now in store in the Venango region at least 150,000 bbls. that has been withheld from market in consequence of the prevalent low prices.

Chicago, Rock Island and Pacific R. R. Co.

The Chicago and Rock Island Railroad Company has been consolidated in accordance with the laws of Illinois and Iowa, and in pursuance of the written consent of a large majority of the stockholders, with the Chicago, Rock Island and Pacific Railroad Company of Iowa. The latter Company is the purchaser and owner of the Mississippi and Missouri Railroad, and of all the equipments, lands and all other property heretofore belonging to the Mississippi and Missouri Railroad Company. The name of the consolidated Company is "The Chicago, Rock Island and Pacific Railroad Company." No more certificates of the Chicago and Rock Island Railroad Company will be issued, but upon the surrender of the outstanding Chicago and Rock Island Certificates of stock, new certificates of stock of like amount of the consolidated Company will be issued and delivered to the parties making such surrender, or to such parties as it may be transferred to upon the books of the Consolidated Company. We understand no delay will take place by reason of the consolidation, as the new Company are ready to issue Certificates at once. The capital stock of the consolidated Company is only $100,000 more than that of the Chicago and Rock Island Company, that being the amount of capital stock required to be issued by the Iowa Company, but the $100,000 belongs to the Chicago and Rock Island Railroad Company, so that there really is no increase of stock.

☞ Work has been resumed at various points on the Buffalo and Oil Creek Railroad. This road shortens the distance between Buffalo and the oil region some thirty-five miles, and places that city in direct communication with Titusville, enabling the same cars to run from Titusville to Buffalo. It is expected the work will be completed this fall.

☞ The building of the Iowa and Minnesota Railroad has been commenced. Ground was broken and a celebration took place on the 14th at Polk City, Minnesota.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Aug. 17th, 1866, were $53,595 93
Corresponding week of 1865 ..... 63,928 07

Decrease $10,332 14

The earnings of the Grand Trunk Railway of Canada for the week ending Aug. 11th, 1866 were $125,088 00
Corresponding week of previous year.. 116,921 00

Increase..... $8,167 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Aug., 1866... $23,334 00
Corresponding week previous year..... 23,086 00

Increase..... $248 00

The earnings of the Western Union Railroad for the week ending Aug. 14, 1866 .... $10,814 72
Corresponding week previous year..... 13,519 39

Decrease $2,704 67

The earnings of the Chicago and Great Eastern Railway for 2d week in Aug. were..... $23,052 40
Same period last year..... 21,780 29

Increase in 1866..... $1,272 11

The earnings of the Chicago and Northwestern Railway for the second week in Aug., 1866 were..... $152,334 00
Corresponding week of previous year.. 177,994 00

Decrease $25,660 00

The earnings of the Detroit and Milwaukee Railroad for the second week in Aug., 1866, were $30,736 00
Corresponding week of 1865..... 34,612 00

Decrease..... $3,876 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Aug., 1866, were..... $78,725 00
Corresponding week of 1865..... 81,445 00

Decrease $2,720 00

The earnings of the Chicago and Alton Railroad for the second week in Aug., 1866, were $94,854 00
Corresponding period previous year.. 90,717 00

Increase..... $4,137 00

Agricultural College Scrip for the Southern States.

The commissioner of the general land office has for some time been busily engaged in signing the agricultural college scrip taken up by the State of North Carolina under the congressional grant of July 2, 1862. The labor is now nearly completed, and the scrip will be forwarded in a few days to the Governor of that State. There have been 170,080 acres granted to North Carolina, which are taken up in 1,688 pieces of scrip of 160 acres each. The only Southern States that have thus far signified their intention of accepting the provisions of the grant of Congress, besides North Carolina, are Virginia and Georgia. The scrip of Virginia will shortly be prepared. The law granting to the States the privilege of selecting lands for agricultural and mechanic colleges provides for an amount of public lands equal to 30,000 acres for each Senator and Representative in Congress to which such States are respectively entitled by the apportionment under the census of 1860, the tracts to be selected from the public lands of the United States subject to private entry at $1 25 per acre, or selections may be made from the $2 50 or double minimum; but in the latter case, the lands are to be computed at the maximum price, and the number of acres proportionately diminished. But no mineral lands are to be selected, and no selections allowed of a quantity less than a quarter section.

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of July, 1866, were:

From freight		$123,258 49
" passengers		61,305 15
" miscellaneous		4,700 00
" military		213 75
		$189,477 39
July, 1865:		
Freight, passengers, etc..	$200,436 07	
Military	25,611 35	
		226,047 42
Decrease		$33,670 03
Decrease in regular traffic		11,172 43

The earnings of the Housatonic Railroad for the month of July, 1866, were $47,529 84
ame time in 1865..... 40,954 36

Increase..... $6,575 48

The earnings of the Ohio and Mississippi Railroad line, from Cincinnati to St. Louis, for July, were:

	1866.	1865.
Eastern Division.....	$145,390 21	$205,379 56
Western Division.....	101,872 07	143,905 39
Total.....	$247,262 28	$349,284 95
Decrease		$102,022 67

Comparative earnings from January 1, to July 31, inclusive:

	1866.	1865.
Eastern Division.....	$1,118,157 23	$1,192,739 10
Western Division.....	783,470 78	835,728 88
Total	$1,901,628 01	$2,028,467 98
Decrease		$126,839 97

The National Finances.

The following is an extract from a letter of Hon. Hugh McCullough, Secretary of the United States Treasury, dated Washington, Aug. 18th, and addressed to Messrs. Wm. Gray, N. Thayer, Thos. B. Wales, A. T. Hall, and others, Boston, Mass. The letter was written in response to an invitation, while at the East, to dine with the above gentlemen, but which failed to reach him until after his return to Washington. He says:

Although it was hoped that ere this the currency of the country would have been brought nearer to the specie standard, I am sure the people have cause for congratulation that our finances are in so healthy a condition as they are.

Since March, 1865, the war has been brought to a successful conclusion; immense armies have been disbanded; every soldier has been paid before being mustered out of the service; all maturing obligations of the Government have been satisfactorily provided for, while the National debt is nearly $250,000,000 less than it was estimated it would be at the present time, and the reduction of it has averaged for the past year, more than $10,000,000 per month. If no other nation ever rolled up a debt so rapidly, none certainly ever commenced the reduction of its debt so soon after its creation. If our currency is depreciated, we have so far escaped the financial troubles that usually occur among nations at the close of expensive wars, and which there was reason to apprehend would happen to us at the termination of the great war in which we have been engaged. If the business of the country is conducted upon a changing and uncertain basis, it has been subject to no severe revulsions. If our taxes are heavy, our resources are almost unlimited, while the disposition of the people to bear cheerfully their burdens is a surprise even to those who have the greatest confidence in the honor and good faith of a free people. In my opinion, the people of the United States are to make Republicanism illustrious among the nations by establishing the fact that the securities of a Republican Government are the safest of all securities, and that the people who impose taxes upon themselves are the most jealous of their National credit.

I do not, however, disguise the fact that great financial difficulties are still to be overcome; that our present prosperity is rather apparent than real, that we are measuring values by a false standard, that we are, in fact, exposed to all the dangers which attend an inflated and irredeemable currency, which diminishes labor—the true source of national wealth—and stimulates speculation and extravagance which lead invariably to thriftlessness and demoralization. Before the country becomes again really prosperous, the specie standard must be restored, prices reduced, industry stimulated, the produce of the country increased, the balance of trade between the United States and other nations cease to be against us—all the great interests of the country cared for and protected by wise and impartial legislation, and all sections of the country be brought again into harmonious and practical relations with the General Government.

That the country will be again thus really prosperous is as certain as anything in the future. That it should be so at an early day, and that too without a financial crisis, it is only necessary that there should be proper legislation by Congress, economy in the public expenditures, and fidelity on the part of those who are intrusted with the management of the public revenue.

The Use of Highways by Railroad Companies.

The decisions are contradictory in regard to the right of a railway company to lay its track along a common highway, without making additional compensation to land-owners adjoining such highway, and who, in the country, commonly own to the middle of the highway. In some of the early cases, upon this subject, it seems to have been considered, that, under such circumstances, the land-owners were entitled to additional compensation, when the land was converted from a common carriage-way to a railway (3 Hill (N. Y.) R. 567). A distinction is taken between the property of adjoining land-owners in the highway or streets in cities, and in the country. In the former it has been held that the fee of the streets is under the control of the municipal authorities, and that it is no perversion of the legitimate use of the streets, to allow a railway company to lay their track upon them, (Plant *vs.* Hudson River Railway, 10 Barb. 26; 8 Dana, 289; 15 B. Monr. 404). In Williamson *vs.* New York Central Railway, 18 Barb. 222, 246, the court says: "A railroad is only an improved highway, and the use of a street, by a railway, is one of the modes of enjoying a public easement. But in general the adjoining owner of land to a highway, is entitled to additional compensation, where it is put to a different and more dangerous use. And towns have an interest in highways and bridges, which will enable them to maintain an action upon the case for their obstruction or destruction, and the conversion of the materials, (Troy *vs.* Cheshire Railway, 3 Foster, 83). But the town is not liable to pay damages assessed, by the select men, in laying out a highway, at the request of a railway company, made necessary to supply the place of one taken by the company for their track, (Ellis *vs.* Swanzey, 6 Foster, 266). In general it may be stated as the settled doctrine of most of the States, that the owner of land, bound-

ed upon a highway, owns to the centre of the way, (Buck *vs.* Squires, 22 Vt. R. 484, 495). But the owner of the fee of land, over which a highway passes, cannot maintain a bill in equity, to enforce an order of commissioners, as to the manner of constructing a railway, where it crosses the highway, but the same should be brought by the principal executive officers of the town or city, (Brainerd *vs.* Conn. River Railway 7 Cush. 566). The court say: "It is only when the owner suffers some special damage, differing in kind from that which is common to others, that a personal remedy accrues to him, and certainly no rule of law rests on a wiser or more sound policy." Were it otherwise, suits might be multiplied to an indefinite extent, so as to create a public evil, in many cases, much greater than that which was sought to be redressed. The only plausible ground which can be taken is that which was assumed in the case of The Presbyterian Society in Waterloo *vs.* The Auburn and Rochester Railroad Co., 3 Hill (N. Y.) R. 567, that to convert a highway into a railway track is no material change in, or enlargement of, that to which it was originally dedicated; that the construction of a railway along a highway is simply one of the modes of accomplishing the object of the original dedication, viz: that of creating a thoroughfare and passage-way for the public; in short, that the railway is a species of highway, and that the two uses are substantially identical.

If the rule of estimating damages, according to the money value of the land taken, were adopted, there would be more reason in saying the public would thereby acquire the right to use it for any purpose of a road, which any future improvement might suggest. And this is the view which seems very extensively to prevail in this country. (Redf. on Railways.) It was long since settled that the land-owner was not entitled to any additional damage, by reason of any alteration in the construction of the highway. And the same rule has now pretty extensively been extended to improvements in erecting railways along the streets and highways. These questions depend much upon the terms of the charter of the railway company. And as it is confessedly competent for the legislature to require railways, in laying their track along the highways, to make compensation to the adjoining land-owners, for any increased detriment, or to be liable for any consequential damage, and as it is assuredly just and equitable to do so, it seems desirable it should be done. And in those States and countries where such enterprises have become so far matured as to have assumed the form of a settled system, it more commonly is done. And where it is not, it may be regarded as the result of oversight in the Legislature. It was held that a railway is liable to pay damages for crossing a turnpike company's road, notwithstanding the Legislature gave the right. Injunctions in equity have been denied, when applied for, to restrain railways from occupying the streets of cities and towns with their track, by consent of the municipal authorities. But in the well-considered case of Nicholson *vs.* New York and New Haven Railway, 22 Conn. R. 74, it was held, that where a railway company, in carrying their road through the streets of the city of New Haven, found it necessary to carry one of the streets over the railway, upon a high bridge, with large embankments at each end, the plaintiff owning the land upon both sides of the street, and no compensation being assessed to him, he might recover of the company in an action of trespass, for any appreciable incidental damages occasioned by thus constructing their road, and the consequent alteration of the highway or street. And as the company, in thus constructing their road, acted under the authority of the Legislature, they were prima facie, not to be regarded as trespassers, but that where they caused any appreciable damage to the land-owners along the line of the road, they were liable in this form of action. The court in this case, Hinman, J., assumed the distinct ground, that the railway, by laying their track upon the plaintiff's land, which was before subject to the servitude of the highway, or street, would become liable "for such entry" upon the land. "In such case," says the learned judge, "the subjecting the plaintiff's property to an additional servitude, is an infringement of his right to it, and is, therefore, an injury and damage to him. It would be a taking of the property of the plaintiff, without first making compensation."

In the case of the Commonwealth *vs.* E. & N. R. R. 27 Penn. R. 339, it was held that the Legislature might authorize the construction of a railway on a street, or public highway, and the inconvenience thereby incurred by the citizens, must be borne for the sake of the public good. But where this is claimed by construction and inference, all doubts are to be solved against the company. And where by the act of incorporation of a municipality it was provided, that the "streets, lanes, and alleys thereof," should forever be, and remain highways, it was held that the municipal authorities could not authorize the construction of a railway thereon. But where the State conveys to a city, the title of a common, reserved in the grant of the township for a "common pasture," subject to the easement of the lot holders, of common of pasturage, it was held that the city might lawfully grant a portion of the same to a railway for the purpose of constructing their road.

Defense against Bogus Patent Claims.

Several of the New England railroads have united in employing a competent person to investigate a claim recently made upon them, for the alleged infringement of a patent "for improvement in railroad car trucks," or, more correctly, for the application of springs to the journals of cars, granted in 1849 to John F. Rogers of Troy, and assigned by him to John M. Peck of Albany. The report on this subject is an able and satisfactory document, and is in possession of the Connecticut River Railroad Company. A similar investigation and report was made not long since, upon the motion of the Boston and Lowell Railroad, as to a patent granted in 1858 to David Matthews of Philadelphia, for "improvement in locomotive axle-boxes," usually called the "slotted axle-box." The probability is that no further attempts will be made to extort money for this patent, now ascertained to be invalid.

It is well that the railroad companies are moving in this direction. Too many claims of the kind have been settled heretofore, without investigation, and large sums of money have thus been thrown away. The only excuse for this action, in most instances, is the desire to get rid of the annoyance of the patent agents, and the fear of expensive suits at law. Would it not be well for the companies to unite in supporting an agent to inquire into the validity of all claims made upon them for the use of patented articles?

St. Joseph and Denver Railroad.

On Monday, July 23d, the President and Superintendent of the St. Joseph and Denver Railroad, and surveying party, including Messrs. Cook and Burlinghame, the efficient engineers, arrived at Troy, and pitched their tents at the terminus of the old grade. The surveying party are prepared with a good outfit to make a journey westward. On the 25th the Engineers, President, Superintendent, and some of the Directors, went over the proposed route as far as Wolf river, making observations as to the best and most practicable location. We learn that the engineers will continue the survey to Marysville, Marshall county, and probably further west.

It is very encouraging to see the work thus progressing. Maj. Chew, the President, Mr. Swain, the Superintendent, and Capt. Blackiston, one of the Directors, are evincing energy, perseverance, and industry that will surely crown their labor with success.—*Troy (Kansas) Reporter.*

Railroad Convention in Texas.

A grand railroad convention is to be held at Tyler, Texas, on the 11th of September. The following railroads will be particularly interested in this convention: The Southern Pacific, which, it is hoped, will be built to Tyler in two years, and which will pass on west in the direction of Waco; the East Texas road, which is chartered from Sabine Pass by way of Nacogdoches and Henderson to Tyler, which road is intended to penetrate the great wheat country, in the direction of Dallas, by way of Kaufman; the Houston, Trinity and Tyler road, which has very favorable franchises, and is allowed, by an act of the Legislature of 1863, two years after the termination of the war, to complete the first twenty-five miles; and the extension of this road to Clarksville, to connect with the road from Memphis, which is being built to Clarksville. These various enterprises are all practicable, and should attract the careful attention of people whose interests are to be subserved by their progress.

☞ The line of railroads from Louisville to Memphis, which was opened for passengers and freight, without change of cars, for the first time on the 13th inst., is made up as follows:—The Louisville and Nashville road, from Louisville to Bowling Green; Memphis branch of the Louisville and Nashville road, from Bowling Green to State line; Memphis, Clarksville and Louisville road, from State line to Paris, Tenn.; and the Memphis and Ohio road, from Paris to Memphis.

☞ The first meeting of the grantees of the Portsmouth and Dover Railroad, was held in Portsmouth on the 11th inst. The following Board of Directors was chosen: Albert L. Jones, John H. Bailey, Geo. L. Treadwell, Daniel Marcy, Joshua G. Hall, Amos D. Purlington and Wm. F. Estes. Albert L. Jones was elected President; and J. S. H. Frink, Clerk of the Board. A committee was appointed to procure subscriptions to the capital stock.

☞ W. G. Moorhead, Thos. A. Scott, Edward F. Gay, Chas. B. Wright, Milton Courtright, D. K. Jackman and C. P. B. Jeffery, have been elected Directors of the Warren and Franklin Railroad Company. E. F. Gay was elected President, and H. P. Rutter, Secretary and Treasurer.

Copper Mines of Houghton, Mich.

For the six months ending June 30, 1866, the four mines in operation at Houghton, Michigan, shipped copper in these quantities, to wit:

	1866.		1865.	
	Tons.	lbs.	Tons.	lbs.
Huron	265	424	279	997
Isle Royale	182	1.288	214	594
Grand Portage	161	1,424	144	1,158
Shelden-Columbian	55	302	22	731
Total for six months	664	1,439	660	1,480
Increase	3	1,959		

It will be perceived that the product of the Huron and Isle Royale mines decreased almost as much as the product of the Grand Portage and Shelden-Columbian increased. Moreover, these four mines all shipped copper so long ago as 1854, yet not one of them has ever paid a dividend; the entire proceeds of their joint assessments amounting to almost two millions of dollars, and also the entire proceeds of their joint product shipped to market and sold for about six millions of dollars, making in all about eight millions of dollars, have been disbursed for work done and expenses incurred on these Houghton mines, which have built up and supported the town of Houghton, on the lake, whilst stockholders at tidewater have been impoverished.

According to the circular of Dupee, Beck & Sales, of Boston, the amount of assessments paid for account of three of the four Houghton mines to March 1, 1866, was follows:

Huron	$380,000
Isle Royale	660,000
Shelden-Columbian	420,000
Total assessments on three mines	$1,460,000
Estimate Grand Portage same as Huron	380,000
Assessments paid on four mines	$1,840,000
Astimated value of copper produced and sold (at less than cost)	6,000,000
Tidewater funds planted in four Houghton mines	$7,840,000

Houghton has not and never had a dividend paying mine, the dividend paying mines whose names are used to confuse investers and perpetuate the Houghton deception, being all east of Portage Lake, on Keweenaw Point.—*U. S. R. R. and Mining Register.*

Railways and Telegraphs in South America.

While the United States and European countries are continually executing some new plan for promoting the interests and welfare of the people, the nations of South America, though less favored with means, are not disposed to lag behind the spirit of the age, and are extending, as far as possible, those great instruments of modern civilization—the railroad and telegraph. The Costa Rican Government has contracted for a chain of telegraphs extending from Punta Arenas, on the Pacific, to San Jose, and from thence to a convenient place on the Caribbean Sea. In Chili, internal improvements have been resumed since the departure of the Spanish fleet, and new railroads are being pushed to completion. A Santiago letter in the New York *Herald* says:

"The southern road from Santiago has been extended from San Fernando, thirty miles on the proposed route to the agricultural region and parts of Southern Chili, and the extension of the Tongoy road to the new copper mines is to be commenced on the 1st of August. The telegraph is also going up between Coquimbo and Caldera, and in the South, connecting the several ports. A telegraph from Panama to Santiago, and thence over the Cordilleras to Buenos Ayres, is a subject of considerable correspondence between the Peruvian Government and capitalists here and abroad.

Peru is anxious to commence the work at once, building the line through her own territory from north to south, but lacks the cash. It is proposed that the line will run along the coast from Panama to Coquimbo, and thence to Santiago. Chili will soon have a telegraph to Caldera, and from that point to the northern limits of the republic comparatively little work would be necessary to build the line. Bolivia has but a narrow strip of territory to be crossed, and next comes Peru. Ecuador and New Granada are anxious for the establishment of the line, and will render all the aid in their power. Mr. Meiggs, the railroad king of South America, has received a number of letters from Gen. Prado on this subject, urging him to come to Peru, with the view of taking hold of the enterprise, and also to consider proposals for constructing the great railroad over the Cordilleras, connecting Lima and Callao with the head waters of the Amazon and the exhaustless riches of Eastern Peru. Gen. Prado would commence these works to-morrow, did the finances of Peru admit of it. So long as her Treasury remains in its present embarrassed condition, there does not seem to be much use in agitating the subject of these great enterprises; but the correspondence thus far has shown that the Peruvian Government is in earnest, and with proper assistance, would accomplish the undertaking. The advantages of such improvements would be incalculable."

Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian railways for the half year ending June 30, 1865 and 1866:

	Passengers.	Mails and sundries.	Freight.	Total 1866.	Total 1865.	Increase.
	$	$	$	$	$	$
Great Western	763,716	63,449	861,041	1,688,206	1,314,480	373,726
Grand Trunk	1,050,221	126,650	1,905,782	3,082,653	3,057,402	25,251
London and Port Stanley†	5,182	748	5,613	11,543	8,808	2,675
Welland	6,341	7,052	25,216	38,609	24,475	14,134
Northern	52,963	10,973	188,754	252,663	249,987	2,676
Port Hope and Beaverton	6,899	749	33,182	40,880	37,721	8,159
Port Hope and Peterborough	6,279	669	11,542	18,490	11,890	6,600
Brockville and Ottawa	18,179	6,612	21,475	46,266	26,753	19,513
Prescott and Ottawa	25,713	4,589	25,920	56,222	34,995	21,227
Carrillon and Grenville‡	2,433	143	407	2,983	827	2,156
St. Lawrence and Industry*	235	....	276	511	372	139
Total	1,938,134	221,683	3,079,208	5,239,025	4,767,710	471,315

* Opened 23d April.—Returns imperfect.
‡ 28th April to 30th June, 1866; 14th May to 30th June, 1865.
† 1st March to 30th June.

☞ About $30,000,000 have been invested in the Lake Superior copper mines. The market value of the stock representing this capital is at the present time less than $2,000,000. The copper product of this region amounted to $8,000,000 in 1862, $15,000,000 in 1863, and $12,000,000 in 1865.

Anthracite Coal Trade.

The anthracite coal tonnage from the Schuylkill Coal Region shows a slight falling off as compared with the previous week, though an increase on the tonnage of the corresponding week of the previous year.

The Reading Railroad brought down for the week 88,278 tons, and the canal 34,374 tons—making a total for the week of 128,052 tons, against 100,632 for corresponding week last year. The tonnage of the week, as reported by the principal carrying companies, is 308,943 tons, against 203,913 tons in corresponding week last year—showing an increase of 105,030 tons. The aggregate tonnage of the season, as far as reported, is 7,631,152 tons, against 5,103,859 tons to same time last year—showing an increase of 2,527,293.

Interest and Dividends.

The New London Northern Railroad Company, has declared a dividend of $4 per share, payable Monday, September 3.

The Naugatuck Railroad Company have declared a semi-annual dividend of five per cent., payable on demand, free of U. S. tax.

Rock River Canal.

Major General J. H. Wilson, of Wilmington, Del., has been detailed by General Grant and the Secretary of War for the survey of the Canal route by the way of Rock River to Green Bay. His instructions contemplate the examination of the Rock River route with a view to the construction of a canal large enough to admit the largest boats used on the lakes and river connected by the proposed work. It is his desire to commence the survey early in September, and if possible have it finished this fall before winter intervenes. He is also charged with the Rock Island and Des Moines Rapids Improvements.

☞ The Hartford and New Haven Railroad Company are putting canvas aprons upon their passenger cars, in compliance with a law passed at the last session of the Legislature. The aprons are placed between the platforms over the coupling, so that passengers can pass without danger of falling through.

☞ The Cheshire Railroad Company are building a large set of repair shops at Keene, N. H. The cost will be in the vicinity of $40,000.

NOTICE TO CONTRACTORS.

NEWARK & NEW YORK RAILROAD CO.,
312 BROAD ST., NEWARK, N. J.
ENGINEER DEPARTMENT, 22d August, 1866.

Proposals for the GRADUATION of the Newark and New York Railroad, and for the PILING between Newark and Bergen on the said line, will be received at this office, until Tuesday, the 11th day of September, at 12 o'clock M.

The Award of Contracts will be made between that date and the Tuesday following.

Contractors wishing copies of specifications or any other information in regard to the work, may obtain them from the undersigned, to whom all bids are to be addressed.

The Company reserves the right to reject bids.

3134 ALFRED F. SEARS, Chief Engineer.

To Railroad Agents and Contractors.

The undersigned are prepared to furnish

SPRUCE,
HEMLOCK,
CEDAR AND
HACKMATACK SLEEPERS.

Also Georgia Pine, White Pine, Oak and Spruce Timber, and Lumber of every description.

BRADFORD & RENICK,
3m23 **71 Broadway, N. Y.**

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 1, 1866.

The Oil Product of 1866.

The recent advance in oil in the Venango region from the extreme depression of a month ago, together with the failure of two or three additional wells on Pit Hole, is inducing many to anticipate a further material enhancement in prices as the season advances, especially as the rates at the point of production are still $3@$3.50 per bbl., below those current at the opening of September in 1865. This apprehension, however, is scarcely well founded, in view of the largely increased product of the present year, which is lost sight of by those not fully conversant with the trade. The total product of 1865, notwithstanding all the excitement and the millions invested in new enterprises during that year, was only about 2,135,000 bbls., or a trifle less than that of the preceding year. The winter of 1865 was one of unusual severity in the Venango region, the depth of snow for over two months precluding the procurement of fuel at any price, so that in many localities production was entirely suspended. The destructive freshet of March followed, causing injury to oil property that it required months to repair. These circumstances reduced the production of the first three months of the year to about 250,000 bbls., or 2,500 bbls. per day. In June it had recovered to 3,700 bbls. per day; in August to 7,000 bbls., and in October and November the average was 8,500 bbls. per day, making the average for the year about 6,500 bbls. per day. The amount of oil paying a Government tax from April 1st to December 31st, was 1,625,710 bbls. The Revenue Commission estimated that 15 per cent. of the total product escaped taxation; perhaps it would be fairer to say 10 per cent. If we add then for this, say 160,000 bbls., and 250,000 bbls. as the product previous to April, an aggregate of 2,135,710 bbls., is attained as the product of the whole country, the various sections outside of Venango yielding 150,000 bbls., of which only 91,100 bbls. paid the Government tax.

The export of 1865 absorbed about half the product, having no considerable stock in any of the principal markets at the close of the year. The winter, however, was favorable to continued production, and the yield of the winter months averaged fully 7,500 bbls. per day, which since April steadily increased, so that July averaged over 11,000 bbls, per day, being the highest production yet attained. The present yield is about 10,000 bbls. per day. These are not mere estimates, but facts drawn from trade returns. The receipts at Pittsburg to August 18th, 1866, were 903,322 bbls., against 396,306 bbls. in 1865, and at New York to the same date 621,676 bbls., against 317,616 bbls. last year, showing an increase in the receipts at these two points of 811,676 bbls. The shipments to Cleveland and Erie, for Western and Canadian consumption have been about 150,000 bbls., and to Philadelphia by the Philadelphia and Erie road 100,000 bbls., making an aggregate of 1,774,998 bbls. sent to market to the 18th of August. Of this total 300,000 bbls. at best, may be counted as refined, and to so much there should be an addition of 30 per cent. for loss in refining, say 90,000 bbls. If we add then 75,000 bbls. for loss by fires at the wells and other casualties, and 130,000 bbls. in tank and in store in the oil region awaiting shipment, (estimates much below the actual figures,) we have a grand total as the product to the 18th of August of 2,069,998 bbls., or an average of over 10,000 bbls. daily, for the 200 working days of the year to that date. The same rate of production for the balance of the year would make the year's product 3,150,000 bbls., or *one million bbls.*, in excess of 1865; and there is little room to doubt that this result will be realized.

The exports the present year to the 25th of August, amount to 35,855,448 galls., crude and refined, representing fully one million bbls. crude oil, and showing an excess of nearly 4,000,000 galls. over the exports for the *whole* of last year. Whether the foreign demand is to continue, and at such rate as to absorb a half of the product of the remaining months of the year is an open question. The home consumption we know to be increasing, but it is extremely questionable if it amounts for the year to so much as 50 per cent. over last. While, therefore, somewhat higher prices are not unlikely, they can hardly be expected, with a continuance of the present large production, to reach so high as 38½, 39¾, and 42 per gallon for crude oil, which were the averages for the closing months of last year. Such an advance would check both the foreign and the home demand, and cause an accumulated stock at the close of the year that would result most injuriously to the trade. The year's product, therefore, large as it is likely to be, will not greatly exceed that of 1865 in commercial value; but the prevalent low prices will tend to its introduction into many new markets, and prove of incalculable advantage in the future.

North Carolina Railroads.

The North Carolina railroads are rapidly reaching a state of efficiency. The editor of the Wilmington *Journal* recently passed over two of them. He says:

The North Carolina Railroad, we should judge, is doing a very fine business. It is well supplied with new engines and cars, and the speed of the mail train must be equal if not superior to that attained previous to the war. The repairs of the road have all been made of the most substantial character, and the facilities offered by the extensive works at "Company Shops" are made most advantageously available to this company, and we were shown most beautiful and substantial work, in engines and cars, turned out at their shops. We found possibly greater improvement still upon the Western North Carolina Railroad, when we take into consideration the damage sustained and

the means at command. Without engines or cars, passengers or freight; without depots or bridges, so thorough had General Stoneman accomplished his work of destruction, and with but a very limited patronage, the road is entirely repaired in every department, and its facilities are in all respects of the first order. At present the trains run but three times a week, leaving Salisbury every Monday, Wednesday and Friday morning, and returning the same day. There remain as yet two miles and a half unfinished between the present terminus of the road and Morganton.

Atlanta and West Point Railroad.

The income of this road for the year ending June 30, 1866, was as follows:

From passengers	$187,655 10
" freight	193,271 60
" mail	5,468 70
" express	17,539 89
" U. S. government	11,183 38
" miscellaneous	292 00
	$415,410 67

And the expenses were:

Conducting transportation	$46,680 15	
Motive power	64,387 58	
Maintenance of way	68,214 90	
" cars	6,463 72	
		185,746 35
Leaving		$229,664 32

From which deduct extraordinary expenses, viz:

Rebuilding and roofing depots	$19,000 00	
New iron, spikes & castings	50,000 00	
Rebuilding and repairing passenger & freight cars	30,000 00	
Rebuilding and repairing bridges	37,500 00	
Cross-ties	16,000 00	
Rent of cars	12,518 05	
United States internal revenue	9,321 69	
Roofing West Point Hotel, and insurance on same	766 30	
		175,016 04
Leaving balance of earnings unappropriated		$54,648 28

The ordinary working expenses were $185,746 35, or about 45 per cent. of the gross receipts. The President in his report says:

It will be seen, that nearly half the amount expended during the year was for objects outside the usual current expenses of operating the road, and are classed "Extraordinary." But as the expenditure was necessary to repair damages to existing property, and the construction account has been long since closed, these expenditures are very properly charged upon income, and absorbed in the improved value of the property of the company.

The business of the year has probably exceeded the anticipations of the Stockholders at their last annual meeting. At that time, the affairs of the company were in a very deplorable condition! Its depots and principal bridges nearly all destroyed; much of its iron lost, or too much damaged for use; timbers badly decayed, and the road barely in a condition to be cautiously used! The rolling stock reduced to a few dilapidated cars, and a single Freight Engine fit for use! By the collapse of the Confederate credit, the company was without funds, and the whole South without a currency! The best encouragement the Directors could then give to the Stockholders was, that, "With all disadvantages, the road is believed to be making current expenses," &c. The Superintendent, also, was rather discouraging to the stockholders in his last year's report. "From present indications, (says he), it is evident, that, for some time to come, our entire income will be absorbed in renovating the permanent way —rebuilding depots and bridges, and the purchase of Stock to equip the road anew," &c. Yet, it will be seen that from the net earnings of a single year's business, the most important damages have been repaired, the most essential wants supplied, and the road again restored to usefulness and profit. True, much remains yet to be done; but it is believed that the finances of the company are now under easy control, and that future expenditures need not interfere with fair dividends to the stockholders. Of future prospects, the directors will venture to say but little. Like most other interests dependent on industry, the future of Southern Railroads must mainly depend on the future prosperity of the country. At present, the prospect is not very encouraging. We cannot expect much effort to restore the wasted resources of the South whilst our present political *status* continues. Industry is the birth of confidence, and no people will labor to accumulate without reasonable expectation that they will enjoy the fruits thereof. It is believed, however, that the material interests of the whole country are too closely connected with the development of Southern industry, to permit the present state of things to continue long. The large shipping interest needs our products to supply its tonnage. The manufacturing interest needs the Southern field of consumption, now impoverished, but once a mine of wealth to it, and almost exclusively its own. The agriculturist of the great North-West needs for the consumption of his surplus provisions the thrifty producers of Southern exports—his nearest, his safest, and once his most profitable customers. The tax-payer, too, everywhere, needs restoration of Southern prosperity, and the joint resources of an united country, to lighten the enormous burthens which everywhere press down upon him. Against such a combination of interests—truly National—everywhere seen, and everywhere felt, the mere politician struggling for power, and the infatuated dogmatist warring for an impracticable idea, will have to yield. Passion and prejudice may prevail for a time, but, in the end, a more truly National policy may reasonably be expected. However this may be, the stockholders may feel assured that the low cost of the road, its very trifling debt, its excellent location, with a prosperous and growing city for its Eastern terminus, must continue to secure for the Stock a favorable comparison with that of the other railroad enterprises of the country.

Some other subjects of general interest to railroads have been much discussed of late, but as they equally concern other roads, we need only refer to some of them, without dwelling upon any. Among them are the subjects of free passes and the express business. The first, when confined within proper limits, may not be objectionable or injurious; but, like most free privileges, the tendency is to abuse, and when grossly abused, it becomes a fraud upon the rights of shareholders; and as such, has been in some of the States made the subject of penal legislation. It is the duty of all railroad managers to combine, and correct, as far as possible, this invasion of the rights of railroad property.

The express business, from small beginnings—confined mostly to small and valuable packages—has grown until it has engrossed the most profitable business; and, in fact, has become a formidable rival of the railroads themselves. The enormous profits have multiplied the companies, who all claim equal privileges and like space and expedition, thereby greatly increasing the risk and burthens, without adding anything to the profits of the railroads. Without dwelling upon the subject, the directors think it worth considering whether it would not be well, after reasonable notice and a compliance with existing engagements, to abolish the system altogether. There is no good reason why the heavy profits of express companies should not be made by the railroad companies themselves, and retained for the benefit of the shareholders. It is believed, that as an independent organization attached to railroads for general transportation, the express business is peculiar to the United States.

Although the profits for the last year might well be employed in improvements and additions to road and outfit, yet, as liberal appropriations have been made for that purpose, and many of the stockholders are needy, the Directors have declared a dividend of four per cent. from the unappropriated profits of the last year.

The directors take great pleasure in stating, that under all the disadvantages alluded to in this report, the business of the road has been conducted with much regularity and freedom from accident, and the officers and employees, so far as the directors have been able to learn, have conducted themselves with fidelity and zeal, and an honest regard to the interests of the company.

The equipment of the road consists of 16 locomotives, 6 passenger, 4 baggage, 55 box, 5 stock and 21 platform cars. The Superintendent in his report, says:

From the 1st July 1865, until the middle of April 1866, and before the restoration of our own motive power, we never had more than one engine for freight service, available at a time, being almost entirely dependent on what assistance we could get from other roads. In this connection, I here make acknowledgement of our obligations to the Georgia Railroad and Banking Company, for use of cars and engines at a rate of rent greatly below what we were charged by others, and without whose assistance, we could not, in our crippled condition, have done much effective work in moving the crop of cotton then waiting on the line of road for transportation to a market.

The depot buildings at Atlanta, Fairburn, Palmetto, LaGrange and West Point, have been rebuilt—the first and last named, so as to admit of enlargement or removal, as will be undoubtedly rendered necessary at some future time, in view of probable changes and increase to take place in our business arrangements at these two important stations.

The bridge over the Chattahoochee river, and those over the Yellow Jacket, Beach and Long Cane creeks have been rebuilt, and are now entirely new. About eighty thousand new cross ties have been put into the track, and five hundred tons of new iron rails. The road bed has been ditched and drained. We have on hand a fair average supply of engine fuel and cross ties.

By reference to the amount paid out for car rent, the expensiveness of having to depend upon other roads to do our transportation for us will be demonstrated. It was in view of this, that I determined to push forward, as rapidly as possible, the repairs of our own stock, rather than continue to pay so heavy a tax for another year. This item of car rent, however, is fairly entitled to a credit of whatever may be due us from the Wilmington and Manchester Railroad Company, for use of our engines and cars while in Carolina. This will be a considerable sum, probably more than equal to the amount paid out by us; but it is not deducted from the expense account, for the reason that a settlement has not yet been had with the above named company. I trust, however, that the amount will be paid before many days, when it should be added to net profits.

We have on hand of old rails and scrap iron, both wrought and cast, about twenty thousand dollars worth, which will soon be ready for sale or exchange, as circumstances may hereafter determine.

Two new passenger engines have been ordered from the New Jersey Locomotive and Machine Works, to be delivered in the fall. With this addition to the motive power, the road will be pretty well prepared for the next winter's business, and with good crops and the ordinary commercial wants of the community, I see no reason to doubt for the road a quick return of its normal condition of prosperity.

The number of passengers carried was 43,703, of which 5,179 were through, and 38,524 were way. The number of bales of cotton transported over the road was 29,584.

CONDENSED BALANCE SHEET.

Road outfit and real estate	$1,200,078 76
Bills receivable	22,779 20
Supply fund	2,500 00
Interest account	480 43
Due by agents, connecting roads, &c	59,158 74
Road expenses, past year	360,762 39
Cash on hand	12,024 39
Profit and loss July 1st 1865	49,047 65
	$1,706,831 56
Capital stock	$1,232,200 00
Bonds of the company	36,500 00
Dividends unpaid	804 00
Road earnings past year	415,410 67
Due to agents and connecting roads	21,916 89
	$1,706,831 56

President.—HON. JOHN P. KING.

Directors.—W. B. Berry, Jesse McLendon, John E. Robinson, Richard Peters, F. Phinizy, and Hon. Orville A. Bull.

Secretary and Treasurer.—WILLIAM P. ORME.

Gen'l Superintendent.—GEORGE G. HULL.

Keokuk and St. Paul Railway.

This company is, as its name indicates, intended, with its connections at no distant day, to place the cities of Keokuk and St. Paul, as well as all the principal towns in Iowa, in close intercommunication by rail. The distance between these two cities *via* the river is 583 miles, while by the line of the projected roads it is only 373 miles, a saving in distance of two hundred and ten miles, besides avoiding the delays caused by the upper and lower rapids of the Mississippi. The line will be made up of the following railroads, the length and amount of road already constructed and in progress of each of which, we give as near as we can at present ascertain, to wit:

1st. KEOKUK AND ST. PAUL RAILWAY.—Keokuk and Mt. Pleasant—50 miles. Built, and in operation, 18 miles, with a branch to Burlington, of which 7 miles, from the Junction to Fort Madison, is completed.

2d. IOWA NORTHERN CENTRAL RAILWAY—Mt. Pleasant to Cedar Rapids, *via* Washington and Iowa City—83 miles. This company was organized May 15th. The surveys are now being made, and large subscriptions to the stock have been secured in Johnson and Washington Counties, and the road will soon be placed under contract.

3d. CEDAR RAPIDS AND CEDAR FALLS—Cedar Rapids to Cedar Falls—56 miles. This road is to run through Vinton, and the means have been raised along the line for grading and bridging, which will be completed between Cedar Rapids and Vinton this season.

4th. CEDAR VALLEY AND MINNESOTA RAILWAY—From Cedar Falls to the Minnesota State Line—76 miles. Of this road, 14 miles, from Cedar Falls to Waverly, are completed and in operation. The remainder is in progress. At the State Line this road connects with:

5th. MINNESOTA CENTRAL RAILWAY—From State Line to St. Paul—104 miles; Minneapolis, 115 miles. This road was completed southward from St. Paul to Faribault, 56 miles, last season; 15 miles additional, to Owatonna, will be completed September 1st, and the entire road to the State Line is nearly graded, ready for the iron.

It will thus be seen that the entire line between Keokuk and St. Paul is in progress, with over 100 miles completed and in operation under the auspices of five companies, which may; and probably will, by consolidation, be eventually reduced to three, and possibly to two corporations.

The roads intersected by this line, and distances from the Mississippi River, are:

1st. At the junction 18 miles from Keokuk, with road to Burlington, *via* Fort Madison.

2d. At Mt. Pleasant, 28 miles from Burlington, with Burlington and Missouri River Railroad.

3d. At Washington, 37 miles from Muscatine, with a branch of Mississippi and Missouri Railroad.

4th. At Iowa City, 54 miles from Davenport, with main line of M. & M. R. R.

5th. At Cedar Rapids, 82 miles from Clinton, with the Iowa branch of N. W. R. R. This road is already finished some 50 miles beyond the Des Moines River, and is to be completed to the Missouri River to connect with the Pacific Railroad, early next season.

6th. At this point the line also connects with the Dubuque Southwestern Railroad, 57 miles from Dubuque, completed, and giving us a fine connection with Dubuque.

7th. At Cedar Falls, 100 miles from Dubuque, with Dubuque and Sioux City Railroad, completed to Iowa Falls, 150 miles west from Dubuque.

8th. At the State Line, something over 100 mile from McGregor, with the McGregor Western Railway, more than 50 miles of which is in operation.

9th. At Owatonna, 85 miles from Winona, with the Winona and St. Peter's Railroad.

10th. At Mendota, opposite St. Paul, with the Minnesota Valley Railroad.

11th. At Minneapolis, with St. Paul and Pacific Railroad, completed north to St. Cloud and Watab, 80 miles, and to be extended to the Red River of the North.

The population in 1865 of the counties in Iowa traversed by this line of road, was as follows:

Lee	28,063
Henry	17,916
Washington	14,739
Johnson	15,778
Linn	20,755
Benton	11,245
Black Hawk	12,306
Bremer	7,224
Chickasaw	5,355
Floyd	4,846
Mitchell	4,176
	146,403

Add population of six counties in Minnesota, to wit:

Hennepin	17,076
Dakota	12,476
Rice	10,977
Stael	4,932
Dodge	5,932
Mower	5,400
Total	56,011

And we have a population of over 200,000, not including Ramsey County, in which St. Paul is situated, directly on the line of, and tributary to this road.

There has as yet been no coal found in Minnesota, and the citizens of that State must, to a great extent, be dependent on this line of road for their supplies of that article, while they will return to us the cars freighted with lumber and wheat.

It will thus be seen that this line of railroad traverses the most fertile valleys, the oldest and most thickly settled portions of Iowa and Minnesota, and who can doubt that, in the language of Col. Mason, the eminent engineer of the Illinois Central Railroad, "this line crossing, as it does, every East and West railroad in the State of Iowa, and connecting, as it will, with the entire railroad system of Minnesota, must become to Iowa what the Illinois Central is to Illinois."

This line of road will also furnish the nearest and most direct route between St. Louis and St. Paul, St. Louis lying 60 miles east of south from Keokuk, and St. Paul 90 miles west, and there being already a railroad connection between Keokuk and St. Louis, *via* Jacksonville, more direct than can ever possibly be had on this side of the river, and the distance being only 182 miles, and time ten hours, must draw to this line of road much the largest portion of the travel between St. Paul and St. Louis and other Southern cities.—*Keokuk Gate City.*

New York and Oswego Midland Railroad.

The following is an extract from a letter written by Hon. D. C. Littlejohn, President of the company, in reply to a communication in the Oswego *Commercial Advertiser*, making inquiries in relation to the proposed route of the road north of Syracuse:

In reply I will say that it is the unanimous intention of the Board of Directors to build a new road running through the villages of Liverpool, Phœnix and Fulton, on the east side of the river, terminating in this city. The localities mentioned are taking the most active measures to issue the necessary bonds, and there is no doubt that they will do all, and more than is required of them, to secure the road.

The following is a section of the Midland Railroad Bill:

§ 22. No portion of the bonds issued by any town or city or the moneys arising therefrom, shall be paid, laid out or expended in other county than that in which such town or city is situated, until at least ten thousand dollars per mile upon an average shall have been paid or expended upon the grading and construction of each mile of said road lying within such county. This shall not apply to any county through which the road does not run.

By this section it will be seen that the Board of Directors have no power to spend money raised upon bonds in the City of Oswego by taking stock in or buying other roads, but it must be used in grading and constructing that portion of the road located in Oswego County.

New York Northern Railroad.

At a meeting of the Directors, pursuant to due notice, under chapter 845 of "an act incorporating the New York Northern Railroad Company," held in the city of Albany August 21, 1866, for the purpose of organization, the following gentlemen were elected officers: Chester W. Chapin, of Springfield, President; Charles R. Westbrook, of Ogdensburgh, Vice President; Thomas L. Green, of Albany, Secretary and Treasurer.

Petrolia and Wyoming R. R.

The Petrolia and Wyoming Branch of the Great Western Railway, which by survey, is five and a-half miles long, is now actually under contract, to be finished and in running order on the 15th October next, by Messrs. McDonald & Brown, of Hamilton, C. W., old contractors on the Great Western Railway.

☞ Mr. H. K. Bradshaw, of Alexandria, Va., has been awarded the contract for constructing the first section of the Alexandria and Fredericksburg railroad, comprising a large amount of excavation, together with upwards of three thousand running feet of crib and pile work.

☞ The Camden and Amboy Railroad Company have purchased the charter of the Camden, Moorestown, Hainesport and Mount Holly Passenger Railroad Company, and design to commence building that road during the present year. Another road will soon be commenced to run from Marlton to Haddonfield.

☞ The experiment of using nitro-glycerine for blasting the rock in the Hoosac tunnel is proving entirely successful. Its explosive force is found to be much greater than that of gunpowder, and as much can be accomplished in three days as was formerly possible in three weeks.

☞ Regular passenger trains on the Boston, Hartford and Erie Railroad have commenced running as far out as Hyde Park station.

Finances of Ohio.

The total funded debt of the State of Ohio, May 15, 1866 was $12,511,197 01, viz., $11,830,158 52 foreign, and $681,038 49 domestic. On the 15th of August, 1866, this sum had been reduced to $11,942,429 01, by the redemption of $568,768 of the foreign debt. The funded debt of the State now consists of: Foreign debt, $11,261,390 52; domestic $681,038 49—total, as above, $11,942,-429 01.

The Special Examiner and Treasurer of the State, appointed to examine the books, papers and vouchers of the Board of Commissioners of the Sinking Fund, have made their report. It embraces the business of the office from the 15th November, 1865, to 15th August, 1866, so far as payments are concerned, and to the 13th, so far as receipts extend.

The following table shows the receipts and disbursements in this department between the periods above mentioned:

RECEIPTS.

Balance in the Treas'y Nov. 15, 1865	$328,611 11
From taxes—Sinking Fund	626,100 31
" War "	69,548 80
From School Lands	46,794 29
From Soldiers' Relief Fund, transferred under authority of the act of March 9, 1866	461,344 00
From Surplus Revenue	7,966 05
" Turnpike Dividends	4,049 00
" Turnpike Stocks	138,326 10
" Railroad Stock	36,656 64
" Canal Lands	450 00
" Lots in Dresden	860 00
" Agricultur'l College Land Scrip	12,566 40
Total receipts	$1,733,273 70

DISBURSEMENTS.

For interest		$942,229 93
For redemption of foreign debt	$1,027,990 31	
For redempt'n of Union Loan	500 00	
		1,028,490 31
For sundry expenses		6,794 00
Total disbursements		$1,977,514 24

Disbursements in excess of receipts, $244,240 54; which will be placed to the credit of the Fund Commissioners when the County Treasurers make their settlements.

FUNDED DEBT OF OHIO.

On the 15th day of November, 1865, the public funded debt of the State of Ohio was		$12,912,014 45
Since that date there has been redeemed:		
Of foreign debt	$969,085 44	
Of domestic debt	500 00	
		969,585 44
Amount outstanding Aug. 15, 1866.		$11,942,429 01
This sum is divided as follows:		
Foreign debt	$11,261,390 52	
Domestic debt	681,038 49	
		11,942,429 01

There is now on deposit in New York the sum of $98,023 73, for the following purposes:

For redemption of foreign debt	$83,904 87
For payment of interest on foreign debt	14,118 86

Twenty-five thousand dollars is for the payment of a bond which became due two years ago, but was not presented until April 17, 1866.

The remainder is for the payment of bonds due, whose holders have been notified that their pay is ready, interest ceasing from the time of such notification.

The difference between the sum stated as disbursement for redemption of debt and bonds actually redeemed, is for interest on bonds not yet presented.

It is gratifying, say the Examiners, to find that over a million of dollars of our public debt has been paid since the 15th of September last. The promptness with which Ohio has always met its obligations has been a matter of just pride to its citizens.

The following is a statement of the funds in the treasury of the State of Ohio on the 8th of August:

Currency	$435,595 10
United States seven-thirty bonds	202,500 00
United States compound interest notes	89,180 00
Comptroller's drafts on County Treasurers	111,400 00
Seneca County Bank notes redeemed.	1,772 50
Exchange on New York	2,679 30
Specie (silver)	2,117 60
National Road bonds	60 37
Total amount on hand	$845,304 87

☞ The Common Council of Louisville, Ky., have voted to furnish $100,000 towards building a new railway from that city to Shelbyville.

Boston and Maine Railroad.

The earnings and expenses of this road for the years ending May 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$824,700 97	$943,222 30
" freight	394,038 53	519,005 70
" rents	20,508 60	18,729 94
" mails	11,991 41	11,104 46
" int. & dividends	14,729 34	19,096 85
" P., S. & P. R.R.	30,000 00	10,000 00
	$1,295,968 85	$1,521,159 25
Expenses, viz:		
Repairs of road	$142,661 43	$136,655 54
" bridges	31,279 09	27,870 52
" stations, etc.	55,729 20	32,941 26
" locomotives	48,370 27	63,745 25
" cars	47,950 24	71,730 85
Coal for locomotives	64,980 62	59,808 22
Wood	68,849 12	75,812 65
Switchmen, gatemen, etc	35,860 21	38,123 43
Passenger expenses	103,201 18	112,023 25
Freight "	90,060 76	92,751 22
Oil and waste	17,877 90	18,184 11
Sawing and pumping	19,410 98	22,591 98
General expenses	15,642 49	20,410 11
Taxes	117,238 08	104,515 68
Danvers Railroad rent.	7,500 00	7,500 00
Insurance	3,551 80	3,560 00
Damages & gratuities.	4,580 53	7,876 71
Removing snow and ice	1,957 88	245 36
Depreciation of locomotives and cars	8,247 00	84,344 03
Renewal of rail	48,852 13	36,529 26
	$928,800 91	$1,017,219 43
Net earnings	$367,167 94	$503,939 82

Deduct estimate of unadjusted liabilities and depreciation of material	$89,454 31	
Deduct tax on dividends and surplus	20,673 03	
		110,127 34
Leaving a surplus of		$393,812 48

Compared with 1865, the gross earnings of 1866, show an increase of $225,190 40; with an increase in expenses of $88,418 52—making an increase in net earnings of $136,771 88. The Report says:

The history of this corporation, for the past year, has not been marked by events of an unusual character. Its operations have been carried on efficiently and successfully. The results, it is believed, are satisfactory to the shareholders. The net receipts, by those residing in Massachusetts and New Hampshire, have been nine dollars per share, free from all National, State, or municipal taxes. While the undivided earnings, including what is placed in suspense account for contingencies, is more than one hundred thousand dollars larger than it was last year.

The gross revenue, from all sources, for the year ending May 31, 1866.	$1,521,159 25
The expenditures of every kind, including taxes, depreciation of cars, engines, &c., is	1,037,892 46
	$483,266 79
Placed to the credit of profit and loss account to meet contingencies	89,454 31
Net proceeds	$393,812 48
Deduct two dividends, 9 per cent.	369,513 00
Balance	$24,299 48
This being added to the sum of former balances	858,659 47
Makes the present amount of undivided earnings	$882,958 95
The construction accounts show that the railway and equipment cost.	$4,412,810 91
Received for the sale of shares	4,076,974 52
This amount of... is a part of the undivided earnings.	$335,836 89
The construction accounts last year amounted to	$4,389,651 28
The car and engine accounts have been reduced	59,923 37
	$4,329,727 91
Add amount paid for the Eben. Smith property in Boston	83,083 00
And we have, as stated above	$4,412,810 91

The engines and cars, although standing on the books at a reduced sum, as compared with the last year, are not by any means to be considered as having decreased in value. On the contrary, the real value of the rolling stock is largely increased. But it was thought advisable, that the accounts, representing the equipment of the road, should be made up substantially as they were several years ago, and that they should not be allowed to increase.

The past year has witnessed the close of the old suits growing out of our location in Boston. After a contest of about twenty years duration, in various actions brought against this corporation by the late Eben. Smith, in all of which, that were decided by the Court, he was defeated, the matter was finally settled by his executors and heirs. Although this litigation was vexatious and expensive, yet this corporation lost nothing in the end by it.

By the arrangement and purchase made, we have come into full possession and ownership of all the property from Haymarket Square to Charles River—being bounded on one side by Haverhill street and the Fitchburg Railroad, and on the other side by Canal street and land of the Eastern Railroad Company.

We have a large tract of land, between Haymarket Square and Causeway street, upon which improvements of a permanent character can now be made. The land is valuable and should be occupied, so far as needed, in such a manner as to afford additional facilities for railroad purposes. In addition to this, permanent structures might be erected which could be made to yield a remunerative income. At a proper time a large sum of money could be thus expended with great advantage to the corporation.

It is now thirty years since the first portion of this road was put into operation—the branch between Andover and Wilmington. Twenty years have elapsed, since the road was fully completed from South Berwick Junction to Haymarket

Square in Boston—a distance of about seventy-five miles.

It is more than fifteen years since any new shares of stock have been issued by the corporation. The number of shares actually sold and upon which dividends have been made since 1850 is 41,557. These were sold for $4,076,974 52—a discount from their par value of $78,725 48. This is the actual capital derived from stock. Since that time the road has been kept in good running order. Its road has been greatly improved. The engines have been increased very considerably in number and efficiency. We have more cars of every description and of superior workmanship. Until after 1850, the gross revenue never amounted to the sum of $600,000 per annum. It has gradually and steadily increased from that time to the present, except in times of great depression in business—as in 1857-'58, and in 1861-'62.

The amount received, as surplus, from the Portland, Saco and Portsmouth road is less by $20,000 than in the previous year. This does not arise from any diminution of the net income of that road.

During the last financial year its improvement account, in which this corporation is equally interested with the Eastern road, has been increased from $81,839 20 to $87,229 95; and the sum placed to the credit of this corporation has been increased from $71,778 76 to $108,784 56. Large additions have also been made to its equipment. Several improvements and additions are contemplated. A new engine house and machine shop are to be erected. New passenger and freight buildings are much needed.

These circumstances will have a tendency to lessen the surplus which we might otherwise reasonably expect to receive from that source.

The whole amount of earnings on our road, from business to and from that road for the past year, was for passengers $145,240 31, and for freight $94,444 91. This latter item will be subject to some variation upon a full settlement of the principle upon which the division of the freight earnings, jointly participated in by both corporations, shall be made.

It should be understood, however, that the Boston and Maine and the Eastern furnish the cars for the passenger business on the Portland, Saco and Portsmouth road, for which no charge is made.

There has been no change, during the past year, in our relation with connecting roads.

Upon a full review of the operations of this corporation for the past year, your directors have no hesitation in expressing their undiminished confidence in the value of your investment. The experience of every year tends to increase this confidence.

The number of miles run by passenger trains was 479,996; freight trains, 239,654; gravel trains, 10,146; extra trains, 17,476—total miles run, 747,272. Number of passengers carried, 2,899,432; do., carried one mile, 41,021,907—an increase of 2,101,095. Tons of merchandise carried 310,396; do., carried one mile, 9,689,911—increase, 642,952.

CONDENSED BALANCE SHEET.

	1865.	1866.
Construction	$3,883,170 68	$3,966,253 68
Equipment	506,480 60	446,557 23
Property accounts	134,557 43	140,433 78
Cash	11,581 52	17,383 88
Notes	116,800 00	265,100 00
Open accounts	80,018 14	77,087 05
B. &. M. R. R. stock.	50,000 00	50,000 00
Danvers R. R. bonds.	73,000 00	73,000 00
Do., as per agreement	27,250 00	27,250 00
Newburyport R. R., as per agreement	300,000 00	300,000 00
Great Falls and Conway R. R. bonds	20,000 00	20,000 00
Suspense account	2,726 76	3,225 73
	$5,205,585 03	$5,386,291 35
Capital stock	$4,076,974 52	$4,076,974 52
Sundry balances	91,944 18	108,176 63
Deposit on account of of Newburyport R. R. bonds	2,160 00	2,160 00
Amount payable on account Newburyport R. R. bonds	1,980 00	1,490 00
Tax on dividend	9,888 86	11,276 64
Div., payable July 1.	164,228 00	205,285 00
General reserve acc't —undivided earnings	858,659 47	882,958 95
Reserved profits in suspense account		89,454 31
Received on insurance account		8,515 30
	$5,205,585 03	$5,386,291 35

President.—FRANCIS COGSWELL.

Directors.—Francis Cogswell, Geo. W. Kittredge, Daniel M. Christie, Peter T. Homer, Nathaniel G. White, Samuel Wells and E. J. M. Hale.

Treasurer.—A. BLANCHARD, JR.

Superintendent.—WILLIAM MERRITT.

St. Andrews (N. B.) Railway.

A writer in the Montreal *Gazette*, having been lately upon the St. Andrews Railway, asks why this road is never thought of among the schemes for getting in the winter, to the seaboard through British territory; and then adds:

St. Andrews has an excellent harbor, of easy access, that never freezes; and where there is water enough for everything.

The road, about sixty miles in length, of the same gauge as our Grand Trunk, has been running for several years. It connects the harbor of St. Andrews with the St. John River at Woodstock, a point about one hundred and twenty miles from its mouth at the city of St. John, and 154 miles from the present terminus of the Grand Trunk at Riviere du Loup, to which the route is a cheap one for railroad construction, offering no engineering embarrassments; and the New Brunswick portion is through a flourishing agricultural country.

We have been for fifteen years talking and negotiating about an intercolonial road, upon a plan that, when commenced, will not be soon finished, while the work of one season, in the completion of this 154 miles of railway, would give us all we actually require, by the shortest route that can possibly be laid down.

It may be said the road runs too near the American frontier. In time of peace all we require is independence of American laws and Custom House Legislation, which are as well secured by a road one foot within our territory as though it were one hundred miles.

In time of war, if it ever should come, there is no argument against the Woodstock and St. Andrews route, that does not apply to the Grand Trunk elsewhere. Between Quebec and Riviere du Loup it must run within thirty miles of the American frontier. From Cornwall to Kingston it runs directly along the line, and our waters are as much exposed to shot from the American shore as the harbor of St. Andrews.

If a road be really required through British territory for commercial purposes, the route I have indicated is unquestionably the best one, and it may be had at once, at small cost. Its completion need not interfere with the construction of the military road.

☞ The lower portion of the Dorchester and Delaware Railroad, extending from Cambridge to Salem, has been located. Beginning at the foot of Mill street, in Cambridge, it runs a straight course to a point near the Church Creek road, thence crossing the Blackwater road, by a straight course to a point near Transquakin bridge, thence to Salem.

Railways in Spain.

The Madrid *Gazette* has published a royal decree which authorizes the Minister of Finance to submit to the deliberation of the Chambers a project of law for the protection of railway companies. The first article of this project of law authorizes the Government to advance to such railway companies as have two-thirds or more of their lines completed, such sums as may be considered necessary to defray the expense of completing the lines and fulfilling the contracts arising out of their concessions. These advances are to be made in State obligations, but are not in any case to exceed 50 per cent. of the nominal value of the company's obligations remaining unsold or unissued. This act of the Spanish Government must have a most beneficial effect upon railway enterprise in Spain.

Troy and Greenfield Railroad.

The Greenfield *Gazette*, which lately complained of tardiness or hostility in regard to the construction of the Troy and Greenfield Railroad on the part of the State officials, is now satisfied that Governor Bullock and a majority of the Council are in favor of putting the road under contract as soon as possible. The delay heretofore has been occasioned by the illness of Mr. Brooks, one of the Commissioners, and the Governor's consulting engineer. Another engineer has been appointed, who will go over and examine the road in a few days; and another Commissioner will also be appointed.

Interest and Dividends.

The Pacific Mail Steamship Company has declared a dividend of 5 per cent. out of the net earnings of the quarter ending July 31, payable September 1.

☞ The final sale of the U. S. Military Railroads took place at Alexandria, Va., on the 23d ult. Two second-class locomotives, in good order, 100 pair of second-hand wheels, and a large lot of second-hand rails, &c., were sold. The Baltimore and Ohio R. R. Co., was the heaviest purchaser, to whom the engines were knocked down at $5,000, and most of the iron at from $60 to $75 per ton. The proceeds of this sale will be over $50,000.

☞ The reconstruction of the Richmond and York River Railroad, destroyed during the war, is progressing, and the first train went down below Fair Oaks on the 24th ult. The road will be finished to West Point by the middle of November.

☞ We learn from Santa Fe that the contract for the building and equipment of the first 100 miles of the Kansas City and Fort Scott railroad has been awarded to Waterman & Co., who will commence work immediately.

☞ The survey of the Newark and New York Railroad, has been completed, and the right of way through Hudson county having been obtained, the company will proceed at once with the construction of the road.

☞ The City Council of Georgetown, D. C., have accepted the plans of Messrs. Wm. Duvall & Co. for the bridges to be erected over the canal, and the work of construction has been commenced.

☞ The Des Moines Valley railroad has been completed to Des Moines City, Iowa.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25	20,000	8
Algomah ..... "	25	3	20,000	1⅜
Allouez ..... "	25	1¼	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13⅜	20,000	20
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	25c
Black River ..... "	25	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	1⅜
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	62½c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	49
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	5½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	68
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	4½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	----
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8	20,000	109
French Creek ..... Pa.	5	----	100,000	75c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	8½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	34
Hanover ..... "	25	1½	20,000	5
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Holbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	7
Hungarian ..... "	25	1	20,000	1½
Huron ..... "	25	19	20,000	65
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	14
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20 000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	3
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	----
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1⅞	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	2½
Mesnard ..... "	25	8	20,000	2½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	18
Minnesota ..... L. S.	25	18½	20,000	----
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17½
Native ..... "	25	2	20,000	2½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	9
Petherick ..... "	25	5½	20,000	44½
Pewabic ..... "	25	3⅜	20,000	----
Phila. & Boston ..... "	25	15	20,000	12
Phœnix ..... "	25	15	20,000	60
Pittsburg & Boston "	25	5½	20,000	1½
Pontiac ..... "	25	10	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	60
Quincy ..... "	10	10	20,000	----
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	9½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	7½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5	20,000	1
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	26	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	2½
Star ..... L. S.	25	11½	20,000	----
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	4½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ..... Ariz.	100	----	60,000	----
West Minnesota ..... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa.	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior ..... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire ..... N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ..... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1⅜
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	64
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	19
Atlantic & G. C. ..... Md.	----	----	----	1⅛
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ..... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2
Big Mountain ..... Pa.	----	----	----	5½
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ..... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	54
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	47½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	80c
Fulton ..... "	5	5	60,000	7⅜
Gilberton ..... "	50	50	5,000	28½
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	64
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	5
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2½
Mammoth Vein ..... "	----	----	----	4
Maryland Anth ..... Md.	20	20	25,000	5
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fl'da. Pa.	----	----	----	5½
North Carbondale. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	----
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ..... "	50	50	16,000	21
Shamokin ..... "	----	----	----	----
Somerset I. & C. ..... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	4½
St. Nicholas ..... Pa.	----	----	----	5
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	----
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ..... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	80c
Bates & Baxter ..... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	----
Consol Gregory ..... Col.	100	----	50,000	17
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ..... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ..... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	500,000	----
Gunnell Central ..... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ..... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Hoiman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ..... N. S.	5	----	100,000	----
Kansas-Colorado ..... Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	11
Do. preferred...	100	100	57,744	27½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ..... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ..... Nev.	10	----	100,000	----
N. Y. & N. Sco ..... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	----	----	100	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ..... Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	8½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ..... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ..... Idaho.	1000	----	5,000	----
Mount Vernon ..... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	10
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin ..... N. H.	----	----	----	----
Rutland Marble ..... Vt.	25	25	40,000	22½
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single tr'k	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '64	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,409	6½	----	27
30 Nov. '64	4.52	—	179	28	--	Broadway, Boston	256,257	250,000	—	26,482	129,615	15,895	8	----	43½
30 Nov. '64	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	96
30 Nov. '64	—	7.5	—	—	—	Dedham and West Roxbury	----	41,000	—	—	—	—	—	----	---
30 Nov. '64	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,660	(Metro poli'n)		6	----	46
30 Nov. '64	2.80	—	26	6	--	Lowell (Horse)	43,894	40,129	—	3,590	11,062	766	—	----	---
30 Nov. '64	11.75	—	200	31	--	Lynn and Boston	254,611	200,000	50,000	18,185	129,927	12,197	8	----	42
30 Nov. '64	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 222	20,807	—	—	----	25½
30 Nov. '64	2.97	—	—	—	—	Medford and Charlestown	35,000	23,000	11,000	—	(Middlesex)		50	25	---
30 Nov. '64	31.85	—	341	140	--	Metropolitan (Boston)	1,420,141	1,176,075	—	218,487	580,043	49,981	6	----	5½
30 Nov. '64	6.84	—	263	41	--	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235		3	----	48
30 Nov. '64	5.69	—	75	9	--	Quincy	135,243	71,600	55,533	31,533	28,510	1,369	—	----	---
30 Nov. '64	6.75	—	66	15	--	Salem & South Danvers	173,980	150,000	—	25,800	37,017	—	—	----	---
30 Nov. '64	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	----	25
30 Nov. '64	2.50	—	10	2	—	Stoneham street (Boston)	35,300	32,900	—	—	7,454	—	—	----	---
30 Nov. '64	—	6.74	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	----	---
30 Nov. '64	6.00	—	70	—	--	Suffolk (Boston)	(Sold to	Metro.	Aug. 1,	'64.)	34,198	1,261	—	----	---
30 Nov. '64	—	—	411	63	--	Union (Transportation)	241,441	160,000	20,000	144,316	278,428	—	—	----	93
30 Nov. '64	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	(Leased)		6	----	47
30 Nov. '64	2.25	—	—	—	—	Winnisimmet	62,154	60,000	—	939	21,389	—	—	----	---
30 Nov. '64	11.60	—	69	8	--	Worcester	96,657	75,800	—	53,668	25,453	—	—	----	---
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	----	----	—	----	---
						NEW YORK.									
30 Sep. '65	7.17	—	---	6	6	Albany	85,544	50,000	31,000	------	95,155	501	—	—	---
30 Sep. '65	17.50	—	---	35	—	Blecker St. & Fulton Ferry	1,595,966	900,000	610,000	45,000	103,215	37,588	—	100	----
30 Sep. '65	10 75	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27.500	5,802	81,027	12,500	—	100	----
30 Sep. '65	14.33	—	---	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	100,000	612,779	198,082	—	100	----
30 Sep. '65	7.75	—	---	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	24,068	8,282	—	100	----
30 Sep. '64	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	----
30 Sep. '65	56 18	19.0	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	------	857,701	148,758	5½	10	----
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366.000	200,000	37,602	104,691	—	—	100	----
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164.000	20,000	3,200	—	—	—	100	----
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	----	7,500	35,000	------	—	—	—	—	----
30 Sep. '65	24.00	—	—	106	—	Central P'k, N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000	------	528,090	74,05[illegible]	—	100	----
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	----	2,800	------	------	—	—	—	—	----
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	----	500	------	------	—	—	—	—	----
30 Sep. '65	19.75	—	—	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	----
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	----
30 Sep. '65	—	6 00	—	—	—	East & North River (W. Co.)	650	650	------	------	—	—	—	—	----
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	------	627,153	90,670	6	100	----
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep. '65	4.52	—	—	—	—	Grand St. & Newtown (W'g'g)	----	------	------	------	—	—	—	—	----
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	----
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	----	3,550	------	------	—	—	—	—	----
30 Sep. '65	19.10	—	---	30	—	Ninth Avenue	444,877	795,360	112,000	------	74,514	loss.	—	100	----
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	------	------	—	—	—	—	----
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	------	80,028	29,616	—	100	----
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136.970	388,298	103	—	100	----
30 Sep. '65	8.37	—	---	—	—	Sixth Avenue (N. Y.)	1,409,576	750,000	------	139,604	482,224	loss.	—	100	----
30 Sep. '65	17.50	—	---	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211,243	9	100	----
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordham	975	975	------	------	—	—	—	—	----
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	------	------	leased.	—	—	—	----
30 Sep. '65	—	—	—	—	—	Troy & Lansingburg	----	------	------	------	—	—	—	—	----
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,235	124,500	100,000	1,200	30,753	loss.	—	—	----
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	------	12,839	808	—	—	----
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	------	------	—	—	—	—	----
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	------	------	—	—	—	—	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	---	7	--	Hoboken and Hudson City	32,000	30,000	------	2,000	------	------	—	—	---
31 Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	---
31 Dec. '62	10.47	—	---	---	---	Jersey City & Bergen Point	----	------	------	------	------	------	—	—	---
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	[illegible]	50	----
31 Dec. '62	5.80	—	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	------	------	------	—	—	---
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	------	------	------	40	10	54
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	---
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	----	------	------	------	62,782	8,227	—	—	---
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150.000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	23
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	29
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	---
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	----	------	183,600	75,131	153,813	39,179	—	50	19
31 Oct. '65	4.50	----	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	----	----	---	---	---	Oakland (Pittsburg & E. L.)	----	------	------	------	------	------	—	—	---
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	----
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	----
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	----
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	----
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	59
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	37½
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,819	9½	50	69
31 Oct. '65	6.25	—	145	23	0	13th & 15th st. (Phila.)	----	------	------	------	143,038	38,435	5	50	21½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	68
31 Oct. '65	1.00	—	9	4	0	Williamsport	----	15,150	—	522	3,637	1,851	—	25	---
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	----	18½
						OHIO.									
31 Dec. '62	5.00	—	---	---	---	Cincinnati Street	151,913	150,000	------	------	------	------	—	—	---
31 Dec. '62	5.00	—	---	---	---	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	—	—	---
31 Dec. '62	3.81	—	---	---	---	Passenger (Cinc.)	69,857	50,000	------	------	------	------	—	—	---
31 Dec. '62	3.63	—	---	---	---	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	------	------	------	------	—	—	---

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd: 1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale: 1st Mortgage	25,000	6	J. & J	1871	----
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	------	------	----
Dorchester: Real Estate Mortgage	5,000	6	------	------	----
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	------	----
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	------	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm: 1st Mortgage	118,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-72	88
Malden and Melrose: 1st Mortgage guarantied	73,100	6	------	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	------	------	----
Middlesex: 1st Mortgage	31,000	--	------	------	-
Malden & Melrose bonds	51,762	--	------	------	----
Real Estate	4,000	--	------	------	----
Ninth Avenue: 1st Mortgage	112,000	7	------	------	----
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	----
Quincy: Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton: 1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	------	------	----
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City: 1st Mortgage	100,000	7	------	------	----
Van Brunt st. & Erie Basin: 1-t Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	102
Loan of March 31, 1848 registered	8,908,242	6	" "	1868	125
" " " coupon		6	" "	1868	126
Texas Indemnity, of Sep. 9, 1850 coupon	618,000		" "	Due.	
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	100
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	100
" " " coupon		5	" "	1871	103
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	103
" " " " " coupon		6	July.	1881	109
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	112
" " " coupon		6	" "	1881	113
Loan of July 17, & Aug. 5, 1861 registered	264,303,100	6	" "	1881	113
" " " " coupon					
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	
" " (5-20s) coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	
" " (5-20s) coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) registered	127,549,150	6	May & Nov.	1885	109½
" " (5-20s) coupon		6	" "	1885	109½
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	100
" " " " coupon		5	" "	1904	103½
Pacific R. R. Bonds of (currency) registered	6,042,000	6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	167,350			Due.	
" June 30, '64 & Mar. 3, '65 1st series	798,949,350	7.3	Feb. & Aug.	1867	107½
" March 3, 1865 2d series		7.3	June & Dec.	1868	106½
" " 1865 3d series		7.2	Jan. & July.	1868	106½
Debt Certificates	3,884,810	6	At maturity.	Due.	
Gold Certificates of Deposit	16,403,180				
Compound Interest Notes of 1864	156,012,140	6	At maturity.	3 y'rs	
Temporary Loans at 4, 5 and 6 per cent	118,665,470		" "	1 d'y	
United States Notes (greenbacks)	400,361,728				
Fractional currency	26,684,139				
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " "	648,000	5	Jan. & July.	1876	
" " " " "	688,000	6	" "	1876	
" —Funded Interest Bonds "					
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116½
" —War bonds "		7		1872	
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	'72-'90	100
" " " (free.) "		6	" "	1892	
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	
" " " " "	2,271,750	6	" "	'68-'86	109
" " " " "	434,000	7	" "	'72-'86	
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	100
" " " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	
" " " 1862-'79 "	436,000	6	" "	'62-'79	
" " " 1865-'79 "	229,372	6	" "	'65-'79	
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	
" " " " "	1,778,677	6	" "	1877	
" " " " "	241,000	6	" "	1879	
" " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	86
" " " " "	2,058,173	2½	" "	1866	
" " War Loan coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	
" —War Loan Bonds coupon	300,000	7	" "	1877	
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	
Kentucky—State bonds coupon	447,000	6	" "	'66-'73	
" " " " "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	97
" —Funded Coupons		6			
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	96½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	60
" " " " coupon	1,727,000	6	"	1870	100½
" " " " coupon	3,192,763	6	"	1890	
" " " " inscribed		6	"	1890	
" " " (sterling) coupon	6,401,000	5	"	var.	
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	124½
" " " "	214,000	5	Jan. & July.	'70-'74	97½
" " " "	375,000	5	April & Oct.	'72-'74	97
" " " "	220,000	5	May & Nov.	1880	96
" " War Loan	6,429,000	5	" "	1894	100
" " Scrip	297,000	6	June & Dec.	'68-'77	109½
" " " "	150,000	6	April & Oct.	1868	122
" " " "	1,024,000	6	Jan. & July.	'71-'75	108½
" " " "	2,030,000	6	" "	'76-'78	
" " War Loan	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	
" " " " "	1,750,000	6	" "	'73-'83	
" —Canal Loan	100,000	6	" "	1873	
" —Renewal Loan	216,000	6	" "	1878	93
" —War Loan Bonds	1,122,000	7	" "	1886	
" —Bounty Bonds	700,000	7	May & Nov.	1890	
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	78
" " " (H. & St. R R.)	3,000,000	6	" "	'72-'85	80
" " " (Pac. R. R.)	7,000,000	6	" "	'72-'87	79
" —New Sinking Fund Bonds		7	" "	1896	
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	100
" " " Notes	2,300,000	8	var.	var.	
New Jersey—State Stock inscribed	95.000	6	Jan. & July.	var.	
" —War Loan coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds general fund	703,000	7	quarterly.	1870	
" " " bounty fund	25,566,000	7	Jan. & July.	1877	105
" " " general fund	1,189,780	6	quarterly.	pleas.	
" " " canal fund	702,000	6	"	1866	
" " general fund	500,000	6	"	1868	98½
" " canal fund	3,050,000	6	"	1871	

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	98½
" " " " "	2,250,000	6	"	1874	97
" " " " "	500,000	6	"	1875	99
" " " " "	900,000	6	"	1877	
" " " general fund	800,000	6	"	1878	97½
" " " "	909,607	5	"	pleas.	
" " " canal fund	192,595	5	"	1866	
" " " "	1,163,000	5	"	1868	
" " " general fund	442,960	5	"	1868	
" " " canal fund	167,000	5	"	1871	
" " " "	4,500,000	5	"	1874	91
" " " general fund	900,000	5	"	1875	
" " " "	800,000	5	"	1878	
North Carolina—State bonds coupon	9,386,500	6	Various.	'66-'91	84½
" " " (new)	3,500,000	6	Jan. & July.	1900	64
Ohio—State Bonds coupon	634,658	5	Jan. & July.	1865	
" " " " "	536,798	6	" "	1860	
" " " " "	379,866	6	" "	1868	
" " " " "	2,183,532	6	" "	1870	
" " " " "	1,600,000	6	" "	1875	98½
" " " " "	4,095,309	6	" "	1881	100
" " " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	95
" " " coupon	6,168,000	5	"	'77-'82	96½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	98½
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	
" " " inscribed	1,708,000	6	" "	'68-'90	
" " " coupon	1,499,000	6	" "	'77-'90	
" " " (new)		6	" "		
Tennessee—State Bonds coupon	1,091,150	5	April & Oct.	'76-'90	80
" " " "	239,167	5½	" "	'72-'79	
" " " "	1,706,000	6	" "	'82-'89	
" —Railroad Loans "	14,046,000	6	" "	long.	93
" —Funded Interest "		6	" "	1892	69½
Vermont—State Bonds	175,000	6	Various.	'67-'83	
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	414
" " " coupon	11,108,000	6	" "	'88-'95	70½
" " (sterling) "	1,865,000	5	" "	1872	
" —Funded Interest registered		6	" "	'76-'96	
" " coupon		6	" "	'76-'96	
West Virginia—State Bonds coupon					
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	
" " (war) "	641,800	6	Jan. & July.	'77-'88	
" " (") certificates	700,000	6	April & Oct.	'82-'98	
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	
Baltimore—City Bonds		5	quarterly.	1870	
" " "		6	"	1870	
" " "		6	Jan. & July.	1873	97½
" " "	19,023,523	6	May & Nov.	1875	99½
" " "		6	Jan. & July.	1886	99
" " "		6	quarterly.	1890	100
" " " coupon		6	"	1890	
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	
" " "		5	Various.	'66-'70	124½
" " "		5	"	'71-'76	
" " "	7,846,026	5	"	'76-'80	98½
" " "		5	"	'81-'86	143½
" " "		6	"	'67-'76	128
" —Water Loan	668.000	5	May & Nov.	'70-'71	
" " "	305,000	5	Jan. & July.	'77-'78	101½
" " " (sterling)	1,949,711	4½	" "	'72-'78	
Brooklyn—Municipal Bonds coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan "	3,036,200	6	" "	'81-'97	
" —Improvement Loans "		6	" "	'66-'96	
" —Water Loans coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	97½
" " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan "	1,186,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	
" " " "	4,714,000	6	" "	'76-'78	
" " " "	1,500,000	6	" "	1883	
" " " "	5,149,271	6	" "	1887	
" " " "	275,000	6	" "	1898	
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1873	
" " " "	1,000,000	5	" "	1874	
" " " "	334,700	5	" "	1875	
" " " "	2,016,000	5	" "	1876	
" " " "	2,375,000	5	" "	79-'80	
" " " "	900,000	5	" "	1890	
" " " "	674,300	5	" "	1898	
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	
" " " (new)	749,222	5	" "	'67-'82	
" " " (old)	2,232,500	6	" "	'66-'93	95
" " " (new)	7,898,717	6	" "	'66-'99	99
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds "	1,800,000	6	" "	1913	
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan "	425,000	6	" "	'79-'88	86½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	
" —City and County B'ds "	1,133,500	6	Jan. & July.	1875	
" " " " "	2,200,000	6	" "	1888	
			" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	246,612	332,098	406,076	446,044	396,847	361,810	357,556	----
1865	289,400	327,269	399,870	343,408	399,364	429,669	472,483	738,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	388,480	394,533	451,477	474,441	462,674	------	------	------	------	------	----
Chicago and Alton:													
1861	81,631	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,839	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,564	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,918	304,885	270,889	333,432	368,273	326,870	------	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,876	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,015	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	305,231	389,489	307,523	270,073	291,779	3,313,514
1866	241,395	163,285	257,230	197,886	264,605	290,642	224,112	------	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	685,023	747,944	702,691	767,608	946,707	921,886	749,191	546,649	7,968,980
1866	525,566	405,634	523,744	518,736	735,082	922,892	776,990	------	------	------	------	------	----
Chicago and Great Eastern:													
1861	18,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26.334	25.461	211.077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37.440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60.895	528 364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88.458	87.037	97.876	94.843	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91.564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	84,637	------	------	------	------	------	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,181
1862	699,097	601.595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400.534
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1.458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,856	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	------	------	------	------	------	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243.249	224,401	2.899.612
1862	190,130	236,637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,559	643,887	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	------	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37.271	56.687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	76.764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.869	90,972	93,078	93.548	96,908	95.453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	113,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	------	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138.342	112,913	1.247.258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149.089	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,593	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	------	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,939	153,170	186,951	170,362	161,391	126,553	178,773	235,690	276,181	231.265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332.360	348.048	3,302.541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448.934	411,806	4,120,153
1865	363,996	366,361	413.974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495.072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	------	------	------	------	------	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149.550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175.696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256.432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,641	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	357,158	343,787	365,196	335,083	324,986	------	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,652	86,482	164,710	221,638	198,135	129,227	1 402.106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2 535,001
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	------	------	------	------	------	----
New York Central:													
1861	439,065	420,793	627,051	689,688	677,073	558,743	523,138	562.076	696.175	927.036	952.960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,622	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,024	1,105,864	1,004,435	1,029,786	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,990	3.311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	572,618	412,553	284,319	3,793,005
1866	267,541	246,100	326,236	277,424	283,130	253,924	247,262	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,967	265.358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701.352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	738,866	637,186	646 936	584,523	712,495	795,938	858,501	712,263	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130.378	153,470	144.736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167.613	218,546	216,783	222,736	207,301	162,894	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133.722	142,537	162,858	137,086	92.574	1,172,100
1862	82,285	47,142	56,006	83,582	106,845	113,578	115,214	168.219	170,380	172,870	147,543	139.528	2,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127.010	156,538	139,626	244,114	241,840	221,470	220.209	265.154	2,050.322
1865	144,084	139.171	155,753	144.001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	------	------	------	------	------	----
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,906	39,301	43,332	86,913	102,918	85,276	------	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	6
" " " 1850.	676,000	6	Jan. & July.	"	1880	97
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefoutaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880	
American Loan	63,000	6	"	New York.	1864	
Loan for $500,000	229,700	6	"	"	1867	99
" " $300,000	423,680	6	"	"	1870	92
" " $675,000	675,000	6	"	"	1875	80
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	89
Consolid. Mort. Loan $5,000,000	4,269,400	6	"	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	467,408	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	92½
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96½
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	81
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	76
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	102½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'75	80
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1826	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1855	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	82
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,996,500	8	" "	N.Y. & Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,255,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	95
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	81
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,566	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1878	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,800	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	94½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	91
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	106
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	94½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,810,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99
2d Mortgage (new stock)						64
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	79
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	82
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	153,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	415,500	6	" "	"	1886	103½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	91
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubens and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				[64½
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	119
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	86
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1873	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	----	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	----	----
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	—
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	----
28 Feb '65	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	3½	----
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	115
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	----
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,387	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	-10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,840,092	1,833,517	8½	107½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	130
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	36½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,238	1,442,781	10	109½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	----
31 Dec. '65	454.8	252.5	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	123½
31 Dec. '65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	39
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	45
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,060	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	73
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	246,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	.....	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	—	315.172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	987,278	1,928,150	60,000	218,000	2,956,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412.156	162,268	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,263,015	248,969	103.434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada								
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	----
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,499	281,032	15,188,190	329.3	1,741,070	4,446,490	1,638,114	15	118
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	85½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,951	2,564,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	1,000,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	----
8 Feb. '65	268.8	—	17.7	68.0	28	21	272	*North Missouri*	6,743,482	697,708	—	2,469,540	4,350,000	93,378	7,696,870	168.8	480,186	950,499	640,641	—	36
Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
Feb. '65	283.0	—	14.4	—	42	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,416	1,097,793	211,510	—	—
Feb. '65	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,100	90.3	289,199	399,291	729	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,888	444,638	205,584	757,381	36.5	76,344	79,761	42,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,985,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	21,500,000	—	—	1,600,004	51.3	161,068	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,339	3,621,755	11,866,283	16,151,962	10,112,584	897,639	36,817,376	286.8	2,938,010	6,509,945	4,544,097	3	113½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,690	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,689,780	12,044,441	281.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '64	—	—	—	—	8	—	7	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	5
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	105½
30 Nov. '64	74.3	8.8	51.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,000	443,332	8	181½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	133½
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	140
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	168	Connecticut River	1,813,980	*	303,232	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	107½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,368,837	89.0	622,202	1,277,075	490,768	6	108
30 Nov. '66	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	112
30 Nov. '64	13.9	—	2.7	—	4	3	41	Fitchburg and Worcester	293,658	40,226	28,200	266,127	8,800	397	.....	18.9	37,947	61,655	21,297	6	.....
30 Nov. '64	12.4	—	2.3	—	—	—	—	Lowell and Lawrence	332,888	30,275	—	200,000	75,000	3,374	366,912	(Op	er. by B	oston &	Lowell)	5	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	186,647	300,994	51,227	8	126
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7	101½
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,916	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	91,748	83,492	—	—	—
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438 317	*	2,609,822	4,519,760	551,500	1,467,311	7,043,139	145.0	.....	1 295,643	526,448	8	104
30 Nov. '64	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	.....	18.6	25,312	83,128	34,105	6	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Op	er. by B.	& L. Co.)	17,500	1½	110½
30 Nov. '64	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	159,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	49½
30 Nov. '65	156.1	17.3	128.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,078,949	5,627,700	6,269,520	458,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	141
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,509	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	124,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	186,049	8	66
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	—	—	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.0	387,789	615,728	215,978	9	106
30 Apr. '64	24.7	—	2.2	—	5	2	60	Sullivan	1,490,730	*	—	500,000	760,000	—	.....	24.7	oper. by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	—
31 Dec. '64	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	8,502,296	*	4,304,131	6,472,400	10,264,463	—	.....	124 2	.....	5,799,950	1,140,788	35	130½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	—
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,949	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	127
31 Dec. '64	58.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	58.0	270,000	570,764	171,755	7	80½
31 Dec. '65	53.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000 000	805,000	—	6,434,329	53.8	654,192	1,875,981	803,323	10	128½
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	65
31 Dec '64	18 2	—	.....	—	—	—	—	Warren	2,608,300	—	—	1,408,300	600,000	—	2,608,300	18.2	.....	290,022	130,510	6½	46½
31 Dec. '64	38.5	—	.....	47.	—	—	—	West Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,962	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,729	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	29	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434.775	5,066,511	4	73½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,314,287	—	6,563,250	7,762 840	1,167	15,264,586	150.0	1,602,279	4,452 830	994,668	8	118½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	381,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,666	8	69
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York and Harlem	27,396,542	3,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	554.9	5,804,048	13,975,524	2,694,714	6	193½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York Central	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	08½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	87,202	240,637	69,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	198,610	—	800,000	478,750	—	1,278,750	175.0	305,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,286	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	2,096,542	268,204	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	96
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	365,000	"	"	"	"	—	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,275	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	580,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,462,000	282,216	2,341,327	112.0	396,826	658,717	280,000	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	78,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469.458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	823,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040,350	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '62	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,620	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,784	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750 000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2,686,132	663,205	10	111½
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	98.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101.0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,820,845	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	86½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	183.6	994,554	2,388,868	1,035,717	13	115½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,788,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami	291.148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,620	186,762	6,326,333	142.0	—	—	951,357	339,924	—
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,558	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,883,614	745,475	*	6,246,950	9,870,000	4,546,042	20,549,420	192.3	.....	829.932	119,032	—	.....
31 Jun. '6'	158.9	62.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,986,495	595 400	251,867	3,343,966	1,841,093	14,202	5,172,133	205.9	355,409	719,924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	218	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	3207	189,488	—	—
1 Dec 64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	420.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	----	3,629,000	69.5	240,418	370,223	149,387	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	160
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,536	464,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,315	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,960	1,851,630	10	65
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	906,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	39½
31 Oct. '65	130.5	—	68.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	41½
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	321.0	5,846,778	17 459 109	4,189,111	10	58½
31 Oct. '65	17.0	3.0	22.6	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	—	1,476,300	183,000	—	1,659,300	24.0	311,091	666,739	356,376	8	60
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	33½
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,561,353	20,240,673	6,900,663	—	30,608 075	471 8	3,688,309	11,142,519	4,812,271	10	57½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,080,432	345,891	10	120
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,869,742	197.0	981,485	3,884,609	1,046 804	10	56½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	894,363	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pitsb'g, Ft. Wayne & Chicago	23,188.381	—	3,362,312	9,312,442	12,573.000	1,597,620	26,545.893	483.3	4,623,073	8,489 062	3 2-3 547	10	105½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	North'n	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	328,000	26,292	790,092	30.6	112,409	303,223	128,826	4	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	----	62.0	321,000	557,587	254,508	12	109½
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	—
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	----	—	44	28	252	South Carolina	8,820,583	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	413,757	196,965	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,837,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734.118	337,384	6	—
1859	----	----	----	----	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	—
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	—
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	171,560	----	50.0	31,300	32,670	----	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	309,000	----	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	—
31 Aug. '65	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941,045	282,887	—	7
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	----	8	101
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,822,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	128.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,669	*	2,318,432	2,000,000	1,654,500	775,142	8,711,091	191.7	----	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	885,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	—
31 Jan. '60	80.0	—	----	—	----	----	----	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	—
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	6	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	12,400	3,452,813	3,265,000	571,958	10,233,271	214.9	490,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985.511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	7,410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,164,885	—	—
31 July '63	229.0	115.5	68.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,182	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----	138 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec 63	8.	—	----	—	11	22	120	Pan ma	5,000,000	*	658	5,000,000	15,000	—	10,765,728	48.1	----	1,327,438	1,328,924	—	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	3 5/8
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	50 1/4
Chicago & Alton (preferred)	2,425,400	7	7	109 3/4
Chicago & Northwestern (pref.)	12,994,720	7	7	68 1/4
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1 075,300	10	10	78 1/4
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3 1/2	75 1/4
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	79
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42 1/2
" (2d pref.)	3,819,772	7	3	21
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	95 1/2
" " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,400,000	7	—	71
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5 1/2	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	75 1/2
Toledo & Wabash (preferred)	984,700	7	7	70
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	52 1/4
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95 1/4
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78 1/4
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.		--			
Erie and Penn.:					
Bonds	673,790	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	99 1/4
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6			90
Boat Loan	99,852	6			93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87 1/2
2d Mortgage	3,980,670	6	J. & J.	1882	84 1/2
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59 1/4
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24 1/2
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	105
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,683,350	—	56 1/2
Delaware and Hudson	100	10,000,000	10	105
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	6,091,700	10	60
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	84
" (preferred)	100	1,175,000	10	120
North Branch	100			
Sault Ste Marie	100			----
Schuylkill Navigation (consolid.)	50	1,908,207	—	29 1/2
" " (preferred)	50	2,888,988	—	37 1/2
Susquehanna and Tide Water	50	2,048,280	—	15
Union				2
Union (preferred)	50	2,787,000	—	4 1/2
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, ¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash)	per ton 46 — @ 49 —	
Pig, American, No. 1	48 — @ 50 —	
Bar, Refined, English	105 — @110 —	
Bar, Swedes, assorted sizes (in gold)	95 — @100 —	
Bar, Swedes, assorted sizes	— —	@170 —
Bar, English & American, Refined	— —	@125 —
Bar, English & American, common	— —	@115 —
Scroll, English	155 —	@205 —
Ovals and Half-round	150 —	@160 —
Band, English	— —	@155 —
Horse Shoe	150 —	@160 —
Rods, English	130 —	@185 —
Hoop, English	165 —	@225 —
Nail Rod	per lb. — 10½@ — 11½	
Sheet, Russia	per lb. — 23½@ — 25	
Sheet, English, Single, Double and Treble	— 7 @ — 9	
Rails, English (gold)	per ton — 55 — @ — —	
Rails, American	— 85 — @ 90 —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. — 18@ — 24
English Spring (1st & 2d qlty.)	— 11@ — 13
English Blister (1st & 2d qlty.)	— 12@ — 20
English Machinery	— 14 @ — 16
German	— 15@ — 17½
American, Blister	— 11½@ — 13½
American, Cast, Hammered	— 18 @ — 22
American, Cast, Rolled	— 13 @ — 15
American Spring	— 11 @ — 12½
American Machinery	— 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb. — @ — 45
Sheathing, Yellow	— 34 @ — 35
Pig, Chile	— — @ — —
Bolts	— — @ — 45
Braziers'	— — @ — 45
American Ingot (cash)	— 30½@ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — @ — —
Spanish	6 75 @ 7 —
German Refined	6 87½@ 7 —
English	6 87½@ 7 —
Bar	per lb. — @ 10 50
Pipe and Sheet	— @ 10 70

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold)	per lb. — 22 @ — —	
Straits (gold)	— 20¾@ — 21	
English (gold)	— 20 @ — 21	
Plates, I.C. Charcoal, p. box	10 25 @ 10 50	15 50 @ 15 75
Plates, I. C. Coke	7 25 @ 9 50	11 — @ 14 50
Plates, Coke Terne	7 25 @ 7 50	10 75 @ 11 25
Plates, Charcoal Terne	— @ 10 25	15 25 @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb. 6 75 @ 7 —
Clinch (cash)	— — @ 8 50
Copper	— — @ — 50
Ausable Horse, Norway Iron, Forged	— — @ — 33
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 27 @ — 27½
Regned, free L. S. to White	— 60 @ — —
Refi'd, in bond, prime L. S. to White	— 44½@ — 45
Refi'd, in bond, Standard White	— 46½@ — 47
Naptha, Refined (60@63 gravity)	— 28 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

	Th. 23	F. 24	Sat. 25	M 27.	Tu. 28	W. 29
Atlantic M. S. S. Co.	115	114	114	----	----	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	----	----	----	
Canton Co.	----	----	52½	----	----	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	108½	107¾	----	----	----	
" " pref.	----	----	----	----	----	
" " 1 M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" Inc. b'ds	92	----	----	----	----	
Chicago, Burl. & Q.	----	----	----	----	----	
" " " 8 p.c.	110	----	----	110	----	
Chic. & Northwest'n	38¾	37½	38½	37	----	
" " pref.	67½	68¼	68	68¼	68¾	
" " 1st M.	88½	----	89	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	96½	96½	----	97	----	
" Consol.	81	----	81	81	----	
Chicago & Rock Isl.	109½	109¾	109	109¾	110	
" '1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	111½	----	----	----	----	
Clev. and Pittsburg	88	87½	87	87½	86¾	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	76	----	----	----	
Clev. and Toledo	116½	116	116½	115½	115½	
" " S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref	48	48	47½	47½	47½	
Del. & Hudson Canal	----	----	----	----	----	
Del., Lack. & West.	----	----	----	----	----	
" " 1M. 8 p.c. '71-5	----	----	----	102½	----	
" " 2M. 8 p.c. '81	----	----	----	----	----	
Erie	73¾	74	72½	73½	73½	
" pref.	----	78	77	----	77½	
" 1 M. 7 p.c. '87	----	----	102	----	----	
" 2 M. 7 p.c. '79	103	----	----	----	----	
" 3 M. 7 p.c. '83	----	----	----	----	----	
" 4 M. 7 p.c. '80	----	----	----	----	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Hudson River	----	----	----	----	----	
" scrip	----	----	----	----	----	
" 1 M. 7 p.c. '69	----	----	----	----	----	
" 2 M. S. F.	103½	----	----	----	----	
" 3 M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	101	----	----	
Illinois Central	123½	123¾	123	123¼	123¼	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	107	----	
Marietta & Cin. 1st pref.	42	42	42½	42	42½	
" " 2d "	21¼	21¼	21½	----	21	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	----	----	----	11	----	
Michigan Central	113½	113¾	113½	113¼	113	
" S F. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	85½	86	85½	85½	85½	
" " guar'd.	----	----	----	----	----	
" " 1M. S. F.	96½	----	96½	----	----	
" " 2 M.	92	----	----	92	----	
Mil. and P. du Chien	----	----	----	----	----	
" 1st pref.	----	----	95½	----	----	
" 2d pref.	----	----	85	----	----	
" 1st M.	101	----	----	----	----	
Milw. and St. Paul	55	----	----	----	----	
" pref.	71	70½	70½	71	----	
" 1st mort.	----	----	----	----	----	
" 2d mort.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	78	----	----	78	----	
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	78½	78	79	----	79	
New York Central	103½	104½	103½	102½	103½	
Real Estate	----	----	----	----	----	
" 7s, S. F. '76	----	----	----	----	----	
" 7s, conv. '76	----	----	----	----	----	
" 6s, S. F. '83	----	----	94	----	----	
" 6s, S. F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" 1M. 7 p.c. '73	----	----	----	----	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	----	----	----	----	----	
North Carolina 6s	84	----	84½	----	85	
" ex-coupon.	64½	64	63½	64	64	
" new	64½	64¼	----	64	63¾	
Ohio & Miss. cer.	29½	29½	29¾	28¾	29¾	
" " pref.	----	----	80	----	----	
Pacific Mail S.S. Co.	226½	227	226	----	----	
Panama	----	----	----	----	----	
Phila. and Reading	115½	115½	115¾	115¾	115¾	
Pitts. Ft. W. & Chicago	104½	105½	104½	105½	106	
" 1M. 103	----	----	102	----	102	
" 2M. 94	----	----	----	----	----	
" 3M.	----	----	----	----	----	
Quicksilver Mining Co.	50¾	50½	50¾	50¾	50	
St. L., Alton & T. H.	59	41	----	39½	39	
" " pref.	69¼	71½	----	71½	73½	
" " 1M.	----	----	90	90	----	
" " 2M. pref.	81	----	----	82	----	
" " Inc. b'ds.	75½	76	76	----	----	
Tennessee 6s. 1890	93¾	----	----	----	93	
" ex-coupon.	----	----	----	70½	----	
" new	69	69	69¾	69¾	69½	
Tol. Wab. & Western.	47	47½	46½	----	46¾	
" Pref.	67½	----	----	70	70	
" 1M. ex.	93	----	92	----	92½	
" " 2M.	----	----	80½	81	----	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	70½	70½	71	70¾	70¾	

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

	Th 25.	F.24	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100	99½	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101¼	101⅝	102⅛	103⅛	103	----
U. S. 5s, 10-40s, reg.	98	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	111⅛	112	112	----
U. S. 6s, 1881, cou.	----	111	111⅛	----	113	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	109	----
U. S. 6s, 1867, reg.	----	----	----	----	132	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	126	----	----	----
U. S. 6s, 5-20s, c. 1862	110½	110½	111⅛	113⅛	115⅛	----
U. S. 6s, 5-20s, c. 1864	----	108⅛	108⅛	109⅜	110	----
U. S. 6s, 5-20s, c. 1865	108¼	108⅛	108⅜	109⅛	109½	----
U. S. 6s, " reg.	----	----	108½	109	----	----
7.30 Notes, 1st series.	106	106	106⅛	107⅛	107	----
" " 2d series.	106	106	106⅜	106⅜	106⅝	----
" " 3d series.	105⅝	106	106⅛	106⅜	106⅛	----
American Gold	----	----	----	144⅛	144	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

	W.22.	Th.23	F.24.	Sat.25.	M.27.	Tu.28
Cattawissa	----	----	----	----	----	----
" preferred	36½	36½	36½	36½	36	35⅝
Camden & Amboy	128½	----	129	130	130	130⅜
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	92	----
" " 6s,'83	----	----	90	----	----	----
" " 6s,'89	90	----	----	----	----	----
" mort. 6s,'89	96	----	96	----	96½	96½
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	56¼	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	97⅛	----	----
Lehigh Navigation	----	----	60	----	60	----
" " 6s, '84	----	89½	89½	----	89⅛	89⅛
Lehigh Valley R. R.	----	64⅞	64⅞	----	64⅞	65
" " 6s	----	95	----	----	----	----
Little Schuylkill R. R.	----	----	39	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	59½	----	59
Morris Canal	----	----	----	84	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	41½	42	----	42	----	----
" " 6s	----	----	90½	90⅞	91	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	46	----	----	----
Pennsylvania R. R.	58⅝	58½	58⅝	58⅜	58⅛	58⅛
" 1st m.	100⅛	----	100⅛	----	----	----
" 2d m.	98⅛	----	----	----	----	----
Penn. State, 5s	----	----	95½	95½	----	95½
" " 5s, coupon	95½	----	----	----	95½	----
" " 6s, W. L.	----	----	101⅜	----	----	----
Philadelphia City, 6s	----	----	----	----	95	----
" " new	99½	99½	99½	99½	99½	99½
" " muno.	99	----	----	----	99½	99½
Philad., Germ. & Nor.	----	----	----	----	60	60
Phila. & Reading	57⅛	57⅛	58	57⅛	57	57⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	96½	96½
Philadelphia & Erie	33⅜	----	----	----	33⅜	33⅜
" " 6s	----	----	----	----	----	94⅛
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	20⅜	20⅜	----	----	20⅛
" " pref.	37⅛	37⅝	37⅛	----	37⅛	37⅛
" " 6s '82	84	----	84½	----	84⅛	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	90	90½
Susq. Canal	----	----	----	----	15⅛	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	24⅛	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	19	----	----	----
Chestnut & Wal. "	----	----	----	54	----	----
Green & Coates, "	----	----	----	----	30	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	38⅛	----	----	----	----	37⅛

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

	W.22.	Th 23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	100	100	----	----	----	----
" " 1886	99½	----	99	----	----	99½
" " 1870	----	97	----	----	----	----
" " 1890	----	100¼	----	----	----	100½
Balt. and Ohio	113	----	----	----	113	113⅛
" " b'ds,'62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	----	----	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	99	----	----	----	----	----
Northern Central	----	----	----	----	46½	46½
" " b'ds,'85	----	----	89	----	----	----
" " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

	Th. 23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Lowell	----	----	105½	----	----	
Boston and Maine	131	----	130¼	----	----	131½
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	65½	----	----	65½	----	66
Connecticut River	----	107⅝	----	----	----	----
Eastern, Mass.	107	----	107	107⅛	108	108
Eastern, N. H.	----	----	----	----	107	----
Fitchburg	111½	111⅛	----	----	----	112
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	112	----	----	----	----	----
Northern, N. H.	----	106	----	----	----	----
Old Colony & Newport.	102	----	103¼	103½	----	104
Ph., Wil. & Baltimore	----	----	56½	57	----	56½
Portl'd, Saco & Ports.	100	----	100½	----	----	100
Vermont & Canada	----	----	----	----	----	101
Vermont & Mass.	----	49½	----	----	----	----
Western	----	----	141	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	96	----	----	----
Metropolitan "	----	54⅛	54½	----	54	54½
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	43	----	46
Copper Falls "	48½	52	56	70	70	68
Franklin "	72	80	89	100	98	109
Huron "	47	----	49	61	62	65
Isle Royale "	----	----	----	----	----	14
National "	----	----	----	----	----	----
Minnesota "	11	12	13	14	16	18
Pewabic "	39½	40½	41	46	45	44½
Pittsburg "	50½	50½	55	60	----	----
Quincy "	52	53	59	70	64	60
Rockland	----	----	8	----	8½	9½

London Stock Exchange.

The following were the closing prices for American Securities on the 16th of August.

United States 5-20 yrs., 1882, 6 per cent	67½@ 68½
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1883	66 @ 68
Do., consolidated mortgage bonds, 1890	39 @ 41
Erie shares, $100 (all paid), 8 p. c	42 @ 43
Do., convertible bonds, 6 p. c	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	67 @ 68
Do. $100 shares (all paid)	74½@ 75
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	60 @ 63
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, September 1, 1866.

Stock Exchange and Money Market.

The money market has worked in favor of borrowers, during the greater part of the week. The flurry referred to in our last was only of momentary duration. The Government disbursements, chiefly in liquidation of the temporary loan, have been very heavy. Through the U. S. Sub-Treasury in this city, they have exceeded twenty-three million dollars, since Friday last. This outflow of funds from the Treasury vaults, has added largely to the supply of capital, awaiting opportunities of profitable employment. Call loans have been made to the Government houses at 3@4, generally at 4 per cent; to other leading Stock firms at 4@5, generally at 5 per cent; and prime discounts at 5½@7, mainly 6@6½ per cent. per annum, to the full extent of the unexceptionable applications. In this way, however, only a small proportion of the idle means have been temporarily used. A much larger proportion has been put into national stocks at higher and rising prices, on a competition of home and foreign buyers, stimulated, in part, by the recent favorable telegraphic accounts from London and Paris. The city banks, last week, added to their loans, $3,949,141; deposits, $3,808,874; legal tender reserve, $1,483,412; and circulation, $161,560; while losing, $161,560 of their specie reserve, the aggregate of which is now only $6,884,077; the lightest average of the year, thus far. Their deposits are now up to $218,159,450, or the highest sum reported for many months. Their legal tender reserve reaches $86,283,483; making the weekly average, in this item, through the month of August the highest of the year. Their circulation now stands at $27,938,464, and their loans are up to $265,901,065, an unusual expansion. The Bank Exchanges at the Clearing House, through the past week, averaged $102,991,220 a day, against a daily average of $92,442,557 the preceding week; and $87,204,469 the week ending with Aug. 11th. The current week's exchanges average over $113,078,331 a day.

The U. S. Sub-Treasury receipts, week ending with Aug. 25, were $23,900,448, including $3,069,893 from customs duties; payments, $16,709,783; balance at the close of the week, $96,007,229, against $88,816,665 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $8,589,237, and payments, $15,790,757, Tuesday, receipts, $2,124,089, and payments, $6,060,827. The balance at the close of business on Tuesday stood at $84,868,972, against $90,983,416 a week ago.

Government revenues, last week, were unusually liberal. The excises yielded $7,846,577; customs at the port of New York, $3,069,893, and at the outports, at least, a million more, making the grand total income for the week equal to about thirteen and a half millions in currency, against disbursements of only $1,577,034 on account of the three leading executive departments. The actual cash balance in the Treasury vaults, in Washington, at the close of last week, exclusive of the reserved fund, was $12,953,183. The average of the daily revenues the current week is a rising one.

National bank note currency to the amount of $617,310 was issued from the Treasury Department, last week, making the total issue, thus far, $289,021,085. The sureties held by the Treasurer of the United States in trust for National Banks for the week ending August 25, 1866, amounted to $379,969,000 as follows: United States Bonds held, $339,321,500; United States sureties, $38,647,500.

The number of National Banks August 25th, was 1,656, with a circulation of $289,021,085.

Frequent ups and downs have been noticed in the Gold Market, during the week, the result, far less of legitimate influences, than of varying fortunes of the *bulls* and *bears* of the Gold Exchange, in their desperate efforts to corner each other. The opening rate last Thursday was 150½, and the highest on that day and during the week, 150⅝. The lowest rate was 146½ on Monday morning, whence there was a rally to 149⅛ on Tuesday, followed by a reaction to 148¾. On Wednesday, the opening rate was 148⅞, and the closing rate at 1 o'clock p. m. (when the Gold Exchange suspended business, in honor of the visit of President Johnson) was 148⅛. The speculation derives its main strength from the customs demand, which last week absorbed coin to the amount of $512,000 a day, and thus far this week, to the amount of $566,500 a day, or equal to a

weekly aggregate of $3,399,000. There have been no receipts from California, this week. By telegraph from England, however, we are advised of the shipment from the other side of £100,000 in specie by the *Allemannia* from Southampton, and £110,000 by the *Scotia*, from Liverpool, both for this port. On the other hand, the exports of specie from this port, last week, were $782,312, chiefly in the form of silver bars, received by the last California arrival. The gold-interest disbursements from the United States Sub-Treasury, last week, were only $69,987. On Saturday, Sept. 1 the semi-annual interest on the Ten-Forty loan falls due, and will be promptly paid off. The coin certificates issued by the Sub-Treasury amounted to $2,188,000. The total exports of specie, hence since Jan. 1, have been $52,882,448, against $19,960,545 same time last year. The receipts of California gold at the port of New York since Jan. 1, have been $27,375,321, against $11,701,023 same time last year.

Extreme depression has characterized the foreign exchange market, during the week. The very extensive purchasers of Government securities for shipment to Europe have added largely to the available supply of prime light bills, on a dull and irregular market, which afforded unusually limited facilities for the negotiation of bills. Tuesday was the worst day of the week. Prime bankers' sixty day bills on London were on that day down to 106⅜@106⅝, and on Paris to 5.40@5.32½; sight bills on London to 106¾@107½; and on Paris to 5.28¾@5.27½. As these rates offer a clear profit of 2⅛@3 per cent. on the importation of Gold, we look to see the announcement of further shipments from the other side, should the demand and orders for 5 20s continue on the basis at 71½@72¼ per cent. Even as we write, we learn by telegraph from Southampton to noon on Wednesday that the steamship *Hermann* left that port on Wednesday, with £62,000 in specie for New York. This makes equal to $1,360,000 in coin of the shipment of which from Europe for this port, we have been advised within a week. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,728,713, against $3,395,622 same week last year. The exports since January 1, have been to the value of $130,230,213, or about twenty-eight million dollars in excess of the exports, same time last year.

An extraordinarily active business has been transacted in the National securities, and a further material rise in prices established, the market closing very strong and buoyant for all issues. The 6s of 1881, and the 5-20s of 1862 have been very sparingly offered, and foreign orders for the latter have been executed with such extreme difficulty, as to stimulate a foreign demand for the later issues of the 5-20s. The 5-20s of 1864 were introduced at the London Stock Exchange advantageously. Those of 1865 are about to be introduced in London and Paris. In anticipation of this, a number of the foreign houses have been buying the new bonds in liberal amounts at rising prices. The purchases of the 5-20s of 1865 on foreign account, within the past four days, we are authoritatively assured, exceed three million dollars. The demand for them, from both home and foreign buyers, is rapidly increasing, promising to result in an equalization of the price of this issue with that of issue of 1862, which latter is now very nearly all out of the reach of purchasers, and in the hands of parties who hold the bonds as a permanent investment, for the sake of the liberal income which they yield. It is contended that a further material rise in the market value of the public funds is inevitable, in view of the unprecedented ease in money, which cannot be temporarily employed at higher rates than 3@5, generally at 3@4 per cent. per annum. It is urged that if Five-twenty bonds advanced to 120, they would pay 6 per cent. interest in greenbacks; and ten-forty bonds, with gold at 150, and seven-thirty notes, besides a profit on interest account and the prospective benefit of conversion into five-twenty bonds if they advanced to 115, would pay over 6 per cent. interest in greenbacks. As the loan market is overloaded with loanable funds which cannot be used better than at the rates named above 3@5 per cent. on prime collaterals like Governments, it requires no argument to prove that Government bonds at 115 to 120 are the best and cheapest securities in the market. The Ten-forties have advanced to 103¼@103½, the highest rates ever realized on them. The lowest rates touched by them was 89, over a year ago, in the panic of March, 1865. The Seven-thirties are up 106½@107¼ and interest, on a brisk investment trade. Compound interest notes sell at from 107½ for the issue of May, 1865, to 115¼ for the issue of June, 1864. The six per cent. gold bearing bonds closed on Wednesday at 113@113¼; 5-20s of 1862, at 113¼@114; 5-20s of 1864, at 112½@113½; and 5-20s of 1865, at 109⅝@109¾.

A reflection on the financial policy of the Government found its way into a trade circular, issued last week, chiefly for circulation in England, by a respectable foreign house in the produce commission business in this city. Referring to the original five-twenties, the writer of the circular assumed that they fall due next May, and inferred—how or why we know not—that they will then be paid off by the Treasury Department, *not in coin, but in depreciated currency*. In answer to this unwarrantable reflection—we feel bound to state that the five-twenties of 1862 do not fall due next May, nor absolutely before May 1, 1882; that it is only the privilege of the Government to redeem them that will mature in May, 1867; and that this privilege most assuredly will not be made use of by the Treasury Department, until means shall have been honorably provided to liquidate this National obligation *in coin*, according to the invariable custom and purpose of the department. The creating acts of the later issues of the five-twenties—those of 1864 and 1865, as also of the Ten-forty Loan—expressly provide for the payment of principal and interest in coin. Government has none even of the new five-twenties to dispose of, save in exchange for and in redemption of the short date obligations of the Treasury, such as the seven-thirties, to the first or August issue of which the privilege of immediate conversion is confined. Conversion on maturity alone is the absolute privilege of every holder of the seven-thirty notes. The rule of the Treasury Department, in redeeming permanent loans, was clearly set forth at the time of marketing the five-twenties of 1862 by Secretary McCulloch's predecessor, who now holds the elevated position of Chief Justice of the United States. To settle the question, then widely discussed, of the form in which the bonds of 1862 would be redeemed, Messrs. Fisk & Hatch, bankers of this city, and sub-agents in the distribution of the loan, as well as other bankers, wrote to Mr. Chase, the then head of the Treasury Department, who responded as follows, under date of Washington, May 18, 1864:

SIR:—Your letter of the 13th, making inquiries in regard to the kind of currency with which the five-twenty years' six per cent. and the three years' seven-thirty per cent. notes are to be redeemed, has been received. It has been the constant usage of the department to redeem all coupon and registered bonds forming part of the funded or permanent debt of the United States in coin, and this usage has not been departed from during my administration of its affairs. All Treasury notes and other obligations forming part of the temporary loan are payable and will be redeemed in lawful money—that is to say, in United States notes—until after the resumption of specie payments, when they also will doubtless be redeemed in coin, or equivalent notes. The five-twenty sixes being payable twenty years from date, though redeemable after five years, are considered as belonging to the funded or permanent debt, and so also are the twehty years' sixes, into which the three years' seven-thirty notes are convertible. These bonds, therefore, according to the usage of the Government, are payable in coin. The three years' seven-thirty Treasury notes are part of the temporary loan, and will be paid in United States notes, unless holders prefer conversion to payment. Very respectfully,

S. P. CHASE,
Secretary of the Treasury.

Secretary McCulloch, we have the very best authority for asserting, fully concurs in this formal expression of opinion on the subject. The letter of Secretary Chase was regarded as a final answer to the question of the form of redemption. The question is not now regarded in financial circles as an open one. As far as relates to the later issues of the 5-20s (those of 1864 and 1865,) there is no room for doubt as to the form in which they will be redeemed. The authorizing act of each issue distinctly states that both principal and interest *shall* be paid in coin. Hence there is "foundation in fact" for the assumption of the writer of the circular which we have felt bound to notice. In a later issue of the circular referred to, the writer practically retracts all that he said adverse to the five-twenties. This is well. He might have gone further, however, without damage to his own reputation, and recalled his insinuations against the legality and wisdom of the conservative financial measures of Secretary McCulloch. As these insinuations, however, were utterly unfounded in fact or circumstance, they do not call for formal contradiction from us. The integrity of our chief financial agents has never been questioned, by any one familiar with the workings of our financial system, and having any right whatever to canvass them. Foreigners, who live and trade and prosper here, and yet shirk all the burdens and obligations of citizenship, have no such right of criticism.

In railway and miscellaneous stocks, business has been quite active through the week, and the market, on the whole, strong and buoyant. The dealings of Tuesday and Wednesday were moderate, on a firm range of prices.

In general business, there is healthy progress noticeable. Produce and merchandise are gradually finding more eager purchasers, though with-

out resulting in higher prices. On the contrary, the tendency in most instances has been favorable to buyers. The week's exports of cotton have been 4,816 bales from this port, and 7,000 bales from all the shipping ports, leaving an available supply of 110,000 bales here, and 255,000 bales at all the shipping ports. The total exports of cotton from the United States, since Sept. 1, 1865, have been 1,524,000 bales. The total imports of foreign dry goods, last week, were $2,071,161, and the total amount marketed $2,632,704. The value of foreign merchandise imported last week, was $2,193,303—making the grand total value of last week's imports of dry goods and merchandise, $4,264,464, and since January 1, $208,574,837, against $112,056,359 same time last year.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 20.	Aug. 22.	Aug. 29.
Consols	—@88¼	—88¾	89¼
U. S. 5-20's	—@68¼	—70¼	72¼
Erie	—@42¾	—45	45¾
Ill. Central	—@75¾	—77	78¾

The New York exports, exclusive of specie, for the week ending Aug. 28, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,395,622	$2,728,713
Prev. reported	99,532,431	127,501,500
Since January 1	$102,928,053	$130,230,213

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$2,632,704	$2,071,161
Gen. merchandise	2,443,876	2,193,303
Total for the week	$5,076,580	$4,264,464
Prev. reported	106,979,779	204,310,373
Since January 1	$112,056,359	$208,574,837

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Kentucky 6s, 95; New York State 7s, Bounty Loan, 105; do., 6s, 1875, 99; Ohio 6s, 1881, 100; do., 1870, 98½; Louisiana 6s, 97; Brooklyn 6s, Water Loan, 96⅜; Peninsula 1st mort., 83; Chicago and Milwaukee 1st mort., 90⅛; Gt. Western 2d mort., 1893, 72½; Pacific R. R. 7s, guar., 80; Galena and Chicago 1st mort., 100; Ill. and S. Iowa 1st mort., 80; New York and New Haven, 115; N. J. Central, 128½; Joliet and Chicago, 100; Hannibal and St. Joseph, 36; Indianapolis and Cincinnati, 73; Hartford and New Haven, 175; Ashburton Coal, 19; Spruce Hill, 4½; Central Coal, 54; American Coal, 64; Lehigh and Susq., 5; Boston Water Power Co., 32⅛; Cary Imp., 14¾; Rutland Marble, 22½; Mariposa pref., 27½; Western Union Tel., 58¼; do., Russian Extension, 102½; 4th National Bank, 105; 7th Ward Bank, 110; Shoe and Leather Bank, 110; Importers' and Traders' Bank, 116; Am. Ex. Bank, 118½; Central Bank, 111½; Continental Bank, 102; 9th National Bank, 111; Merchants' Bank, 116; Ocean Bank, 101; Bank of Commerce, 113.

Philadelphia.—Allegheny Co. coupon 5s, 73½; Reading mort. 6s, 91; Steubenville and Indiana 7s, 80; Germantown Pass. R. R., 23; 13th and 15th streets, 21¼; Girard College R. R., 27; 5th and 6th streets, 46½; Union Passenger R. R., 42; St. Nicholas Coal, 3; Green Mt., 3¾; Mahanoy Coal, 2½; Fulton Coal, 7⅜; Clinton, ⅞; Keystone Zinc, 1⅛; Ætna Mining, 3; Maple Shade Oil, 2½; Ocean, 5; Caldwell, 2¾; Philadelphia Bank, 246; Union Bank, 65; 7th National Bank, 96; Girard Bank, 57½; Western Bank, 90; Farmers' and Mechanics' Bank, 131¼; Bank of North America, 226. The latest quotations are: City 6s, 95¼@96; do., new, 99⅜@99½; State 5s, 95@96; do., coupon, 95½@96½; do., 6s, W. L., 101¾@102⅛; Phila., Wil. and Balt., 56¾; Reading, 57⅜@57½; do., 6s, 1870, 96@97; do., bonds, 91@92½; do., con., 112@112; Camden and Amboy, 130¼@130½; Penn. R. R., 58¼@58⅜; do., 1st mort., 100¾@101¼; do., 2d mort., 97½@98½; Little Schuylkill R. R., 37@40; Morris Canal, 83¾@84¼; do., pref., 118@122; do., bonds, 90@93; Wyoming Valley Canal, 66@68; do., 6s, 85@90; Susquehanna Canal, 14¼@14¾; do., 6s, 59@60; Sch. Nav., 29@29¼; do., pref., 37@37⅛; do., 6s, 1882, 84¾@85; Union Canal bonds, 23¼@25; Delaware Div. Canal 56¼@57½; do., bonds, 90@90½; Elmira and Williamsport, 29½@30; do., pref., 42@44; do., 7s, 1873, 97½@100; Lehigh Coal and Navigation, 60@60⅛; do., bonds, 1884, 89½@90; North Pennsylvania, 41@42; do., 6s, 91@92; Philadelphia and Erie, 33½@33⅝; do., 6s, 94@94½; Minehill, 58@58½; Catawissa, 35@37; do., pref., 36⅝@35¾; Lehigh Valley, 64⅞@65⅛; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 45@50; Second and Third, 88@89; West Philadelphia, 68@69; Spruce and Pine, 36@37¾; Green and Coates, 30@33; Chestnut and Walnut, 53½@55; Thirteenth and Fifteenth, 21⅛@21¼; Girard College, 27@27⅛; Tenth and Eleventh, 60@70; Union, 41½@42½; Hestonville, 18@19.

Boston.—Eastern R. R. 6s, 1874@1885, 96¾; Ogdensburg 1st mort., 99¾; do., 2d mort., 64; Rutland and Burlington 1st mort., 95; Vermont Central 2d mort., 36; Conn. and Pas. Riv., pref., 78¼; do., 6s, 95¼; Boston, Hartford and Erie 7s, 44¼; South Shore 6s, 95; Old Colony and Fall River 6s, 1869, 99; Ogdensburg and Lake Champlain R. R., 68½; Nashua and Lowell, 126; Union Railway, 93; Mammoth Vein Coal, 4; Lackawanna Coal, 6¼; Belmont Coal, 2; Short Mt. Coal, 21; Roaring Brook Coal, 50; Boston Water Power Co., 32; Cary Imp., 14¼; Waverly Land, 3⅞; Adams Express, Co., 114; Baltic Gold, 80c.; Peck Gold, 90c.; Montezuma Gold, 2½; Waverly Gold, 20c.; Vermont Iron, 90; Bullion Conso., 2½; Revenue Extension Silver, 9½; Massachusetts 5s, 1893, Gold, 100; New Hampshire 6s, 1868, 100; Rhode Island 6s, 1893, 98¼; Portland 6s, 1877, 95; Springfield City 8s, 1886, 98¼; do., 10s, 1874, 101; Chicago 7s, Water Loan, 99¾; do., River Imp., 99½; do., sewerage, 99½; Charlestown 6s, 1875, 99½; Roxbury 5s, 1878, 89¾; Hallowell 6s, 97; Bath 6s, 1870, 97; Brooklyn 6s, Water Loan, 96; Pittsburg and Boston Oil, 10c.; Central, 2½; Pepper Well Pet., 2; Massachusetts and Oil Creek, 75c.; Oil Creek, 20c.; United States, 7¾; Stewart's Run Pet., 20c.; Farrar, 8; New England, 15c.; Beebe Farm, 5; Maverick Bank, 106; Traders' Bank, 102¾; Mt. Vernon Bank, 120½; Suffolk Bank, 118¾; Webster Bank, 112¾; Fanuel Hall Bank, 134¼; Merchants' Bank, 122; North Bank, 112¾; Tremont Bank, 121¾; Globe Bank, 133½; Continental Bank, 110¼; Bay State Mining Co., 20; Boston, 1⅜; Bedford 25c.; Concord, 5¾; Calumet, 20⅛; Dana, 4¾; French Creek, 76c.; Hancock, 34; Hanover, 5; Humboldt, 7; Hungarian, 1½; Madison, 3; Native, 2½; Petherick, 9; Phœnix, 12; Pontiac, 1⅝; South Side, 2¾; St. Clair, 7½; Superior, 4⅝; Washington, 3.

Baltimore.—Virginia bonds, registered, 41¼; Marietta and Cincinnati bonds, 83½; Western Maryland 1st mort., 96¼; Liberty Mining Co., 1.00; Maryland Anthracite Coal, 5.00; Atlantic Coal, 1.05; George's Creek, 104; Baltimore Bank, 104½; Com. and Far. Bank, 42; Union Bank, 64½; Mechanics Bank, 17⅜. The latest quotations are: Balt. and Ohio, 113½@114; do., 6s, 1867, 99@100; do., 1875, 96@96½; do., 1880, 96@98; do., 1885, 99@100; Northern Central, 46@46¼; do., bonds, 1885, 98@89½; N. W. Va. 1st mort., 1873, 96½@97½; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 83@83½; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 94@97½; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 101@101; Baltimore 6s, 1870, 97@100; do., 1873, 95@97; do., 1875, 99½@99½; do., 1886, 99@100; do., 1890, 100@100⅜; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838–'70, 83@83; City Passenger R. R., 18@18¼; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 104@110; Santa Clara, 9@9; Balt. Chrome, 0.70@0.70; Bare Hill, 0.50@0.65; Atlantic Coal, 1.00@1.15; Mineral Hill, 0.60@0.75; Baltimore Coal, 100@200.

Labor Saving.

We invite the attention of parties engaged in the construction of Railroads and other earth works to the card of the *American Labor Saving Co.* of N. Y., to be found in our advertising columns this week.

As these machines supply a want long felt for some more efficient means of moving earth, and as without any drawbacks or disadvantages, it is claimed that they effect a saving of 30 to 50 per cent., according to the nature of the soil in which they are worked, they will doubtless meet the favorable consideration of contractors.

☞ We invite attention to the Advertisement of Messrs. Hosford & Co., in another column. Mr. Humphrey, late Cashier of the Weedsport Bank, Weedsport, N. Y., has been for a long time connected with banks in the interior of this State, understands the wants of individuals and bankers; and being connected with those who thoroughly understand the business in this city, feel that with ample capital at their command, they can fill any orders that they may have with dispatch and satisfaction.

☞ Proposals will be received until the 11th inst., at the office of the Newark and New York Railroad Co., Newark, N. J., for the graduation of the entire road, and for the piling between Newark and Bergen on the same line.

☞ The Allegheny Valley Railroad Company will receive proposals until the 25th inst., for the graduation, masonry, ballasting and ties for about 45 miles of their road, extending from Brady's Bend to Oil City. Address F. Wright, Chief Engineer, Pittsburg, Pa.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Aug. 24th, 1866, were $56,655 88
Corresponding week of 1865 ..... 64,851 60

Decrease $8,195 72

The earnings of the Grand Trunk Railway of Canada for the week ending Aug. 18th, 1866 were $118,938 00
Corresponding week of previous year.. 116,785 00

Increase..... $2,153 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in Aug., 1866...$24,187 00
Corresponding week previous year..... 22,571 05

Increase..... $1,615 95

The earnings of the Western Union Railroad for the week ending Aug 21, 1866 ....$11,395 95
Corresponding week previous year..... 12,315 68

Decrease $919 73

The earnings of the Chicago and Great Eastern Railway for 3d week in Aug. were.....$23,205 00
Same period last year..... 22,023 00

Increase in 1866..... $1,182 00

The earnings of the Chicago and Northwestern Railway for the third week in Aug., 1866, were.....$170,095 00
Corresponding week of previous year,. 174,581 00

Decrease $4,486 00

The earnings of the Detroit and Milwaukee Railroad for the third week in Aug., 1866, were $32,955 00
Corresponding week of 1865..... 35,750 00

Decrease..... $2,795 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Aug., 1866, were..... $84,043 00
Corresponding week of 1865 ..... 93,009 00

Decrease $8,966 00

The earnings of the Michigan Central Railroad for the 3d week in Aug., 1866, were...$78,741 00
Corresponding week of previous year.. 87,418 98

Decrease $8,677 98

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Aug., 1866, were..... $94,614 23
Same week in 1865 ..... 87,338 44

Increase..... $7,275 79

A new Route to the Pacific.

We learn from a gentlemen who has been spending the spring and summer North that plans are now on foot for the prosecution of a new railroad route to the Pacific, which, as it takes more practical and availing ground, is shorter and every way more eligible, will be more likely to go through than any other, especially since Gen. John C. Fremont, at the head of a large number of capitalists, is at the head also of the enterprise. The plan is to connect the line of railroads running through the southern part of Texas, thence to Monterey, with Guayamas, now in Mexico, but which is soon expected to be in the United States.

The cultivable and inhabitable region is to be traversed, and not the arid plains, and a mining country is to be pierced through by it during its whole extension through what is now Mexico. This is part and parcel of the scheme of a "liberal loan," which is to be repaid with concessions of territory. This or a permitted protectorate over American interests in Mexico is to make this railway enterprise safe at first and very profitabe afterward. With Fremont at the head of it, it will be sure to have congressional sanction and assistance. Will New Orleans see that its connection with the line of railroad is speedily made.—*New Orleans Picayune.*

Journal of Railroad Law.

INJURIES TO SERVANTS OF COMPANY BY NEGLIGENCE OF SWITCHMEN.

The case of Gilman *vs.* Eastern Railroad Company decides that a railroad corporation is not responsible to a person employed by it to repair its cars, for a personal injury arising from the negligence of a switchman, in failing properly to adjust a switch upon the track over which he is carried by the corporation, free of charge, between his home and the place of his work, *provided* the corporation has used due care in the selection of the switchman; but if the switchman was an habitual drunkard, and this fact was known or ought to have been known to the corporation, and the injury resulted from his intoxication, the corporation is responsible.

At the trial, the plaintiff in his opening stated that he expected to prove the following facts:

The plaintiff lived in East Boston, and was employed there by the defendants as a carpenter in their repair shop. They afterwards made a bargain with him by which he was to work for them in North Chelsea, which is about four miles from East Boston, in repairing gravel cars, for a certain sum by the day, and to be carried between East Boston and North Chelsea in the morning, at noon, and after his work was ended at night free of expense. Nothing was said as to how he should be carried, and he did not know. The plaintiff had no control whatever over the trains, on the day of the injury, which was several months after the parties had entered upon the *execution* of the contract, the plaintiff was carried from his work at noon to East Boston, upon a flat platform car, having no seats, sides or railing, pushed by an engine, the tender of the engine being between the engine and the car; and when this train reached East Boston, the platform car was detached from the tender, while the train was in motion, for the purpose of allowing the tender and engine to follow on a different track to the engine house. To do this, it was necessary for the switchman to shift the track before the car arrived at the switch, and after this car had passed upon the side track to change the track back again so as to permit the tender and engine to pass upon the main track. The switchman employed by the defendants, when the car was in the proper place, failed to change the switch, but in attempting to do so left the switch about half way between the two tracks, so that if the car had proceeded its whole length it would have run off the track and exposed the plaintiff to great injury. The brakeman seeing this immediately attempted to stop the car, to prevent its running off the track, and greatly and suddenly checked its speed, whereby the tender and engine came upon it, and the plaintiff who was sitting upon the floor of the car, in the use of due care, was thrown therefrom upon the track, and the tender passed over his right leg, crushing it and rendering amputation necessary. The switchman had been employed at this switch by the defendants for two years immediately prior to said injury, and was of grossly intemperate habits and a habitual drunkard, and was grossly intoxicated at the time of the accident, which was the reason why he could not change the switch, and so placed it that the car would have run off the track if it had not been stopped; and when first employed by the defendants, he had the reputation in the community of East Boston where he lived of being a man of grossly intemperate habits and an habitual drunkard, and while in their employment was drunk every night.

The plaintiff, however, had no knowledge of the switchman or his habits until after the accident.

Upon this opening, the judge stated that he was in doubt whether, if these facts were proved, the plaintiff would be entitled to recover; and by consent of parties the case was reserved for the determination of the whole Court.

Gray, J.—The case presented by this report is to be determined by the application of rules now too well established to require an elaborate statement of the reasons upon which they are founded, or an extended examination of the authorities by which they are supported.

A servant, by entering into his master's service, assumes all the risks of that service which the master cannot control, including those arising from the negligence of his fellow servants. In case of an injury to one servant by the negligence of another, it is immaterial whether he who causes and he who sustains the injury are, or are not engaged in the same or similar labor, or in positions of equal grade or authority. If they are acting together under one master in carrying out a common object, they are fellow servants. The master indeed is bound to use ordinary care in providing suitable structures, engines, tools and apparatus, and in selecting proper servants, and is liable to other servants in the same employment if they are injured by his own neglect of duty. But it makes no difference whether the master is an individual or a corporation; in either case, he is responsible to his servants for his own negligence, but not for that of their fellow servants.

The first attempt to hold a master reponsible to one servant for the negligence of another was made in England less than thirty years ago, and was defeated by the judgment of the Court of Exchequer. Priestly *vs.* Fowler, 3 M. & W., 1. Not long afterwards a similar attempt was made in this Court with the like result, as announced in an elaborate opinion of the late Chief Justice. Farwell *vs.* Boston and Worcester Railroad, 4 Mt., 49. Many other cases followed in Great Britain, in which the English Courts uniformly maintained the same doctrine, but the Scotch judges were less consistent. At last two cases were brought by appeal from the Courts of Scotland to the House of Lords, there argued by the ablest counsel, and after deliberate advisement and careful examination of all the English and Scotch cases, and the opinion of Chief Justice Shaw, decided according to the unanimous opinion of Lord Cranworth, Chelmford, Brougham and Wensleydale, in favor of the master, upon principles of general jurisprudence, applicable alike to England and Scotland. Bartonshill Coal Company *vs.* Reid and McGuire, 3 Macqueen, 266, 300. In the quaint phrase of the reporter "Reid and McGuire were both victims of the same accident, which though melancholy, has settled the law." Ib., 301, N.

In this Court the rule has been upheld under a great variety of circumstances. A railroad cor-

poration has been held not to be liable to an engineer on a train for an accident from the negligence of a switchman; Farwell *vs.* Boston and Worcester Railroad, above cited; nor to one brakeman for the negligence of another on a different train; Hayes *vs.* Western Railroad, 3 Cush., 270. So a woman working in a manufactory cannot maintain an action against the corporation owning it for an injury occasioned by the negligence of the Superintendent. Albro *vs.* Agawam Canal Company, 6 Cush., 75. A railroad corporation has been held not to be responsible in damages for an injury to an apprentice in its machine shop, while acting as foreman on a train for a defect in a switch where no want of ordinary care on the part of the corporation was shown; King *vs.* Boston and Worcester Railroad, 9 Cush., 112; nor to a laborer, employed to repair the road bed, while being carried to his place of work, by the negligence of those in charge of the train; Gilshannon *vs.* Stonybrook Railroad, 10 Cush., 228; nor a carpenter, carried over the railroad to repair its fences, bridges and switch frames, by negligence of the engineer, or of servants whose duty it was to inspect the axles of the cars; Seaver *vs.* Boston and Maine Railroad, 14 Gray, 466.

These cases, especially of Gilshannon and Seaver, cannot be distinguished as principle from the present. In each of those two, as in this, the plaintiff's work did not begin until his arrival at his destination; and in this as in those, the work was upon the structures means or instruments with which the defendants were to carry on their business of common carriers, the workman paid nothing for his passage, and the object of the defendants in carrying him was to get him to his place of work. Risks from the negligence of a switchman, like those from the negligence of an engineer and other servants in charge of the train, must or should have been contemplated by the plaintiff as incident to the employment which he had undertaken.

The case of Russell *vs.* Hudson River Railroad, 17 N. Y., 134, is to the same effect. And the cases in the House of Lords, above cited, were actions against a mining company for injuries occasioned to miners, who worked in the mine all day, by the negligence of the man who let them down in the morning and drew up at night.

The plaintiff was therefore a fellow servant of the switchman, and not entitled to recover of their common master for any injury occasioned by the negligence of the switchman or other servant in the same employment.

But it is quite well settled both in England and America that a master is bound to use ordinary care in providing his structures and engines, and in selecting his servants, and is liable to any of their fellow servants for his negligence in this regard. Tarrant *vs.* Webb, 18 C. B., 797. Bartonshill Coal Company *vs.* Reid, 3 Macqueen, 272, 287, 288. Ormond *vs.* Holland, El., Bl. & El., 102. Weems *vs.* Mathieson, 4 Macqueen, 215. Clarke *vs.* Holmes, 7 Hurlst and Norm., 937, affirming S. C., 6 Hurlst and Norm., 349. Keegan *vs.* Western Railroad, 4 Selden, 175. Cayzer *vs.* Taylor, 10 Gray, 274. Snow *vs.* Housatonic Railroad, 8 Allen, 441. The duty of selecting fit servants belongs to the master, whether the master is an individual or a corporation. The same tests of the liability of masters have been applied to corporations as to individuals in the English decisions above cited, and in our own cases, from Farwell's in the 4th, of Metcalf to Snow's in the 8th of Allen. To vary the rule in the case of corporations, upon the ground that they must always act by servants or agents, would be to exempt them from liability altogether.

The evidence offered by the plaintiff at the trial was competent to show that the defendants knowingly, or in ignorance caused by their own negligence, employed an habitual drunkard as a switchman, and thereby occasioned the accident. Of the sufficiency of this evidence a jury must judge. If the plaintiff can satisfy them that such misconduct or negligence in the defendants caused the injury, and that he himself used due care, he may maintain his action.

Case to stand for trial.

Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian railways for the month ending July 31, 1866:

	Passengers.	Mails and sundries.	Freight.	Total. 1866.	Total. 1865.	Increase.
	$	$	$	$	$	$
Great Western	116,411	10,782	90,130	217,273	211,376	5,997
Grand Trunk	210,677	19,600	270,031	500,308	466,731	33,577
London and Port Stanley	1,975	112	1,559	3,646	3,110	536
Welland	1,065	1,694	13,812	16,571	9,797	6,774
Northern	7,031	992	33,758	41,781	40,097	1,684
Port Hope, Lindsay and Beaverton	1,643	134	10,316	12,093	8,680	3,413
Port Hope and Peterborough	2,334	128	6,137	8,599	7,720	879
Cobourg & Peterboro' (no returns)	.....	.....	.....	.....	.....	.....
Brockville and Ottawa	4,178	951	3,496	8,625	6,431	2,194
Prescott and Ottawa	5,706	710	1,714	8,130	6,242	1,888
Carillon and Grenville	2,093	71	89	2,253	644	1,509
Stanstead, Shefford & Chambly	.....	.....	.....	.....	.....	.....
St. Lawrence and Industry	255	.....	590	845	1,045 dec.	200
Total	353,368	35,124	431,692	820,124	761,873	58,251

☞ The St. Paul City Council have had under consideration the subject of granting aid to the Lake Superior Railroad Company, with a view to pushing the work on that road as fast as possible. The matter was referred to a Committee of the Council, which reported in favor of the issuing of city bonds to the company to the amount of $200,000. The Committee also reported in favor of issuing bonds to the amount of $50,000 to the St. Paul and Winona Railroad Company, to be delivered on the completion of ten miles of that road, with the cars running thereon.

Camden and Amboy Railroad.

The Camden and Amboy Railroad Company, at its last semi-annual dividend period, made a distribution of new stock of the company at par, to holders of stock at the time, at the rate of one share of new stock for every four shares of old stock held. For the instalment paid on each fractional part of four shares the company will give to the holder a special receipt for such fractional amount, redeemable when presented in sums of $25. The stock of the Camden and Amboy Company is worth in the market $28 above par, consequently the privilege of subscribing and paying the par price of the new stock distributed the reader naturally supposes to be worth (less the trouble and commissions of conversion) $7 for each special receipt representing one-quarter share of stock; $14 for each half share; $21 for three-quarters of a share, and $28 for all the fractions to complete a full share. But as the subscription to the new stock cannot be paid for in full, nor faster than $25 per share half yearly, the market price of the privilege of subscribing to it is not equal to the present premium of $28 per share, at which the old stock is now selling. We give the following quotations, which, it will be seen, implies that the holder has paid the first instalment of 25 per cent. due and payable before the 1st of September:

For	$6 25	paid, they pay	$8 75;	sell at	$9 38.	
"	12 50	"	17 50	"	18 75.	
"	18 75	"	26 25	"	28 13.	
"	25 00	"	35 00	"	37 50.	

The premium here given on each quarter share of new stock, it will be seen, is $2 50. According to the circular issued by the company, a delay of thirty days in paying any instalment will forfeit all previous payments. As receipts representing instalments paid on fractional parts of a share are not entitled to the proportion of dividends paid on scrip representing a full share, those holding fractions will naturally desire to consolidate them by purchase or sale.

Railroad from Middletown to Elkton.

A railroad is projected from Middletown to Elkton. It is intended by this road to go direct from that portion of the State of Delaware and Eastern Shore of Maryland below Middletown to the city of Baltimore. The present route by railroad from Middletown to Baltimore is by this city. This new route will be about eighteen miles in length, saving about twenty-two miles of travel. The Delaware railroad bids fair to have more branches and feeders than most other railroads in the country.—*Wilmington (Del.) Rep.*

☞ The first section of eight miles of the Stockton and Copperopolis (Cal.) Railroad will be in running order by the first of September. A road from Stockton to "deep water" at "Venice," a distance of 15 miles, has been surveyed; and the road will be built between the points and in running order within a year.

☞ The New York, Philadelphia and Norfolk Air Line Railroad Company have purchased and leased extensive wharf property in Norfolk. The first steamer on this route will take her place on the 15th inst. The time between Norfolk and Philadelphia will be reduced about twelve hours, and to New York sixteen hours.

☞ A gentleman who recently passed over a portion of the European and North American railway gives it as his opinion that at least 30,000 sleepers will be needed ere long to make the road as substantial as it should be, and as it was prior to the advent of the "economy" experimentalists.

Statistics of Canada.

The first part of "The Miscellaneous Statistics of Canada, for the year 1865" has been issued from the Auditors' Department of the Government, and treats of banks, railways, electric telegraphs, etc.

The first of the tables in the pamphlet is a compilation of statements as to the area, population, debt, revenue, expenditure, imports and exports of the Province.

Under the first of these heads we learn that Upper Canada has an area of 121,260 square miles; that up to the 31st December in 1863, 24,231,197 acres of that superficies had been surveyed; the total amount surveyed up to the same period in 1864 amounting to 24,629,714, and last year to 24,756,159. Up to 1863, 20,853,971 acres had been disposed of by sale and free grant—the total under the same head amounting to 21,026,204 in 1864, and to 21,488,342 in 1865.

Lower Canada by the same table is credited with an area of 210,020 square miles; and in 1863 had 24,853,390 acres surveyed; in 1864, 25,197,267, and last year 25,565,678. In the first of those years 18,477,820 acres had been disposed of by sale and free grant; in 1864, 18,897,269; and in 1865, 19,089,355. It would therefore appear, compared with the amount of land surveyed and taken up in the Western Province, that a far larger extent—at least three million more acres—had been bought or granted in Upper Canada.

A tabular statement of the aggregate in both Provinces gives the following result:

Area square miles.	Acres surveyed to Dec. 31st.		
	1863.	1864.	1865.
331,280*	40,084,587	49,826,981	50,321,837

* As the Northern and Western boundaries have not yet been surveyed the area is only approximate.

The aggregate number of acres taken up for settlement or disposed of by free grant in both provinces up to the same periods is as follows:

	1863.	1864.	1865.
Acres	39,331,791	39,923,473	40,577,697

The auditor next gives a statement of the population and its annual ratio of increase. We thus find that the population of Upper Canada, in January, 1852, came to a total of 952,094 souls, and that in the decennial ending January, 1861, it had increased to 1,396,091—the ratio of annual increase amounting to 4.34 per cent.

The census tables show that Lower Canada during the first of these periods had a population of 890,261, and that by the next census in 1861 it had augmented to 1,111,566, the annual ratio of increase being under that of Upper Canada and only amounting to 2.50 per cent.

Assuming that the population of both Provinces increased at the same ratio during the three past years, the tables next give the following statement as to the amount of population in

	1864.	1865.	1866.
Upper Canada...	1,586,130	1,655,022	1,726,980
Lower Canada...	1,196,949	1,226,840	1,257,480
	2,783,079	2,881,862	2,984,460

At the same rate of increase, the population of the whole Province will amount to about 5,000,000 in 1876, and 8,500,000 in 1886.

We next have statistics of the revenue of the Province during the past three years, its expenditure and funded debt, less sinking fund; loans and redemption of debt being respectively excluded from the two former heads. These three items compare as follow:

	Revenue.	Expenditure.	Debt.
1863	$9,760,316	$10,742,807	$60,355,472
1864	10,918,337	10,587,142	60,287,575
1865	10,470,608	11,656,368	60,019,181

The imports, customs' duty and exports of the whole Province during the same period were as follow:

	Imports.		Exports.
	Total Value.	Total Duty.	Total Value.
1863	$45,964,493	$5,169,173	$41,831,532
1864	52,498,066	6,637,503	38,665,446
1865	44,227,822	5,617,811	54,219,759

In 1863 the population to the square mile of the country was 8.40; in 1864 8.69; in 1865 9.01.

The revenue in 1863 amounted to $3.50 per head of the population; in 1864 it had risen to $3.79, and last year had again fallen to $3.17.

The expenditure per head of the population during the same period was $3.86 in 1863; $3.67 in 1864; and $3.90 in 1865.

In 1863 the debt per head of the population came to $21.69; by 1864 it had fallen to $20.93, and by last year to $20.11. The imports *per capita* in the same period were $16.51 in 1863; $18.23 in 1864, and $14.82 in 1865. Each person—assuming the same scale—paid $1.85 in Customs duties in 1863; $2.30 in 1864, and $1.88 in 1865. The exports in 1863 came to $15.03 per head of the population, fell to $13.42 in 1864 and rose to $18.17 in 1865.

The statistics respecting the banks and railways are equally interesting. Collectively, referring to the business and position of the latter, the Auditor says "the table in spite of the financial difficulties which almost all these undertakings have experienced, exhibits the satisfactory result, that the gross receipts of all the Railways have been nearly $11,000,000, whilst the working expenses, including the renewals of rails, bridges, &c., have barely exceeded $7,000,000, leaving a net profit of $3,782,576 on a total capital expended of $121,543,189."

☞ The New York and New Haven Railroad Company announce the 1st September as the day fixed for the allotment of the ten thousand new shares, which are to be divided in the proportion of one new share to every five old shares. An instalment of $10 per share is to be paid on the 1st of October, and $90 on the 5th of November.

☞ The Winona and St. Peter Railroad, (from Winona to Owatona), and the Minnesota Central, (from Owatona to St. Paul) have just been completed. Communication between St. Paul and Winona is thus established. Distance, about 160 miles.

☞ Bids for the construction of the Tunnel under the Chicago River were opened on the 23d ult. Nineteen bids were offered, ranging from $245,000 to $430,000. The Lake Tunnel will be completed by the first of November. Nine thousand feet are already completed, and only fifteen hundred more are required to finish the work.

☞ A meeting of the friends of the Philadelphia and Baltimore Central Railroad will be held in Belair on the 8th of September, for the purpose of ascertaining whether the citizens of Baltimore and Hartford counties will give such aid and support to the construction of said road as will ensure its speedy completion to the city of Baltimore.

☞ The Toledo, Ann Arbor and Saginaw Railroad company has been organized by the election of the following officers:—D. L. Latourette, of Fenton, President; Chas. M. Richmond, of Ann Harbor, Secretary and Treasurer; D. L. Latourette, M. T. Thurber, J. J. Littlefield, J. B. Galt, O. H. Richmond, Directors.

☞ The extension of the Morris and Essex railroad, of New Jersey, to Easton, Pennsylvania has been completed, and trains are now passing over it. Through trains to and from New York will not commence their trips until the Fall arrangements go into effect, which will be in a few days.

☞ The Union Pacific Railroad has been completed to Fort Kearney, 200 miles west from Omaha. Another 100 miles, reaching the fork of the Platte, are promised by the 1st of January next. The road will probably reach the Black Hills nearly half way from the Missouri to Salt Lake, during the year 1867.

☞ The directors of the Kansas Branch of the Pacific Railroad have decided to put two hundred and forty miles more under immediate contract, to be constructed by two years from September 1. This will be one-half the distance from Fort Riley to Denver. Passenger cars will run to Fort Riley in about two weeks.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 8, 1866.

The Central Pacific Railroad—As It is.

In a ride over this road a few days since, we were forcibly impressed with the gigantic nature of the enterprise, and how much California has to be proud of, in the manner in which her portion of the great link which is destined to bind the American Continent together, is being constructed. From the starting point in Sacramento, to the present terminus of the road, Alta Station, seventy miles distant, the immensity of the affair is apparent. Over level country, through hills, up steep mountains, through and around them, has the way been prepared for the journey of the iron horse. The cuttings on the route are in a number of instances the most difficult, and at times the most remarkable of any that any railroad enterprise in the country has had to contend with; but they have been met with perseverance, ardor and a desire to overcome them, which has been successful to a wonderful degree. The road is now completed to Alta, and graded twenty-three miles beyond to Cisco, to which point the iron will be laid and the trains running by the 1st of October. This point would have been reached earlier, but the loss of iron on the clipper ship Hornet, which was destroyed by fire at sea, delayed its completion some time. When the road is open to Cisco, passengers leaving Virginia City at 4 o'clock A. M., will reach San Francisco late the same night, as it is the intention of the California Steam Navigation Company to change the hour of departure of their steamers from Sacramento from 2 o'clock P. M., to 4:30 P. M., thus carrying passengers from Virginia City to San Francisco in 21 hours. From Cisco to the summit the distance is twelve miles, but that point will not, in all probability, be reached the present year, although every effort will be made to accomplish it, the entire distance then by rail being 105 miles.

In starting out from Sacramento, our train, consisting of ten cars, was drawn by the fine locomotive A. A. Sargent, constructed by Messrs. H. J. Booth & Co. of San Francisco. At Rocklyn, however, we left it, taking in its stead the immense engine the Humboldt, built at Paterson, N. J., by Messrs. Danforth, Cooke & Co. After leaving the point just named, the grade commences to rise with some rapidity, and our train being equal to one hundred and thirty tons of freight, required an engine of great power to climb the hills. From the moment of leaving Rocklyn, until Alta is reached, there is not the slightest diminution in the interest which the surrounding scenery and the vastness of the work inspires. The road itself is constructed in the very best manner, and appears to be as solid as a stone wall. All the irregularities which the severity of the last winter season produced, have been remedied, and unless the places were pointed out, no one would be the wiser that a pound of dirt had caved or slid by the action of the elements. That the work in every department has been well done, a glance at it is sufficient proof, and we speak of the road precisely as it is. The grading on the entire line of the road has been artistically done, the culverts, all of the best description of granite, and the filling in, are all of the most substantial character. The grade for about twenty-five miles is not over 60 feet, it then rises very rapidly, and when the centre of Bloomer Gap is reached, the grade is 105 feet, and then again falls to 60 feet. The difference is very perceptible, the engine laboring with all its great capacity to perform its portion of the work. This Bloomer Gap, or cut, is a curiosity in its way. The material through which the road passes here is a sort of concrete cobble stone strata, very difficult to cut through; and though in its deepest points it is 63 feet, it is cut out as smooth as if done with a knife, and not an iota has caved in by any action whatever. This cut was completed when the resources of the company were somewhat limited, and therefore the officers thereof point with considerable satisfaction to this early obstacle in their path. However grand the construction of the road has been to Colfax, the work done beyond that point excels anything of the kind we ever saw. It is true that the curving of the road from Rocklyn to Colfax is very attractive in its kaleidescopic changes. The view from the trestle work at Newcastle is also very fine, but the *chef d'oeuvre* is, as we have said before, in that portion of the road after leaving Colfax.

People all talk of Cape Horn, speak of its grandeur and beauty, its romantic danger, its sublimity and magnificence, but to be appreciated it must be realized by ocular demonstration. We leave Colfax, and after a short run, come into the open country. We are in doubt as to the way we get out of the wilderness. We catch a glimpse of a bridge to the left, but it seems to lie across, not parallel with us. Across a tremendous ravine we see a cutting along the mountain side of a grade one hundred and five feet to the mile. A graceful curve in the road brings us to a magnificent bridge (now in the process of being covered) one hundred and fifteen feet high in the centre, to the left of it Bear River, and in less time than it takes us to write this we are on the other side. Another curve and we commence the ascent of the mountain side. That portion of the road from Colfax is now parallel with us. Higher and higher we go. We look forward and see the locomotive pulling up hill, like the leaders in a stage team; we look back to the rear of our train and the last car seems twenty or thirty feet below us. Up we go, all excitement. The sublime view commences to open up to our right and before us. The engine puffs and drags. But a short distance more and we will be nearly 1,280 feet above the level of the ocean—the point is reached. We are lost in wonderment that it has been attained

by the railroad. We look at the cutting on the mountain side, the road bed, the rails, the cars; it is clear, but how wonderful. Away across a gorge, which in its depth and vastness almost took our breath away, was nestled on a ridge, corresponding in hight with the one upon which were standing the pretty little town of Iowa Hill, one lone tree standing sentinel-like about one thousand feet in advance of a cluster. In an air line Iowa Hill might have been two miles distant, to reach it by road nearly fifteen. One thousand two hundred and thirty feet below us flowed the American River, looking about thirty feet wide, its width being nearly eight times that. Across it at Mineral Bar, Daddy Rice's Bridge looked, as was facetiously remarked, like a cigar box, the trees like toys in a child's farm yard. From the bridge, up the mountain side, wound the road to Iowa Hill, seven miles in length, seeming as long and as wide as a daub of yellow paint in a schoolboy's book. And here was our train like Mahomet's coffin hanging in mid air. We examined the masonry at this point of the road. It is a work of itself, solidity and care being the ruling features. Startling as this point is to travelers, it is, with prudence, watchfulness and attention, as safe as the most level road. It is a remarkable and wonderful undertaking, and has been left to California to carry through successfully.

Leaving Cape Horn we moved along on our way to Dutch Flat. We have a fine view of the surrounding country, taking in at a glance some of the richest mining ground of Nevada County, including You Bet and Little York. From Cape Horn there has been some work done upon the road of great magnitude. We pass over a trestle bridge built like iron, and ninety feet high. It is the intention of the company to fill up the gaps over which all the trestle work of the road is constructed. The bridge to which we now allude is 1,000 feet long, and just beyond it a cutting at least 500 feet through, and one of the most difficult yet met with. It was designed originally for a tunnel, but the nature of the earth was such that it caved in as fast as excavations were made, and it was resolved to cut it out entirely; 450,000 cubic yards of earth were removed. To prevent slides, the sides of the opening are cut into benches sloping back. Gold Ruu, famous for its water privileges, is met with on our way, and we pass through cuttings of pay dirt on either side. We obtained but a glimpse of Dutch Flat, as the road does not run through its sacred precincts, but goes outside and beyond it; prognostications, wagon road, and everything of that kind to the contrary notwithstanding, $640,000 has already been expended on the road by the company beyond that point; from Dutch Flat to Alta Station, 3,625 feet above the level of the sea, the distance is a little over a mile. Alta was reached at one o'clock precisely, and at half past two o'clock the signal was given for returning.

As we have said before in the course of this sketch, the work done upon this road is of a character never before attempted or excelled, and will stand for ages at the head of railroad architecture in the world. It has cost already, and will cost, an immense amount of money, furnished by the Government, and provided from a revenue paid into the National Treasury by the people of the entire Union. There is not a man in the United States paying taxes for the support of the Government, that does not contribute, indirectly it is true, to the construction of the Central Pacific Railroad. The Directors of the institution must therefore see the necessity of popularizing the undertaking. We know full well that the road has progressed to such an extent, and the means at their disposal so ample to continue on the work, that they feel a sort of independence about the matter; but the idea of railroad communication is rapidity and economy. The tariffs of fare and freight on the Central Pacific Railroad are too high, and while we do not desire to intrude upon the business system the Directors have seen fit to adopt, yet, in the rates of passenger traffic, we think they could make a sensible reduction without loss. Give the people the idea, however slight it may be, that they are not entirely lost sight of in the magnitude of the undertaking, which calls forth this, and the Central Pacific Railroad will be looked upon in the light that it should, as a benefit and help to all classes and conditions.

The company are achieving a great triumph, in building a railroad to the clouds. When the summit is reached, and the iron horse greets the sun at an altitude of 7,042 feet, then indeed may it be said that human ingenuity has eclipsed itself.

From Sacramento to Dutch Flat, about 68½ miles, the highest ascending grade to the mile is 105 feet, and the average 70. From Dutch Flat to Blue Canon, ten miles, the highest grade allowed by Government is reached, 116 feet. This grade runs along at one point over three miles. This is the grade as far as we went.

The company are now expending about $400,000 per month, very nearly $5,000,000 per annum, in the construction and working of the road. This, of course, must increase instead of diminish. Of one article alone, Santa Cruz powder, they use 300 kegs per day, which at $4 per keg, is $1,200 per day for powder. It is there intention to construct, within a year or so, immense work and construction shops in Sacramento, which will give employment to a large number of hands, and will put in circulation from $750,000 to $1,000,000 *per annum*. There are now some 8,000 men employed upon the road, and unless the signs fail, the road will be completed to the Truckee Meadows, to the junction of the railroad from Virginia, in two years from the present writing. B.

San Francisco, Cal., July 28, 1866.

Internal Revenue Tax on Wire.

The Commissioner of Internal Revenue has decided that the tax on wire, whether made of iron, steel, brass or copper, is five per cent. *ad valorem*, as a manufacture not otherwise provided for. There is, however, in the tenth section of the new law a provision exempting wire made from wire less than No. 20, upon which a tax has been assessed and paid as wire, and also a provision that no manufactured wire shall pay a greater tax than that imposed on No. 20 wire gauge. When wire less than No. 20, on which a tax of five per cent. *ad valorem* has been paid, is afterwards drawn to a greater degree of fineness, no additional tax is imposed thereon. Wire, however, on which no tax has been previously paid as wire, is liable to a tax of five per cent. upon the price at which it is sold, whether that price is sixty cents, one dollar, or two dollars per pound.

Old Colony and Newport Railroad.

The earnings of this road for the years ending May 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$698,188 99	$870,560 88
" merchandise	336,637 87	400,364 71
" U. S. mails	10,750 00	10,750 00
" rents	20,944 27	13,967 57
	$1,061,521 13	$1,295,643 16
General expenses	629,842 32	699,608 71
Earnings less exp.	$431,678 81	$596,034 45
From which deduct—		
Interest	$48,345 83	$92,321 39
U. S. taxes	31,313 79	28,408 62
State tax	34,393 03	41,177 76
	$114,052 65	$161,907 77
Net earnings	$317,626 16	$434,126 68
Balance of income by last report	127,082 45	124,950 75
	$444,708 61	$559,077 43
Dividends, Jan. & July.	303,809 61	354,538 95
	$140,899 00	$204,538 48
U. S. tax on extra div..	15,948 25	.....
Balance, May 1	$124,950 75	$204,538 48

In 1864 the general expenses were $396,996 90 interest, $39,684 70, U. S. taxes, $14,570 94—total, $451,052 54; leaving a balance of $360,362 99. There was no State tax in 1864. The balance to credit of income account, May 1, 1864, was $127,082 45.

The Old Colony and Fall River Railroad Company united with the Newport Railroad Company in July, 1863. The extension was partially opened in February, 1864, and regularly operated in December of that year.

The debt of the company May 31, 1865 and 1866 was as follows:

	1865.	1866.
Bonded debt	$575,500	$551,500
Floating debt	430,323	874,028
Land notes	280,000	280,000
	$1,285,823	$1,805,528
Add capital stock	3,609,620	4,819,760
Total	$4,895,443	$6,625,288

—increase of indebtedness, $1,729,845.

The Dighton and Somerset Railroad was put under contract in the spring of 1865; and the bridge over Taunton river, at Somerset, was contracted for at the same time—the whole to be completed in the fall of that year. It was proposed from the commencement of the enterprise that at or near its completion, it should be united with the Old Colony and Newport Railroad, as contemplated by the charter. Upon this subject the directors say:

The Dighton and Somerset Railroad Company has been united with this company, as was contemplated at the commencement. The union took place in December last, by the votes of the two companies, in accordance with the provisions of the charter of that company; and the subscribers to stock in that company have received one share of the capital stock of Old Colony and Newport Railway Company, for each share owned by them in the Dighton and Somerset Railroad Company.

Early in the year 1864, movements were made in respect to building this branch; the pressure being so great, that it was impossible to defer it longer. The entire capital stock was subscribed, contracts were entered into, and active measures were taken, to hasten its building, so far as it could be done consistently with proper economy.

The road has been built at a time when all materials and labor commanded unusually high prices. It was, in the inception of the undertaking, anticipated that the cost would be much less than its Directors were forced to pay to insure its completion. As the work progressed, it was found much more difficult to execute than it was originally supposed. During the past year, much delay and expense have been incurred in consequence of the ledges, masses of rock, and indurated earth, which were unexpectedly met with. Some of the contractors failed to keep their contracts, and additional sums of money had to be paid them to secure the completion of the work. In several instances, we believe, no profit has been realized by contractors, notwithstanding the large sums we have paid them. We shall have, however, the satisfaction of possessing a railroad of thirty-three miles in length, built in the best manner in every particular, running in a straight line for twenty-seven miles, of an easy grade, shortening the distance between Fall River and Boston about five miles, and enabling us to reduce our running time between these two cities fifteen minutes, a circumstance of great importance to our express-trains. The road passes through important places, among which is the city of Taunton, distinguished among the cities of Massachusetts for the enterprise of its citizens, and its rapid and steady growth in population and wealth. From the local business on the line of this road, as well as from the greater facility we shall have in doing our through business, we anticipate, with confidence, a large and constantly increasing source of profit to this company. Further outlays on account of this road have been made since June 30th last; and other items of expenditure must occur, although we may now deem the road as substantially built and paid for.

The following is a statement of receipts and expenditures of the Dighton and Somerset Railroad Company, from the organization of the company, to June 30, 1866.

RECEIPTS.

Capital Stock:		
Amount paid in		$850,000 00
Less amount paid off by the issue of stock of the Old Colony and Newport Railway Co		847,500 00
Capital stock remaining unpaid June 30, 1866		$2,500 00
Dividend of interest on payments for capital stock	$36,792 70	
Less dividends paid to June 30, 1866	36,651 36	
Amount of dividends unpaid		141 34
Old Colony and Newport Railway Company.		
Capital stock	$850,000 00	
Cash and notes	403,736 96	
		1,253,736 76
		$1,256,378 10

EXPENDITURES.

Construction		$1,221,520 78
Dividend of interest to stockholders	$36,792 70	
Sundry payments	1,841 52	
	$38,634 22	
Less interest received on loans	7,988 18	
		30,646 04
Total expenditures		$1,252,166 82
On hand:		
Stock of the Old Colony and Newport Railway Co	$2,500 00	
Cash	1,711 28	
		4,211 28
		$1,256,378 10

In establishing the line of the Dighton and Somerset Railroad, it was found desirable to use a portion of the Easton Branch Railroad; and, after deliberation, it was deemed advisable to purchase this branch, that we might use two and one-half miles of it as a part of the Dighton and Somerset Railroad, and control the remaining portion, that it might be a source of profit, and not of trouble, to the new company. Accordingly the road was purchased; and as it appears in our accounts on May 31, 1866, the sum of $54,800 had been paid for it; and all the shares of that company are now held by five of your Directors in trust for your company. It has been deemed advisable to preserve the organization of the Easton Branch Railroad for the present as an independent company. This road, of four miles in length, running between Easton and Stoughton, and connecting with the Stoughton Branch Railroad, has always been of itself more than self-supporting; has made regular dividends of six to eight per cent. per annum to its stockholders, and has lately declared a semi-annual dividend of seven per cent., which has been paid into your Treasury.

The following is a schedule of the increase of principal items of indebtedness during the past year:—

Lands purchased in South Boston	$27,099 70
Change of location	30,121 25
On account of Newport Extension	128,854 50
New locomotives and cars	111,672 71
Freight house in Boston	143,703 71
New engine house in South Boston	39,284 51
Dighton and Somerset Railroad beyond amount of capital, viz., $850,000, all paid in	403,736 76
Easton Branch Railroad	54,800 00
Station buildings	4,000 00
Increase of stock on hand, fuel, machine shop, stock, &c	71,903 06
Taxes and insurance	5,000 00
	$1,020,176 20
Deduct amount received from sale of land at Fall River during past year	7,800 00
Increase of principal items during past year	$1,012,376 20

To complete the Dighton and Somerset Railroad, and to equip it, and to carry out other partially completed works, we think will carry our debt to $2,200,000, after applying to its payment the proceeds of stock undisposed of which we are authorized to issue under the votes of our stockholders.

We had authority to issue, under the votes of the stockholders, passed at the annual meeting in 1864, bonds to an amount of $500,000 of which $102,500 have been issued.

The Directors deem it important to improve the present state of the money market, and fund a large portion of our present debt upon the best terms which they can obtain. They, therefore, invite the attention of the stockholders to the importance of passing votes authorizing the Directors to issue an additional amount of bonds for the purpose of funding its present floating debt, and to provide means for works in progress.

Including the debt and capital stock, it may be said the property of the company is represented by about seven millions of dollars. For this we show—

72	miles of road	from Boston to Newport.	
27	"	" Braintree to Plymouth.	
8	"	" Bridgewater Branch.	
3½	"	" Dorchester and Milton Branch.	
33	"	" Dighton and Somerset Railroad.	
1¼	"	" Easton Br. R. R. not embraced in D. and S. R. R.	
145	"	" Total.	

Besides this, we have about thirteen miles laid on the lines of the above roads as a double track.

All these roads will be, during this month, in perfect running order, laid with superior rails, a portion of which, where the track is liable to be much worn, is of steel.

We are confident in stating that no road in this country is in better running order, nor better equipped, than our own. We believe also, that there is no better line of railroad in New England than our main line between Boston and Newport.

The following statement shows the items of the general expenses of the company for the year ending May 31, 1866:

Repairs of road	$126,654 98
" bridges	22,568 00
" fences	2,068 46
" locomotives	50,525 23
" cars	49,571 97
" buildings, etc	17,178 09
Renewals of iron	25,569 65
Switch, gate, signal and watchmen	20,526 49
Wood	10,541 16
Coal	101,269 54
Oil and waste	21,579 41
Salaries, wages, etc	184,807 02
Gratuities and damages	12,912 03
Taxes and insurance	24,282 48
Salaries of officers, law and office expenses, etc.	27,269 29
U. S. mails	1,784 91
Rent (to B. & W. R. R. Co.)	500 00
Total, as above	$699,608 71

The following is a comparative statement of the earnings, operating expenses, etc., exclusive of interest, from May 1, 1862 to April 30, 1866:

	Gross earnings.	Expenses and taxes.	Net earnings.
1862	$506,169 46	$276,913 13	$229,256 33
1863	636,720 31	363,721 00	272,999 31
1864	811,415 53	411,367 84	400,047 69
1865	1,061,521 13	697,549 14	363,971 99
1866	1,295,643 16	769,195 09	526,448 07

The equipment of the road consists of 32 locomotives, 56 passenger, 18 baggage, 300 merchandise and 61 gravel cars.

TRIAL BALANCE, May 31, 1866.

Construction	$4,321,644 87
Cash	10,244 59
Stock on hand	207,810 06
New locomotives and cars	111,672 71
Taxes and insurance	5,000 00
Dorchester and Milton Br. R.R. Co.	36,937 88
Purchases and sales of real estate	192,409 92
Sundry accounts	582 37
Boston freight house	143,703 71
Real estate at Newport	114,000 00
Station buildings	4,000 00
New engine house, So. Boston	39,284 51
Easton Branch R. R. Co	54,800 00
Post office department	3,323 77
Gravel account	8,546 14
South Cove purchase	330,000 00
Sinking fund	21,140 00
Unsettled freight bills	41,433 85
Bills receivable	24,068 18
Change of location	118,659 06
Dighton and Somerset R. R. Co	1,253,736 76
Connecting road	140 94
	$7,043,139 32
Capital stock	$4,819,760 00
Income	204,538 48
Bills payable	974,028 03
Land notes	280,000 00
Funded debt	551,000 00
Dividends unpaid	10,757 02
Dividend No. 6, payable July 2, '66.	202,555 79
	$7,043,139 32

President.—ALEXANDER HOLMES.

Directors.—Alexander Holmes, Uriel Crocker, George A. Kettell, Benjamin Finch, Francis B. Hayes, Oliver Ames and Minot Tirrell.

Treasurer.—JOHN M. WASHBURN.

Journal of Railroad Law.

ORGANIZATION OF NEW COMPANY.—SURRENDER OF BONDS UNDER AGREEMENT.

The case of Carpenter *vs.* Catlin, lately decided in the Supreme Court of this State, is interesting as deciding a somewhat novel question arising out of an agreement between the bondholders of a railway company to surrender their bonds. The facts of the case sufficiently appear in the opinion of

INGRAHAM F., J.—Two questions are presented to us in the disposition of this case. One is as to the proper construction of the agreement between the parties, and the second as to the sufficiency of the demand made on the plaintiff for delivery of the bonds to the trustees. By the contract the bondholders agreed to surrender to the trustees or attorneys appointed under the agreement, "the bonds with all the coupons thereon set opposite to their signatures, whenever they should be required so to do, and to receive in lieu thereof the mortgage bonds of the new company," &c. In order rightly to construe this contract we must look at the whole scope and object of the agreement. The Milwaukee and Mississippi Railroad Company had become unable to pay its debts, and suits of foreclosure had been commenced on the mortgage given to secure classes of bondholders, and the object of the agreement was to provide for purchasing the road and organizing a new company under the name of the Milwaukee and Prairie du Chien Railway Company. It also was intended to choose the trustees and attorneys to act for the parties to the agreement in purchasing the road, and when purchased they were to organize a new company, and such new company was to issue bonds to the amount of the first mortgage bonds of the old company, which the signers to the agreement agreed to receive from the new company in exchange for the bonds they held, whenever the new company should be prepared to issue them.

I think it is apparent from these provisions, that the trustees were the mere agents of the signers of the contract. They had no interest of their own. The only means that was provided for the purchase of the road was the bonds held by the signers of the contract, and these were to be surrendered to the trustees whenever demanded by them. It is idle to suppose that the trustees were required to buy a road and advance the money therefor to the amount of $2,300,000, and to give the benefit of such purchase to the bondholders. On the contrary, I think it was the duty of the parties to the contract to furnish the means for such purchase, and that such was the intent of the provision requiring a surrender to the trustees of the bonds held by the respective parties. The other provisions of the contract show that it was contemplated that these bonds should go into the hands of the trustees, and be held by them for the purposes of the agreement. The time of delivery was to be fixed by the trustees. The trustees were to make the purchase, and were prohibited from doing anything whereby any party should become liable to pay any money without his written assent, and were prohibited from selling, hypothecating, or incumbering the bonds which might come into their possession. These views are also strengthened by the provision in the decree of foreclosure, authorizing payment to be made for the railroad when sold, in the first mortgage bonds of the old company.

It was contended by the plaintiff, that he was entitled to receive the bonds of the new company when he surrendered the old ones. This view cannot be sustained. He was bound to surrender the old bonds when demanded, but the new bonds were not to be issued until after the purchase of the road and the organization of a new company. Even after that, the trustees under the agreement had nothing to do with the issue of such bonds, but they were to be issued by the new company, and the parties agreed to receive from such new company the bonds at par for the old bonds. The bondholders had, therefore, no right to insist on an issue to them of the new bonds, before they were required by the contract to surrender the old ones.

Upon this branch of the case, I think the plaintiff was bound to surrender his bonds to the company when required, and that he had no right to insist at that time on a delivery of the new ones. The conduct of the plaintiff in reference to some bonds held by him, shows that such was his understanding of his obligations. On receipt of the notice from the trustees, he delivered to them three bonds of the five for which he signed the contract, and took the certificate of the trustees that he was entitled to receive new bonds therefor. His acts show that he understood and assented to this construction of the agreement.

The second question is, whether the trustees gave to the plaintiff the requisite notice. In September, 1860 notice was given by the trustees to the bondholders, among whom was the plaintiff, that it was necessary that they should have the immediate control and possession of the bonds, and requesting the holders to deposit their bonds with the trustees before the 31st October, 1860. The plaintiff received this notice, and complied with it by a deposit of three bonds. The contract does not require a personal demand. This may be made in writing, and I am at a loss to see why the notice so served upon the plaintiff was not in all respects a sufficient demand, and one which rendered compliance with it necessary by those who wished to avail themselves of the benefits of the contract. The demand was in writing. It specified the articles demanded, and stated the time of performance. It was in all respects full and sufficient, and the personal service of it upon the plaintiff rendered the demand complete.

There is another fact found by the referee, which shows that the plaintiff is not now entitled to the relief he asks. Upon the sale of the road, the amount of the purchase money yielded sixty per cent. on the bonds held by the plaintiff. This amount the trustees were required to pay into court for the use of the plaintiff, before they could obtain the title to the road. This money still remains in court, to the credit of the plaintiff. He has paid in this way the amount to which he was entitled as a creditor of the old company, on the foreclosure. Not having complied with the terms of the contract, he has no right to claim any benefits under it.

Something was said upon the argument in the plaintiff's favor, upon the ground that inasmuch as these bonds were in the hands of the trustees, and they could make the exchange, that equity would not work a forfeiture of the plaintiff's property, by holding him to a strict performance of his contract. While this is a rule sometimes sanctioned, it is never adopted where a greater injustice would be inflicted on the other party. And where in consequence of the non-performance of the party seeking the aid of a court of equity to relieve him from the loss sustained by him thereby, other persons have been compelled to raise large sums of money to pay off the claims held by him, it can hardly be equitable to say that the mere interest on the money while lying unemployed in court, would be a sufficient compensation. If all the bondholders had refused to deposit their bonds, as the plaintiff did, and the trustees had been compelled to raise the whole of the purchase money to pay for the road, it would hardly be urged that they all could come in, after the purchase had been completed, and been found to be a profitable investment, and elect to become interested therein. If they all could not, I see no reason why any one of them should have the right to such an election.

The judgment should be reversed, the report of the referee set aside and a new trial ordered, costs to abide event.

The Grain Trade.

The Atlantic Telegraph reports fine weather in England, and improved harvest prospects, which has had a depressing effect on the English markets for cereal products. With peace and average crops in Europe, the prospect for an improved export demand for American Flour and Grain, except Indian Corn, the coming season is not encouraging, especially as Western Grain speculators seem determined to repeat their operations of last year, carrying prices up, and maintaining them far above the shipping point. Thus we read in our Western exchanges that recently Chicago Wheat dealers sold short to a large amount at $1 65@$1 80, in Milwaukee, for future delivery. Milwaukee operators at once brought up all the cash Wheat, and "put on the screws," sending cash Wheat up to $2 25. Some of the "cornered" have, therefore, been obliged to ship Wheat from Chicago to Milwaukee to meet their obligations. As a result of these "cornering" operations, it is stated that No. 1 Wheat, which was quoted $1 59@$1 59½, dull, in Milwaukee on the 2d of August, had arisen to $2 20@2 25 two weeks later—an advance of $61@65½ cents, in spite of the fact that the crop is equal to any previous year. The system of warehousing in Chicago and Milwaukee affords brokers and others the same opportunities to speculate in Grain as gold does here; and though the former may not, perhaps, be so subjectively demoralizing as the latter, it is quite as great a curse to the country. By running up prices so inordinately, not only are the mass of consumers great sufferers, but the country loses the benefit of a vast export trade. The British Board of Trade returns show the extent to which Russia and France have supplanted the United States in the matter of supplying Flour and Grain to Great Britain. The imports of Wheat into that country for the first six months of 1866 amounted to 11 508,676 cwts., and this was 55 per cent. more than in the same period of 1865, and 15 per cent. more than 1864. In the last named year the United States sent 40 per cent. of the whole foreign supply. In 1866 she provided less than 3 per cent., a net decrease of 37 per cent. France and Russia furnished the bulk of the Grain supply, Russia 32 per cent. of the whole, and Prussia 15 per cent. The importations of Flour, too, were equally increased. They were 3,134,484 cwts. in the six months of 1866, which is more than twice the amount of 1865, and 11 per cent. over those of 1864; France sends 87 per cent. of the whole. The import of Indian Corn is threefold that of 1865, and six times greater than in 1864, the United States furnishing considerably more than

their accustomed proportion of this cereal. These figures are not inviting, though it is hardly probable that this condition will be permanent. With our broad acres and fertile soil, coupled with a multitude of labor-saving machinery unknown to other lands, we can undoubtedly raise Grain in greater abundance, and at lower prices, than any other country. The superior facilities which we enjoy, too, are made stronger by the desire which England has for exchanging her manufactures for our Grain. This she can do only to a limited extent with any European country. The falling off in our exports of Breadstuffs to Great Britain during the last two or three years was owing to short crops, consequent upon the withdrawal of a vast amount of labor for war purposes; to the increased consumption at home, and to the disturbed state of the exchanges and the perturbations of the money market, through the rebellion. We are inclined to believe that the improvement of our finances and the rapid development of our agricultural resources will again give us the advantage we once enjoyed in the foreign Grain trade. Since the foregoing was written, telegraph accounts from Europe represent the damage to the English crops by the heavy storms early in August as very trifling, and all accounts agree that there will be a full average yield. From France, on the other hand, the crop accounts are bad, and the prediction is ventured, that she will have to import instead of export, Breadstuffs the coming season. If this prediction shall be verified, there will surely be a more extensive demand in Europe for our Breadstuffs than has existed for years, which cannot fail to have an important bearing on the balance of trade.—*Shipping List, Aug.* 29.

Railroad Whistles.

Is it necessary that they should be so loud and shrill? We have noticed that those used on the locomotives of the New York and Albany Railroad are pitched upon a lower key. They produce a heavy and deep sound, which gives sufficient warning, and is a relief from the ear-piercing shriek.

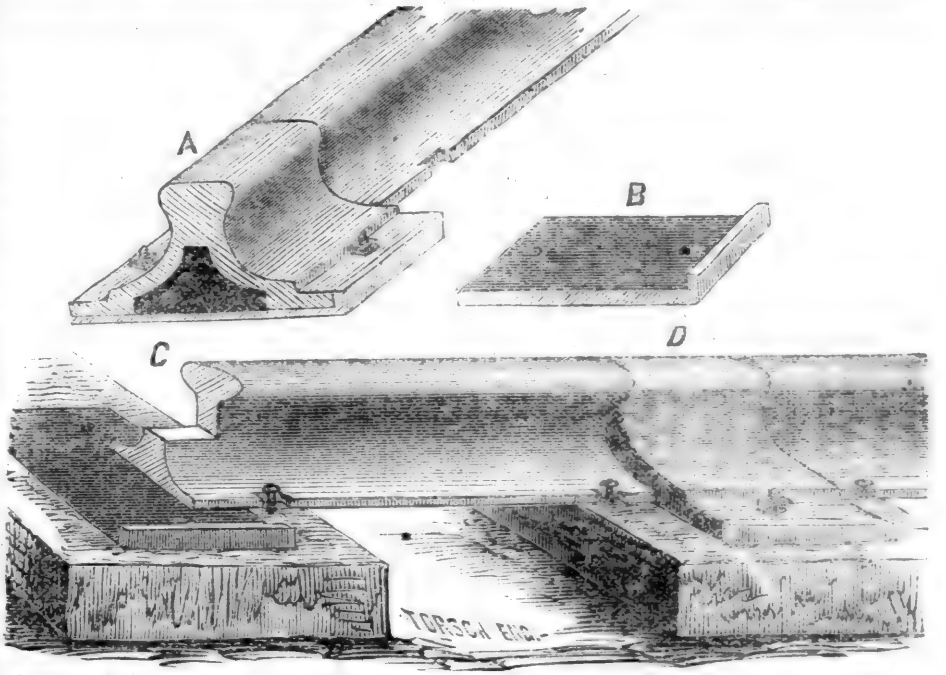
This is a graver annoyance and a more serious matter than most persons imagine. All who live near the railroad stations must know what the annoyance is; but to the sick, in some cases, it may be almost a matter of life and death. To a patient lying low with a nervous fever, and laid to sleep by careful hands, this horrid shriek may be a death-knell.

Of course, we do not object to anything that is required by the public convenience and safety. The law allows railroads to be run near our houses and through our grounds, and we submit. But the railroad managers need not inflict unnecessary annoyance upon the public.

If a low deep roar is found on trial to give as good a warning as a shrill shriek, railroad managers would greatly oblige the public by having the form or tone of the locomotive whistles changed. It is a little thing for them, but a great thing for the aged, the sick, and the nurses of infants who live along their lines.—*Evening Post.*

New York Northern Railroad Company.

This road is now surveyed, and we understand that the indications thus far are in every way favorable. It is calculated to unite our business and markets with those of Canada, by the shortest route, connecting at Ogdensburgh, one of the most important points on the St. Lawrence, with the Grand Trunk railroad. Beyond this, however, the road will open up one of the best sections of timbered country in the world, and iron beds of vast value, hitherto worthless because of the difficulty of the transportation of the ore. The extreme northern part of the country through which the road is to pass is of nearly as mild a temperature as this region, and its soil is said, contrary to general supposition, to be very fertile. The directors, we are glad to notice, have selected very competent men for the important positions in their gift.—*Troy Press.*



Description of GRAFF'S Patent Railway Fastening.

PATENTED, AUGUST 28TH, 1866.

A. the "Saddle" made to fit the rails after they have been cut; **B.** the Plate set in the tie upon which the rails and saddle rest; **C.** the rail cut to fit in the saddle; **D.** the rails laid in the track, and held in place, down and together, by the fastening.

The attention of all Railway Companies, Railroad Iron, and Rail Fastening Manufacturers, is directed to this valuable invention, which, for simplicity, safety, economy and durability, cannot be excelled or equalled.

In this fastening, is combined all the various fastenings now and heretofore in use by Railways. It prevents the rails from rising or jumping up at the ends or joints; the wheels from striking and spliting ends of rails; the track from creeping and spreading; it divides the space usually allowed for expansion of rails; it dispenses with all chairs, side plates and fastenings now used; it makes a continuous rail, and a track as smooth as a floor and free from all jolting and jarring; it is a great saving of ties; it enables the rails to be taken up and put down without injury to the tie, rail or fastening, in less than half the time, and with less labor than is now required to do so; it enables old rails with battered ends, now considered only as old iron, again to be used in the track; it is especially intended for steel rails, and tracks laid with new rails; it costs less to keep the track and rolling stock in repair; and makes accidents less liable to happen. The right to use and manufacture this fastening or "Saddle," is now for sale. Circulars with drawings of fastenings will be furnished on application to the patentee. Consent will be given (on application) for one road in each State, to lay a limited number of miles with my fastening.

E. BEATTY GRAFF,
Attorney at Law, &c.,
BALTIMORE, MD.

Railway between Rangoon and Western China.

At a recent interview, in London, of a deputation from the Liverpool Chamber of Commerce and the Liverpool East India Association with the Indian Secretary, memorials on the importance of establishing railway and telegraphic communication between Rangoon and Western China were read. Government was urged to employ skilful engineers to make a complete survey of the country through which the proposed line would pass, and to send an envoy of sufficient rank to the King of Ava to secure his permission and co-operation to the proposed line, which is intended to pass through territory either belonging to or dependant on him. Sir James Fergusson, who acted for Lord Cranborne, assured the deputation that both Lord Cranborne and himself felt a very great interest in the matter, and promised that the whole question should have the careful, and, as far as possible, favorable consideration of her Majesty's Government.

Brandywine Railroad.

The Wilmington (Del.) *Republican* says that a movement has been made in that city to obtain subscriptions for the construction of the Wilmington and Birdsborough railroad. Messrs. Harlan, Hollingsworth & Co. head the list with a subscription of $20,000; several other gentlemen follow with subscriptions of $5,000 others with $3,000, $2,000, $1,500, $1,000, $500, &c.

☞ The work of constructing the Railroad Bridge over the Ohio River at Louisville has been commenced. The bridge will be without a draw, and so elevated that boats of any class can easily pass under it when the river is at its highest stage. The enterprise is undertaken by the Louisville, Nashville and Jeffersonville railroad companies. Cost $1,500,000.

☞ George W. Bently, Esq., late Superintendent of the Worcester and Nashua Railroad, has accepted the appointment of Superintendent of the New London Northern Railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca	5	----	50,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	8
Albany and Boston ... "	50	25½	20,000	8
Algomah ... "	25	3	20,000	1¾
Allouez ... "	25	1½	20,000	----
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Atlas ... "	25	2	20,000	----
Aztec ... "	25	4½	20,000	----
Balt. and N. C ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13½	20,000	14
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	25c
Black River ... "	25	2½	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	----
Boston ... L. S.	25	2½	20,000	14
Brooklyn ... L. S.	25	2½	20,000	----
Brome ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	½	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	½	20,000	----
Canada ... Vt.	4	1	100,000	62½c
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	4½
Champlain ... Ca.	1¼	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	½	20,000	----
Concord ... "	25	4	20,000	6
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	39
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	3½	20,000	2½
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1¾	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	3
Edwards ... "	25	1½	20,000	----
Ely ... Ca	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	1,000	----
Franklin ... L. S.	25	8½	20,000	49
French Creek ... Pa.	5	----	100,000	65c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	18½
Hanover ... "	25	1½	20,000	3½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	----
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	½	20,000	----
Humboldt ... "	25	5	20,000	4
Hungarian ... "	25	1	20,000	1½
Huron ... "	25	19	20,000	42
Indiana ... "	25	10	20,000	----
Inverness ... Ca.	2½	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	14
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ...	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ... L. S.	25	8	20,000	----
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lennoxville ... Ca.	5	----	100,000	----
Logan ... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca	2	----	200,000	2½
Madison ... L. S.	25	6	20,000	----
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	4
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5	----	----	----
Mass ... L. S.	25	4½	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1½	20,000	----
Mendota ... "	25	1½	100,000	----
Merrimac ... "	25	6½	20,000	----
Merryweather ... "	25	----	20,000	----
Mesnard ... "	25	8	20,000	3½
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1½	20,000	----
Minnesota ... L. S.	25	18½	20,000	14
Missisquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	17½
National ... "	25	5½	20,000	10
Native ... "	25	2	20,000	3
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. N. J	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	----
North State ... "	25	3½	20,000	3
North Western ... "	25	11½	20,000	----
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	----
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	----
Petherick ... "	25	5½	20,000	6½
Pewabic ... "	25	3½	20,000	37
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	13
Pittsburg & Boston ... "	25	5½	20,000	54
Pontiac ... "	25	10⅝	20,000	1½
Prescott ... Ariz. T	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	25	10	20,000	46
Reliance ... "	25	----	20,000	----
Republic ...	25	----	8,000	----
Resolute ... "	25	6½	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	25	2½	200,000	----
Rockland ... "	25	12	20,000	8½
Roscoe ... Ca.	1	----	200,000	----
St. Clair ... L. S.	25	3	20,000	7
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	----
St. Margaret ... Ca	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ... "	25	½	20,000	----
Seneca ... "	25	1	20,000	----
Sharon Consol ... "	25	½	20,000	----
Sheldon & Col. ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	½	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise. "		----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	2½
Star ... L. S.	25	11½	20,000	2
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	5½
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	----
Toltec ... L. S.	25	21	20,000	----
Tremont ... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	3
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiekopee ... "	5	----	100,000	----
Winona ... "	25	3	20,000	----
Winthrop ... "	25	4½	20,000	2
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ... Pa	50	----	----	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	----	----
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	104
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	----	----
Clute ... "	5	5	110,000	----
Continental ... "	2½	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ...	2	----	100,000	----
Hampton ... Mass	5	----	100,000	----
Jefferson ... N. Y	----	----	----	----
Kings Hill ...	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	----	4½
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ...	5	----	100,000	----
Mount Hope ... N. Y.	2½	----	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	----
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ...	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	----	1½
Warren ... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ... Pa.	25	----	60,000	60
Appleton ...	----	----	----	----
Ashburton ... Pa.	50	50	50,000	18½
Atlantic & G. C. ... Md.	----	----	----	1½
Baltimore ... "	100	100	----	----
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	2
Big Mountain ... Pa.	----	----	----	5½
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ... N. S.	2½	2½	200,000	2½
Cameron ... Pa.	50	----	50,000	53
Central ... "	100	100	20,000	----
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	----	----
Consolidation ... Md.	----	----	----	----
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	46½
East Mahanoy ... Pa.	----	----	----	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	50c
Fulton ... "	5	5	60,000	7
Gilberton ... "	50	50	5,000	25
Hamp. & Balt. ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	52
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	----	64
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	----	17½
Lehigh & Susq ... "	50	50	----	5
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	2½
Mammoth Vein ...	----	----	----	4
Maryland Anth ... Md.	20	20	25,000	5
Metropolitan ... "	100	100	----	----
Mt. Pleasant ... Pa.	----	----	----	----
Narragansett ... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	5½
North Carbondale ... "	----	----	----	----
Pennsylvania ... "	50	50	64,000	150½
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	20
Shamokin ... "	----	----	----	----
Somerset I. & C ... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ... "	10	----	100,000	4
St. Nicholas ... Pa.	----	----	----	3
Shawmut ... "	20	----	40,000	----
West Virginia ... W. Va.	----	----	----	----
Wilkesbarre ... Pa.	100	100	21,750	----
Wolf Creek ... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	----
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	----
Baltic ... Col.	----	----	----	80c
Bates & Baxter ... "	----	----	----	----
Benton ... "	5	----	100,000	----
Black Hawk ... "	100	----	50,000	----
Bob Tail ...	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	----
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	2½
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Jobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300,000	----
Consol Gregory ... Col.	100	----	50,000	17
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	----
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	----
Downieville ... "	1	----	300,000	----
Eagle ... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,000	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	50,000	----
Garrison's ... "	50	----	100,000	----
Gem ... "	50	----	25,000	----
Golconda ... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	500,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	----
Holman ... "	2	----	150,000	----
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	----
La Crosse ... "	10	----	100,000	----
Liebig ... "	5	----	200,000	----
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	50,976	11½
Do. preferred ... "	100	100	57,744	27½
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	----
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ...	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	----
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	4½
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	----
Sherbrooke. ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	9½
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20,000	----
Taecher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	----
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	----
QUICKSILVER:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	40½
Santa Clara ... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	26
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length. Completed; equival't in single t'k	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No.	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,820	6½	—	27
30 Nov. '65	4.52	—	208	31	--	Broadway, Boston	324,225	350,000	—	7,297	104,680	10,130	5½	—	43½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	96
30 Nov. '65	3 75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro poli'n)		—	—	--
30 Nov. '65	2.74	—	29	6	--	Lowell (Horse)	145,119	43,706	—	1,413	15,157	loss	—	—	--
30 Nov. '65	12.50	—	197	32	--	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	—	42
30 Nov. '65	3 41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		—	—	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	38,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov. '65	33 74	—	340	151	--	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	—	55
30 Nov. '65	3.87	—	255	41	--	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,677	—	—	48
30 Nov. '65	5.69	—	60	9	--	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	—	--
30 Nov. '65	6.75	—	54	16	--	Salem & South Danvers	176,093	150,000	16,600	13,059	36,198	1,975	—	—	--
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Mal. & Mel.		5	—	25
30 Nov. '65	2.50	—	10	3	--	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	—	--
30 Nov. '65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Middlesex)		—	—	--
30 Nov. '65	—	—	392	63	--	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	—	--
30 Nov. '65	1.58	—	15	3	--	West Cambridge	16,350	15,600	—	—	8,955	loss.	3½	—	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	—	--
30 Nov. '65	11.60	—	44	8	--	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	—	--
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	----	----	—	—	--
						NEW YORK.									
30 Sep. '65	7.17	—	---	6	6	Albany	85,544	50,000	31,000	----	65,155	501	—	—	--
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	--
30 Sep. '65	10 73	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	--
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	100,000	612,779	198,082	—	100	--
30 Sep. '65	7.75	—	---	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	2?,068	8,282	—	100	--
30 Sep. '64	24.00	—	---	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	--
30 Sep. '65	56 18	19.0	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	----	857,701	148,758	5½	10	--
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	--
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	8,200	—	—	—	100	--
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	----	7,500	35,000	----	----	----	—	—	--
30 Sep. '65	24.00	—	—	106	—	Central P'k, N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000	----	528,090	74,05?	—	100	--
30 Sep. '65	—	2.0	—	—	—	Clinton Avenue (Albany)	----	2,800	----	----	----	----	—	—	--
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	----	500	----	----	----	----	—	—	--
30 Sep. '65	19.75	—	---	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34.102	—	100	--
30 Sep. '65	11.82	—	---	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	--
30 Sep. '65	—	6 00	---	—	—	East & North River (W. Co.)	650	650	----	----	----	----	—	—	--
30 Sep. '65	18.00	1.00	---	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	----	627,153	90,670	6	100	--
30 Sep. '65	12.00	—	---	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	--
30 Sep. '65	4.52	—	---	—	—	Grand St. & Newtown (W'g'r)	----	----	----	----	----	----	—	—	--
30 Sep. '65	10.00	—	---	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	--
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	----	3,550	----	----	----	----	—	—	--
30 Sep. '65	19.10	—	---	30	—	Ninth Avenue	444,877	795,360	112,000	----	74,514	loss.	—	100	--
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	----	----	----	----	—	—	--
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	----	80,028	29.616	—	100	--
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	105	—	100	--
30 Sep. '65	8.37	—	---	—	—	Sixth Avenue (N. Y.)	1,409,576	750,000	----	139,604	482,224	loss.	—	100	--
30 Sep. '65	17.50	—	---	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211,243	9	100	--
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordham	975	975	----	----	----	----	—	—	--
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	----	----	leased.	----	—	—	--
30 Sep. '65	—	—	—	—	—	Troy & Lansingburg	----	----	----	----	----	----	—	—	--
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,235	124,500	100,000	1,2	30,753	loss.	—	—	--
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	----	12,839	808	—	—	--
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	----	----	----	----	—	—	--
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	----	----	----	----	—	—	--
						NEW JERSEY.									
31 Dec. '62	5.32	—	---	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	----	----	—	—	--
31 Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	--
31 Dec. '62	10.47	—	---	---	--	Jersey City & Bergen Point	----	----	----	----	----	----	—	—	--
31 Dec. '65	17.00	—	150	22	--	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	—	50	--
31 Dec. '62	5.80	—	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	----	----	—	—	--
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	----	----	40	10	54
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	--
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	10½
31 Oct. '65	6.00	—	86	16	2	Fairm't P'k & Del. Riv. (Ph.)	----	----	----	----	62,732	8,227	—	—	--
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	23
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	27
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	--
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	----	----	183,600	75,131	153,813	39,179	—	50	48½
31 Oct. '65	4.50	----	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	—	25	11
31 Oct. '65	----	----	---	---	--	Oakland (Pitts'burg & E. L.)	----	----	----	----	----	----	—	—	--
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	--
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	--
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	--
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	--
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	88
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	37½
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	63
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	----	----	----	----	143,638	38,435	5	50	21½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	68
31 Oct. '65	1.00	—	9	4	0	Williamsport	----	15,150	—	522	3,637	1,851	—	25	--
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	----	31,549	239,059	21,058	—	----	18½
						OHIO.									
31 Dec. '62	5.00	—	---	---	---	Cincinnati Street	151,913	150,000	----	----	----	----	----	----	--
31 Dec. '62	5.00	—	---	---	---	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	----	----	--
31 Dec. '62	3.81	—	---	---	---	Passenger (Cinc.)	69,857	60,000	----	----	----	----	----	----	--
31 Dec. '62	3.63	—	---	---	---	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	----	----	----	----	----	----	--

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1876	----
Delaware County: 1st Mortgage	6,500	7	----------	------	----
Dorchester: Real Estate Mortgage	5,000	6	----------	------	----
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	------	----
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	------	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	95
Harlem Br., Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-72	88
Malden and Melrose: 1st Mortgage guarantied	61,452	6	----------	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	----------	------	----
Middlesex: 1st Mortgage	32,000	--	----------	------	--
Malden & Melrose bonds	29,451	--	----------	------	----
Real Estate	10,000	--	----------	------	----
Ninth Avenue: 1st Mortgage	112,000	7	----------	------	----
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	22,000	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	----
Quincy: Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	900,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	----------	------	----
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City: 1st Mortgage	100,000	7	----------	------	----
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N	1873	----
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Sept. 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	150½
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	127
" " " coupon		6	" "	1868	126½
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	100
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	104
" " " coupon		5	" "	1871	103
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	103
" " " " " coupon		6	July.	1881	109
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	112
" " " coupon		6	" "	1881	111½
Loan of July 17, & Aug. 5, 1861 registered	264,303,800	6	" "	1881	112
" " " " coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	----
" " " (5-20s) coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered	161,642,300	6	May & Nov.	1885	109
" " " (5-20s) coupon		6	" "	1885	108½
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	100
" " " " coupon		5	" "	1904	99
Pacific R. R. Bonds of (currency) registered	8,202,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	---	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	769,518,900	7.3	Feb. & Aug.	1867	106⅛
" March 3, 1865 2d series		7.3	June & Dec.	1868	105⅝
" " 1865 3d series		7.3	Jan. & July.	1868	106⅛
Debt Certificates	18,868,094	6	At maturity.	Due.	----
Gold Certificates of Deposit	15,486,220	---	---	---	----
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	45,538,000	---	" "	1 d y	----
United States Notes (greenbacks)	399,603,562	---	---	---	----
Fractional currency	26,483,998	---	---	---	----
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" — " " "	688,000	6	" "	1876	----
" —Funded Interest Bonds "	---	---	---	---	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116½
" —War bonds		7	" "	1872	----
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	'72-'90	99
" — " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	----
" — " " "	2,271,750	6	" "	'68-'86	109
" — " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	100
" — " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 "	2,371,725	6	" "	'70-'79	----
" — " " "	1,778,677	6	" "	1877	----
" — " " "	241,000	6	" "	1879	----
" — War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	86
" — " " "	2,058,173	2½	" "	1866	----
" — War Loan coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	417,000	5	" "	'66-'73	----
" — " " "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	97
" —Funded Coupons "	-------	6	---	---	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	96
" —War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	96½
Maryland—State Bonds coupon	2,171,903	5	quarterly.	var.	60
" — " " "	1,727,000	6	"	1870	100½
" — " " coupon	3,192,763	6	"	1890	----
" — " " inscribed		6	"	1890	----
" — " " (sterling) coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	1 2½
" — " " "	244,000	5	Jan. & July.	'70-'74	100
" — " " "	375,000	5	April & Oct.	'72-'74	100
" — " " "	220,000	5	May & Nov.	1880	100
" — " War Loan	6,429,000	5	" "	1894	100
" — " Scrip	297,000	6	June & Dec.	'68-'77	109⅜
" — " " "	150,000	6	April & Oct.	1868	122
" — " " "	1,024,000	6	Jan. & July.	'71-'75	108⅛
" — " " "	2,030,000	6	" "	'76-'78	----
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" — " " "	1,750,000	6	" "	'73-'83	----
" —Canal Loan "	100,000	6	" "	1878	----
" —Renewal Loan "	216,000	6	" "	1878	93
" —War Loan Bonds "	1,122,000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	77⅞
" — " " (H. & St. J. R. R.) "	3,000,000	6	" "	'72-'85	80
" — " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	79½
" —New Sinking Fund Bonds	-------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	100
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds general fund	700,000	7	quarterly.	1870	----
" — " " bounty fund	25,566,000	7	Jan. & July.	1877	105½
" — " " general fund	1,189,780	6	quarterly.	pleas.	----
" — " " canal fund	702,000	6	"	1866	----
" — " general fund	500,000	6	"	1868	98½
" — canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	100
" — " " "	2,250,000	6	"	1874	97
" — " " "	500,000	6	"	1875	99
" — " " "	900,000	6	"	1877	----
" — " " general fund	800,000	6	"	1878	97½
" — " " "	909,607	5	"	pleas.	----
" — " " canal fund	192,585	5	"	1866	----
" — " " "	1,163,000	5	"	1868	----
" — " " general fund	442,960	5	"	1868	----
" — " " canal fund	167,000	5	"	1871	----
" — " " "	4,500,000	5	"	1874	101
" — " " general fund	900,000	5	"	1875	----
" — " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	83½
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	68½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	----
" — " " "	536,798	6	" "	1860	----
" — " " "	379,866	6	" "	1868	----
" — " " "	2,183,532	6	" "	1870	----
" — " " "	1,600,000	6	" "	1875	98½
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	95
" — " " coupon	6,168,000	5	"	'77-'82	96½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds "	3,889,000	5	Jan. & July.	'71-'94	98
South Carolina—State Bonds (sterling) "	434,444	5	Jan. & July.	1868	----
" — " " inscribed	1,708,000	6	" "	'68-'90	----
" — " " coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) "	-------	6	" "	-------	----
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	80
" — " " "	239,167	5½	" "	'72-'79	----
" — " " "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans "	24,382,832	6	" "	long.	92½
" —Funded Interest "	873,813	6	" "	1892	70
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	414
" — " " coupon	11,108,000	6	" "	'86-'95	70½
" — " (sterling) "	1,865,000	5	" "	1872	----
" —Funded Interest registered	-------	6	" "	'76-'96	----
" — " " coupon	-------	6	" "	'76-'96	----
West Virginia—State Bonds coupon	-------	6	---	---	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	99⅝
" — " "		6	Jan. & July.	1886	99
" — " "		6	quarterly.	1890	100½
" — " " coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	12½
" — " "		5	"	'71-'75	----
" — " "	7,846,026	5	"	'76-'80	101
" — " "		5	"	'81-'86	143½
" — " "		6	"	'67-'76	101½
" —Water Loan	663,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	101½
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans "		6	" "	'66-'96	----
" —Water Loans coupon	5,500,000	6	" "	'81-'97	97
Chicago—Municipal Bonds (old) coupon	371,000	7	Various	'67-'81	97½
" — " " (new) "	956,000	6	Jan. & July.	1876	98½
" —Water Loan "	1,464,000	6	" "	1883	99½
" —Sewerage Loan "	1,186,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,714,000	6	" " " "	'76-'78	----
" " " "	1,800,000	6	" " " "	1883	----
" " " "	5,149,271	6	" " " "	1887	----
" " " "	275,000	6	" " " "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,375,000	5	" "	'79-'80	----
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old) coupon	2,232,800	6	" "	'68-'03	95½
" — " " (new) "	7,898,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	98
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan	484,000	6	" "	'71-'83	86½
" —Sewerage Loan	425,000	6	" "	'79-'88	86½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	----
" —City and County Bds. "	329,000	6	Jan. & July.	1875	----
" — " " "	2,200,000	6	" "	1888	----
		6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	246,612	332,698	406,076	446,044	396,847	381,510	357,556	----
1865	289,400	327,269	399,870	343,408	399,384	429,669	472,483	788,527	677,625	719,911	731,270	599,762	----
1866	504,991	408,884	388,480	394,583	451,477	474,441	462,071	------	------	------	------	------	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,858	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,391	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,419	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	385,985	409,451	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	524,870	------	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	242,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	248,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,973	201,779	3,318,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	266,100	281,334	296,169	475,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,263	466,530	565,145	480,710	519,206	689,605	729,759	716 578	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,689	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,254	------	------	------	------	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,834	25,461	211,077
1862	24,343	24,244	22,775	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,861	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	39,208	50,198	51,485	61,787	51,386	60,895	528 364
1864	47,393	56,565	67,822	61,812	59,182	58,178	59,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	84,637	104,331	------	------	------	------	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,105	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,534
1863	845,695	869,949	956,445	948,059	848,783	770,148	781,245	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,264	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,776
1866	Including Buffalo Division... 1,187,198	983,856	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	------	------	------	------	------	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	190,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,527
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	422,797	408,372	519,100	423,578	640,179	799,286	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	789,736	641,589	643,387	518,088	7,151,208
1866	582,823	512,628	516,822	406,775	507,330	560,025	467,115	------	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,229	55,257	48,544	512,218
1863	38,206	53,778	60,540	64,306	55,326	40,706	58,704	52,864	77,112	85,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,589	82,993	78,697	91,809	90,972	92,078	93,548	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	84,722	95,664	106,315	96,023	------	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54.246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,240	71,587	69,553	146,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,260	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,898	217,160	170,555	228,020	310,595	226,340	110,664	1,985,712
1866	121,776	84,597	72,135	108,082	267,488	262,172	170,735	------	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,591	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	288,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,964	411,906	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495.072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,498	392,941	368,499	380,452	------	------	------	------	----
Michigan Central:													
1861	142,534	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,528	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	469,641	490,694	447,670	328,869	4,504,349
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,996	------	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	125,970	99,662	86,482	164,710	221,838	198,135	129,227	1,402 106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,996	241,370	300,841	395,579	346,717	171,125	2,535,091
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	------	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841.165	813,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	332,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290.916	304,463	349,285	344,760	350,445	572,618	412,566	284,519	3,793,065
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161.106	160,558	191.266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	273,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,839
1863	335,686	361,834	396,771	429,929	505.517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,082
1864	436,742	532,786	617,021	669,384	757.178	936,188	711,457	1,170 241	1,125,835	754,551	1,032 149	812,178	9,555,510
1865	653,053	603,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,551,579	1,419,232	1,196,955	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,727
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,230	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,977	483,509	505,814	466,900	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691.556	914,082	7,120,466
1865	640,144	678,504	857,583	733,886	637.186	646 945	5?4,523	712,495	745,938	858,501	712,363	580,964	8,489 062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,528	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110.603	120.310	123,115	113,798	125,949	118,077	130.378	153,470	144.736	142,748	162921	1,554.913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	254,194	204,785	202,966	204,726	2,064,974
1865	170,079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	215,783	222,736	207,201	162,654	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,915	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	127,636	92,574	1,172,100
1862	82,285	47,142	56,006	83,582	106,845	112,578	115,214	168 219	179,280	172,870	147,548	139,528	1,503,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	165,554	116,379	159,595	151,052	134,563	111,239	1,439,793
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	214,174	243,840	221,570	220,209	205,154	2,059,572
1865	144,084	139,171	165,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	------	------	------	------	------	----
Western Union:													
1865	43,716	37 265	32,378	33,972	62,882	82,147	68,189	59,562	75,677	92,715	61,770	37,830	689,252
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	------	------	------	------	------	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Sept. 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	130½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	127
" " " ..... coupon		6	" "	1868	126½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	104
" " " ..... coupon		5	" "	1871	103½
Oregon War Loan of March, 1861 ... coupon	1,016,000	6	" "	1881	103
" " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	112
" " " ..... coupon		6	" "	1881	111½
Loan of July 17, & Aug. 5, 1861 ..registered	264,303,800	6	" "	1881	112
" " " ..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ...registered	514,780,500	6	May & Nov.	1882	----
" " " (5-20s) ..... coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ..registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s)...registered	161,642,300	6	May & Nov.	1885	109
" " " (5-20s) ..... coupon		6	" "	1885	108½
Loan of March 3, 1864, (10-40s)..registered	171,219,100	5	Mar. & Sept.	1904	100
" " " ..... coupon		5	" "	1904	99
Pacific R. R. Bonds of (currency) ..registered	8,202,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	769,518,900	7.3	Feb. & Aug.	1867	106½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	106½
Debt Certificates	18,868,094	6	At maturity.	Due.	----
Gold Certificates of Deposit	15,480,220	---	----------	----	----
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	45,538,000	---	" "	1 d y	----
United States Notes (greenbacks)	399,603,552	---	----------	----	----
Fractional currency	26,483,998	---	----------	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ... "	----------	---	----------	----	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	115½
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	99
" — " " (free.) .... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	109
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	100
" — " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'70 ..... coupon	721,195	6	" "	'60-'79	----
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " " ..... "	1,778,677	6	" "	1877	----
" — " " ..... "	241,000	6	" "	1879	----
" — War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	86
" — " " ..... "	2,058,173	2½	" "	1866	----
" — War Loan ..... coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	97
" —Funded Coupons	----------	6	----------	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	98
" —War Loan Bonds ..... coupon	4,000,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,903	6	quarterly.	var.	60
" — " " ..... "	1,727,000	6	"	1870	100½
" — " " ..... coupon	3,192,763	6	"	1890	----
" — " " ..... inscribed		6	"	1890	----
" — " " ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	1 2½
" — " "	244,900	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100
" — War Loan	6,429,000	5	" "	1894	100
" — Scrip	297,000	6	June & Dec.	'68-'77	109½
" — " "	150,000	6	April & Oct.	1868	122
" — " "	1,024,000	6	Jan. & July.	'71-'75	108½
" — " "	2,030,000	6	" "	'76-'78	----
" — War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'73-'83	----
" —Canal Loan ..... "	100,000	6	" "	1878	----
" —Renewal Loan ..... "	216,000	6	" "	1878	93
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	77½
" — " " (M. & St. R. R.) "	3,000,000	6	" "	'72-'85	80
" — " " (Pac. R. R.) ... "	7,000,000	6	" "	'72-'87	79½
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds...coupon	1,650 000	6	" "	'83-'85	100
" — " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	----
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	105½
" — " " ..... general fund	1,199,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " " ..... general fund	500,000	6	"	1868	98½
" — " ..... canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100
" — " " ..... "	2,250,000	6	"	1874	97
" — " " ..... "	500,000	6	"	1875	99
" — " " ..... general fund	900,000	6	"	1877	----
" — " " ..... "	800,000	6	"	1878	97½
" — " " ..... canal fund	909,607	5	"	pleas.	----
" — " " ..... "	192,585	5	"	1866	----
" — " " ..... general fund	1,163,000	5	"	1868	----
" — " " ..... canal fund	442,960	5	"	1868	----
" — " " ..... general fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	101
" — " " ..... general fund	900,000	5	"	1875	----
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	83½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	83½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	----
" — " " ..... "	1,600,000	6	" "	1875	99½
" — " " ..... "	4,095,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95
" — " " ..... coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	98
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	----------	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	80
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,882	6	" "	long.	92½
" —Funded Interest ..... "	872,813	6	" "	1892	70
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'96	414
" — " " ..... coupon	11,108,000	6	" "	'86-'95	70½
" " (sterling) ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	----
" — " " ..... coupon	----------	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----------	6	----------	----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates.. "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) .... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,528	6	May & Nov.	1875	99½
" — " "		6	Jan. & July.	1886	99
" — " "		6	quarterly.	1890	100½
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	124½
" — " "		5	"	'71-'75	----
" — " "	7,846,026	5	"	'76-'80	101
" — " "		5	"	'81-'86	143½
" — " "		6	"	'67-'76	101½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	101½
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	97
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	97½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — "	4,714,000	6	" "	'76-'78	----
" " — "	1,800,000	6	" "	1883	----
" " — "	5,149,271	6	" "	1887	----
" " — "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " — "	3,125,200	5	" "	1870	94
" " — "	319,000	5	" "	1873	----
" " — "	1,000,000	5	" "	1874	----
" " — "	334,700	5	" "	1875	----
" " — "	2,016,000	5	" "	1876	----
" " — "	2,375,000	5	" "	'79-'80	----
" " — "	900,000	5	" "	1890	----
" " — "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " (new)	789,222	5	" "	'67-'82	----
" — " (old)	2,232,800	6	" "	'66-'93	95½
" — " (new)	7,898,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	98
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	86½
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County Bds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,031	186,493	246,612	332,698	406,076	446,044	396,847	381,810	357,556	----
1865	289,400	327,269	399,570	343,408	399,364	429,669	472,483	738,527	677,625	719,911	731,270	593,762	----
1866	504,991	408,884	388,480	394,563	451,477	474,441	462,674	------	------	------	------	------	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,689	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	266,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	336,985	409,251	401,260	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	301,585	270,889	333,432	368,273	323,870	---- --	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	120,225	122,512	128,798	144,995	170,937	139,142	160,306	210,720	216,020	196,455	201,134	1,959,267
1864	158,735	176,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	248,231	289,403	196,880	234,612	321,818	244,121	306,231	389,489	307,523	270,075	291,779	3,313,514
1866	241,305	183,385	257,230	197,886	264,605	290,642	224,112	310,446	------	------	------	------	----
Chicago and Northwestern:													
1863	----	----	----	----	----	366,100	281,234	296,169	473,186	551,122	465,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,330	565,145	480,710	519,206	689,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,104	499,296	468,358	585,623	747,942	702,891	767,598	946.767	921,886	749,191	546,009	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,254	------	------	------	------	----
Chicago and Great Eastern:													
1861	13,316	11,065	12,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,681	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	39,268	50,198	51,485	61,787	51,386	60,895	528 364
1864	47,393	56 565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97.145	106,589	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	84,637	104,331	------	------	------	------	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	420,063	372,105	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	691,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,484
1863	845,695	829,949	956.445	948.059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934.133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,646
1865	1,001.007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,536,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division... 1,187,198	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,402	------	------	------	------	------	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,238	372,593	359,463	3,445,827
1863	299.944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	518,608	460,573	617,682	578,403	747,469	789,736	641,569	643,987	518,088	7,151,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	------	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,629	55,257	48,544	512,216
1863	38,266	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76.764	68,883	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	92,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	------	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54.246	44,027	43,637	49,102	112,266	141.771	107,117	90.463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47.010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,358	146,417	205,055	138,342	112,913	1.247.258
1864	102,749	115.135	88,221	140,418	186,747	212,269	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70.740	106,689	146,943	224,828	217,160	170,555	228,020	310,595	226,840	110,664	1,955,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	------	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231.265	189.077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241.236	189,145	228,012	308.106	375,567	332,260	348,048	3,302,641
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,496	392,641	338.499	380,452	------	------	------	------	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159.658	151,902	175.696	186,039	174,002	172,189	216,624	295.956	322.369	307,474	258,834	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271.553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306.324	279,137	344,228	337,241	401.456	365,663	329,105	413,501	460,631	480,994	447,670	328,769	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	------	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	126,970	99.662	86,482	164.710	221,638	198,135	129,227	1.402.106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241.370	300,841	395.579	346,717	171,125	2,585,091
1866	131,707	122,621	124,175	121,904	245,511	246,944	209.199	------	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562.076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841.165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,353
1864	921,831	936,587	1.059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,005	346,243	275,850	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372.618	412,553	284,319	3,793,065
1866	267,541	248,109	326,236	277,424	283,130	253,924	247,262	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,991	463,873	466,557	454,026	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,992	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	689,384	757,178	936,188	711,457	1,170 241	1,125,835	754,551	1,032 149	812,178	9,555,510
1865	653,058	603,305	1,116,215	923,283	416,341	566,979	957,194	1,121,295	1,361,579	1,419,232	1,196,955	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,340	397,525	401,299	364,394	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,390	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	532,911	506.641	625,547	675,360	701,352	691.556	914,052	7,129.466
1865	690,144	678,504	857,583	783,804	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	555,488	474,758	654,390	606,078	672,628	644,573	554,828	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	126,949	118,077	130,378	153,470	144,736	146,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,780	144,942	218,236	254,194	204,785	202,966	204,726	2.084.074
1865	170.079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133.722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168.219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116.379	129,695	151,052	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,650,322
1865	144,084	139.171	155.753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	---- --	------	------	------	------	----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68.189	59,862	75,677	92,715	61,770	37,830	689,393
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	------	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	142,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99
" " $800,000	354,100	6	"	"	1870	92
" " $675,000	675,000	6	"	"	1875	80
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94½
2d Mortgage	860,000	7	June & Dec.	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	92
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	89½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	81
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876 ?	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	102½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	160,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	80
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	No York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1853	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. &] July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	'66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	82
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	1,300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,488	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,255,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1841	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,258,500	7	" "	" "	1877	95
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	81
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,333	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18
1st Land Grant	3,612,000	7		" "		60
2d Land Grant	691,000			" "		
Income Bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	874,800	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	95
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	251,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	105,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,598,000	7	Feb. & Aug.	" "	1876	102
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	106
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91
5th Mortgage	926,500	7	June & Dec.	" "	1888	95
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,810,382			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	950,300	7	Jan. & July.	" "	1867	95
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90¾
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (new stock)						71½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	79¼
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	82
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1855	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96¾
" 1861, "	106,000	6	Jan. & July	"	1871	98
" 1843, "	1,525,800	6	" "	"	1880	92
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	92
1857, (convertible)	415,500	6	" "	"	1886	103½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	91
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	*
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				66
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	121
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	86
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Balt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98¾
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,053	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	56,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207.626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
2 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95.000	731	.....	23.8	53,325	89.470	46,029	7	....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927.000	97.022	4,654,333	75.2	452,238	1,459,711	413,528	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.000	29,149	.....	62.0	145,655	360,167	140,391	16	—
28 Feb '65	50.0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161.182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,336,485	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	34	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,136	*	10,607	700,000	132,814	18,746	871.742	86.0	202.567	306,766	53.204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000.000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	115
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136.631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,635	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	88	Atlanta and West Point	1,200 079	*	96.462	1,232 100	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	63	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	896,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	81	106½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,496	204,207	17,518,440	400.0	2,983,580	6,176,553	2,799,435	31	120½
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	—	2,356,660	26,155,641	12,020,483	825,398	39,680,452	330.0	.....	6,820,780	1,802,272	—	35½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	—	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	109½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,850,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.6	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231.500	.....	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	122½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,363,624	525,000	92,807	3,104,654	1.600 000	114.962	4,970.931	111.0	224.563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	38
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	45½
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442.893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	78
31 Dec. '64	84.0	—	....	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	16	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	.....	2,175,228	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	86½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,871	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929.782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,288	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Kook. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '65	29.0	—	3.1	—	4	13	219	Lexington and Frankfort	605,298	52,300	—	514,573	79,000	.....	736.513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	55.1	—	5.4	—				Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	.....	1,713,324	65.1		419,548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,520	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,252,624	555 434	—	....
31 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,583,015	248,969	108.434	1,710,319	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,389	188.6	.....	340,898	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982.866	7,463,489	281,032	15,188,190	329.3	1,741.670	4,446,490	1,638,114	15	111½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	82⅜
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,699	236.0	.....	534,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	....
28 Feb. '65	268.8	—	17.7	68.0	28	21	2 72	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,696,870	168.8	480,186	950,499	640,641	—	86
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '65	283.0	—	14.4	—	43	28	566	*Pacific*	10,115,728	1,101,971	—	3,191.923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
0 Sep. '64	86.6	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,427,063	260,029	—	1,971,272	3,501,000	40 558	6,252,109	90.1	259,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "not Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,844	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,261	*	57,091	1,447,060	2,733,800	130,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.5	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	379.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,007	3	113½
30 Sep. '63	39.0	—	.....	—	7	23	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,241	1,639,780	12,044,841	261.9	1,642,015	3,315,510	1,328,793	8	40
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	.....	—	5
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	108½
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,264	446,557	973,450	4,076,974	—	328,388	5,386,291	164.3	747,472	1,521,159	393,812	9	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	858	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	396,333	10	133½
30 Nov. '65	44.6	24.0	60.8	—	32	62	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,782	83.6	669,234	1,697,164	537,057	10	141½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par £6)	907,560	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6	66½
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	107½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	108½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,640,000	—	6,507	5,950,961	93.4	457,264	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,784	367,372	(Oper. by Boston & Lowell)				6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	210	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,743	814,991	71.0	185,847	300,964	51,227	8½	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8½	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	104
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	8	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,301,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Oper. by B. & L. Co.)				1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						.....
30 Nov. '65	69.3	8.0	6.5	—	11	13	180	Vermont and Massachusetts	3,240,979	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	48½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,718	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	140
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199,238	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	879,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,049	8	66
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.0	387,789	615,728	215,973	9	105
30 Apr. '64	24.7	—	2.2	—	6	2	50	Sullivan	1,480,730	*	—	500,000	750,000	—	—	24.7	oper. by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75.2	.....	501,886	146,101	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124.2	.....	6,274,657	1,702,359	10	129½
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,062,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,288,773	528,171	10,685,940	1,509,000	838,636	13,861,735	86.0	1,187,978	3,036,390	1,287,956	10	127
31 Dec. '64	53.0	—	.....	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	80½
31 Dec. '65	33.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,876,981	803,323	10	128½
31 Dec. '64	21.3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	.....
31 Dec. 64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	.....	229,476	.....	—	65
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118.133	5½	46½
31 Dec. '64	38.5	—	.....	42.	—	—	—	West Jersey	1,461,249	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway		Co.	238,100	18½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.676	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '65	460.0	97.0	385.0	—	332	133	5,335	Erie	47,046,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,896	807.0	6,839,028	15,434,775	5,066,511	4	70½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,830	994,668	8	120½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,896,542	6,305,377	1,279,701	24,591,000	14,627,442	—	44,075,497	864.9	5,804,048	13,975,524	2,694,714	6	102½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	184.0	1,592,080	2,509,726	422,548	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,024	122.0	399,920	707,521	44,810	—	68½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,850	*	—	206,800	222,000	157,080	585,880	—	.....	.....	.....	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.2	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rens	selaer	and	Saratoga	R. R.	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,462,000	282,216	2,841,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	33,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	320,500	5,996,577	202.0	.....	1,361,566	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2,386,182	683,205	10	111½
31 Oct. '65	95.5	—	33.5	7.1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	1,086,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,380,848	83,292	9,674,307	203.5	1,429,741	2,696,377	786,794	5	86½
31 May '66	109.4	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	928,893	4,841,800	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	115½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	oper. w. Lit. Miami.			291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,464	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,980	*	1,535,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,450	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,988,495	695 400	251,867	3,343,956	1,341,098	14,202	5,172,133	265.9	365,409	719,924	145,900	—	15½
1 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	386,909	1,292,000	144,994	2,810,780	125.0	209,011	3207	189,488	—	—
31 Dec 64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,868	—	10,243.015	250.0	1,744,358	2,050,322	945,492	5½	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	292,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	....
31 Dec. '65	387.0	103.0	....	117.0	139	93	3,059	Atlantic and Great Western	46,606,476	*	1,454,305	13,441,150	30,000,000	1,796,588	48,080,780	420.0	2,647,709	5,811,222	2,125,200	—	....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,682,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,683,706	2,668,113	—	10,247,050	3,491,500	742,685	14,481,135	204.5	1,437,353	1,795,320	38,671	15	160
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.		302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400.000	—	1,000,000	18.5	149,638	454,480	138,685	10	....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250.000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	....
31 Oct. '65	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,876	53,829	1,195	—	....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,042,860	1,851,630	10	65
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	39½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	("	"	"	")	8	88½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875.064	412,353	—	41
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,851,447	45,850,796	521.0	5,846,778	17 459 169	4,189,111	10	57½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139,079	238,489	—	1,476,300	183,000	—	1,659,300	24.0	311,491	656,739	336,376	8	60½
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,692,766	—	—	5,069 450	13,600,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)				—	33½
30 Nov. '65	93 0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20 240,673	6,900,663	—	30.608 075	471 3	3,688,309	11.142,519	4,812,271	10	56½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	125
31 Oct. '65	90.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,465	3,884,609	1,046 804	10	66½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,520	—	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,188,381	*	3,362,312	9,312,442	12,573.060	1,597,620	26.545.893	483.3	4,622,073	8.489 062	3 283.547	10	104
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn Cen.		144,096	316,498	116.006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,036	962,300	130,840	1,777,176	26.4	198,578	347,240	200,598	—	....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	109½
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	196,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	....
1 Jan. '59	142.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	....
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '65	136.0	106.0	....	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	....
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	.....	—	—	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,255	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	88,129	44,066	—	....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	54.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	....
1859.	.....	—	—	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	—	.....	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127.955	87,243	—	....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	—	—	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56 0	—	....	184.0	—	—	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	....	110.0	—	—	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081.460	105.0	172,500	480,577	175,993	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6.386.166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	4
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	.....	.....	1,687,500	ope r. by Vt.		Central		8	99½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope r.b.Troy		& Boat.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	74
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,656,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279.945	145.385	7	....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240.446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	3,162,753	541,197	32,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634.081	159,180	5	....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,997	—	....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951.880	8,755,527	285.9	913,288	1,985,511	647,631	—	....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.8	466,043	490,597	138,210	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236.798	67,652	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	15
30 Jun, '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	7,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,164,856	—	....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,849,510	14	....
31Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,153	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,006	—	....
1 July,'61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	122 555	36,670	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	37,181	—	....
								NEW GRANADA.													
31 Dec 63	8.3	—	—	—	11	22	120	Pan ma	9,000,000	*	658	6,000,000	75,000	—	10.763,728	48.7	.....	677,438	1,223,924	—	260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds. Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	....
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	1 340,400	6	....	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	....
Camden & Atlantic (preferred)	620,800	7	....	8
Catawissa (preferred)	1,150,000	7	....	3 3½
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	....	53
Chicago & Alton (preferred)	2,425,400	7	7	106⅔
Chicago & Northwestern (pref.)	12,994,720	7	7	66½
Cochecho (preferred)	177,750	8	....	....
Ct. & Passumpsic Rivers, (pref.)	1 675,300	10	10	78½
Cumberland Valley (1st preferred)	241,900	8	8	....
" (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,975,865	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & Williamsport (preferred)	500,000	....	....	45
Erie (preferred)	8,535,700	7	7	77½
Hannibal & St. Joseph (preferred)	5.253,856	7	....	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	....	....
Lackawanna & Bloomsburg (pref.)	500,000	7	....	....
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42½
" " (2d pref.)	3,819,772	7	3	21
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	95½
" " " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,400,000	7	....	70½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	....	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	....	....
" " (preferred)	608,176	6	....	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	75½
Toledo & Wabash (preferred)	984,700	7	7	70
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	....	....
" " " (2d pref.)	908 422	7	....	....
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102
Warren (guarantied)	1,408,300	7	7	....
White Mountains (guaranteed)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6	....	18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	....	....	....	....	....
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	....
Interest Certificates	161,960	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	....
Six per cent. Loan	2,667,276	6	"	1884	92½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	....	....	90
Boat Loan	99,562	6	....	....	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91
2d Mortgage	3,980,670	6	J. & J.	1882	84½
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md. stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	59
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	105
Chesapeake and Ohio	100	8,228,595	—	....
Delaware Division	100	1,633,350	—	57
Delaware and Hudson	100	10,000,000	10	101
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	64,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	6,091,700	10	60
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	10	84
" (preferred)	100	1,175,000	10	120
North Branch	100	....	—	....
Sault Ste Marie	100	....	—	....
Schuylkill Navigation (consolid.)	50	1,908,207	—	28½
" " (preferred)	50	2,888,988	—	36½
Susquehanna and Tide Water	50	2,048,260	—	15
Union	....	....	....	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.: Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	46 —	@ 49 —
Pig, American, No. 1		48 —	@ 50 —
Bar, Refined, English		105—	@110 —
Bar, Swedes, assorted sizes (in gold)		95 —	@100 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		165 —	@170 —
Bar, English & American, Refined		—	@125 —
Bar, English & American, common		—	@115 —
Scroll, English		155 —	@205 —
Ovals and Half round		150 —	@160 —
Band, English		—	@155 —
Horse Shoe		150 —	@160 —
Rods, English		130 —	@185 —
Hoop, English		165 —	@225 —
Nail Rod	per lb.	— 10½@	— 11½
Sheet, Russia	per lb.	— 23½@	— 25
Sheet, English, Single, Double and Treble		7 @	— 9
Rails, English (gold)	per ton	55 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½@	— 24
English Spring (1st & 2d qlty.)		— 11½@	— 13
English Blister (1st & 2d qlty.)		— 12½@	— 20
English Machinery		— 14 @	— 16
German		— 15½@	— 17½
American, Blister		— 11½@	— 13½
American, Cast, Hammered		— 18 @	— 22
American, Cast, Rolled		— 13 @	— 15
American Spring		— 11 @	— 12½
American Machinery		— 14 @	— 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— @	— 45
Sheathing, Yellow		— 34 @	— 35
Pig, Chile		— @	— —
Bolts		— @	— 45
Braziers'		— @	— 45
American Ingot (cash)		— 31 @	— 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena	per 100 lb.	— @	— —
Spanish		6 75 @	7 —
German Refined		6 87½@	7 —
English		6 87½@	7 25
Bar	per lb.	— @	10 50
Pipe and Sheet		— @	10 70

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold). per lb.	— 23½@	— 23½
Straits	(gold)	— 21½@	— 22
English	(gold)	— 21 @	— 21½
	—Gold.—	—Currency.—	
Plates, I.C. Charcoal, p. box	10 12½@	10 25 15 25 @	15 50
Plates, I. C. Coke	7 25 @	9 50 11 — @	14 50
Plates, Coke Terne	7 25 @	7 50 10 75 @	11 25
Plates, Charcoal Terne	— @	10 25 15 25 @	15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	— @	7 25
Clinch (cash)		— @	8 75
Copper		— @	— 50
Ausable Horse, Norway Iron, Forged		— @	— 32
Zinc Nails (6 mos.)		— @	— 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 27 @	— 27½
Regned, free L. S. to White		— 59 @	— 60
Refi'd, in bond, prime L. S. to White		— — @	— 44
Refi'd, in bond, Standard White		— — @	— 45
Naptha, Refined (60@63 gravity)		— 28 @	— —

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	Th. 30.	F. 31.	Sat. 1	M. 3.	Tu. 4.	W. 5
Atlantic M. S. S. Co	....	....	....	....	....	....
At. & Gt. W. (O) 1st m't.	....	....	....	....	....	....
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	96
California 7s	....	....	....	....	....	116
Canton Co.	52½	52½	52⅝	....	....	52⅝
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	106½	106	106	106½
" " pref.	....	106⅝	....	....	....	....
" " 1 M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " Inc. b'ds	92½	....	....	....	....	....
Chicago, Burl. & Q.	....	128	....	123	130	....
" " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n	36⅜	36½	35½	35½	35½	35½
" " pref.	68½	67⅝	66½	66½	66½	66½
" " 1st M.	....	89	....	89	89	89½
" " 2d M.	....	....	....	....	....	....
" " S. F.	98½	....	96	....	....	....
" " Consol.	81	81	81	....	....	....
Chicago & Rock Isl.	109½	109½	108½	109⅝	109½	109½
" " 1st M. '70	....	101	....	....	....	....
Clev., Col. and Cin.	111½	....	111½	....	....	....
Clev. and Pittsburg	87½	86½	86½	86	86½	86½
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	76	76	....
Clev. and Toledo	115½	115½	115	115½	115	....
" " S. F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref	47½	47½	46⅞	46⅝	46½	46½
Del. & Hudson Canal	155½	....	154	153½	153	151
Del., Lack. & West.	....	....	....	....	....	156
" " 1M. 8 p.c. '71-5	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	73½	73	72½	72½	72½	72½
" pref.	78	....	....	....	77½	....
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	103	....	100	....	99½	....
" 3 M. 7 p.c. '83	....	....	....	98	98½	....
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Hudson River	119	....	....	119	119½	120
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	....	....	103	101	....	....
" 2M. S. F.	103½	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	123½	123½	123½	123½	123½	123
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	42½	42½	42½	....	42½	42½
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	11½
Michigan Central	....	111	110½	111	111	111½
" S F. 8 p.c. '82	....	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	85½	84⅜	83½	83½	83⅞	83⅜
" " guar'd.	....	....	....	....	....	....
" " 1M. S. F. 97	....	....	....	....	....	....
" " 2 M.	92	....	93	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Milw. and St. Paul	....	....	....	55	....	....
" " pref.	70½	70⅜	....	....	....	....
" " 1st mort	....	....	90	....	90	....
" " 2d mort	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L. G. bonds	....	....	....	....	....	....
Missouri 6s	78	78	77	77	78	78½
" iss. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	....	79	79½	....	....	....
New York Central	103⅞	103	102½	102½	102½	102⅝
Real Estate	....	....	....	....	....	....
" 7s, S. F. '76	....	....	....	....	....	102
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S. F. '83	....	....	....	....	....	....
" 6s, S. F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" "pref."	....	....	....	....	....	....
" 1M. 7 p.c. '78	....	....	....	....	....	....
" 2M. 7 p.c. '64	....	....	....	....	....	....
" 3M. 7 p.c. '67	....	....	....	....	....	....
North Carolina 6s	85	84½	....	84½	83⅞	....
" ex-coupon	64	64½	....	....	63½	....
" new	64	64½	....	63½	....	....
Ohio & Miss. cer.	29⅞	29⅜	28½	29½	29½	....
" " pref.	80	....	....	....	....	....
Pacific Mail S.S. Co.	220	....	....	....	....	....
Panama	....	....	....	....	....	....
Phila. and Reading	114½	114½	113	113½	113½	113⅝
Pitts. Ft. W. & Chicago	105½	104⅞	103½	103⅞	104	104
" 1M.	102½	....	102½	103⅜	102½	103
" 2M.	....	....	....	....	....	96½
" 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	49¾	50	49½	50	50½	50½
St. L., Alton & T. H.	....	....	28	....	37½	38
" " pref.	....	....	....	....	....	....
" " 1M.	....	....	91	....	....	....
" " 2M. pref.	....	....	....	82	81½	....
" " Inc. b'ds	76	....	....	....	....	....
Tennessee 6s. 1890	....	63½	....	....	94	92½
" ex-coupon	....	....	71½	71½	71½	....
" new	69½	69½	69½	69½	69½	70
Tol. Wab. & Western	44½	43	44	....	....	....
" Pref.	....	....	....	....	....	70
" 1M. ex.	....	....	....	....	....	....
" 2M.	80½	80½	....	....	80	80
" Int. b'ds	....	....	....	....	....	....
Virginia 6s	....	70½	....	71	....	70½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	Th 30.	F.31	Sat.1.	M.5.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	104	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	100	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	103½	102⅞	99x	----	99	98⅞
U. S 5s, 10-40s, reg	----	98⅜	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	113	112⅜	----	----	112	112
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	130⅜	----	----
U. S. 6s, 1868, reg.	127	----	----	----	----	----
U. S. 6s, 1868, coup.	127	126½	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	113½	112⅛	112⅜	112	112½	111⅞
U. S. 6s, 5-20s, c. 1864.	109	109⅜	109½	109⅛	109⅜	109⅛
U. S. 6s, 5-20s, c. 1865.	109½	109⅛	109⅜	109½	109⅜	109⅜
U. S. 6s, " reg.	109⅜	----	----	109⅛	----	109
7.30 Notes, 1st series.	107⅛	107⅜	107⅜	107⅜	107⅛	106⅞
" " 2d series.	106⅜	106⅜	106½	106⅛	106⅛	106⅛
" " 3d series.	106¼	106⅛	106⅜	106⅛	106⅛	106⅛
American Gold	----	----	145⅜	----	----	146⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	W.29.	Th.30	F.31.	Sat.1.	M.3.	Tu.4
Cattawissa	----	----	----	----	----	----
" preferred	35¼	35⅜	35⅜	34⅛	34¼	35⅛
Camden & Amboy	130⅛	130½	130½	----	130	129½
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	----	----	90	----	----	----
" mort. 6s,'89.	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	56⅜	56¾	----	----	56½	----
Elmira & W'mport	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	60	60	60	60	60	60
" " 6s,'84.	89⅜	90	89½	92	----	92
Lehigh Valley R. R.	65	----	----	----	65	65
" " 6s	----	94	94	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	58½	58½	----	----	----	58½
Morris Canal	84	----	----	----	84	84
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	41	----	----	----
" " 6s. 91	----	----	91½	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	46⅜	----	----	----	----	46
Pennsylvania R. R.	58½	58½	58½	58	57⅞	58
" 1st m.	101	----	101½	99	----	101½
" 2d m.	----	98½	----	99	----	----
Penn. State, 6s	----	95⅞	95¾	95	95⅞	95½
" " 5s, coupon.	----	----	96	96	96	----
" " 6s, W. L.	----	----	----	----	----	102
Philadelphia City, 6s	95	96	95	----	----	93
" " new.	99½	99½	99¾	99⅝	99⅝	99⅜
" " muno	99½	99⅜	99⅜	99⅛	99⅝	----
Philad., Germ. & Nor.	----	----	60½	----	----	----
Phila. & Reading	57⅛	57	57⅛	56⅛	56⅛	56⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	33½	32⅛	33⅛	----	33½	33
" " 6s	----	----	----	----	94	----
Philad. & Sunbury, 7s	----	----	----	95	----	----
Schuylkill Navigation	----	28½	28	28	----	----
" " pref.	37⅛	36⅞	36½	36½	36½	36⅜
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	91	----	----	----	91
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	----	59	59	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	68	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	18¾	18¾
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	88	----	88	88	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M 3.	Tu.4
Baltimore City 6s, 1875.	----	----	----	100	99¾	99¾
" " 1886.	----	----	----	----	98	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	----	100½	----	100½
Balt. and Ohio	113¾	----	113	----	----	113¾
" " b'ds,'62.	----	----	----	----	----	----
" " '67.	----	----	----	----	----	----
" " '75.	----	----	----	----	----	----
" " '80.	99½	98	----	----	----	----
" " '85.	99½	99½	----	----	----	----
Northern Central	----	46	46	----	----	----
" " b'ds, '85.	89	----	----	----	----	----
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	18¼	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Lowell	108	----	----	----	----	----
Boston and Maine	----	----	----	----	131	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	141½	----	141½	----	----	----
Cheshire, pref.	----	----	58	----	----	58
Concord	66½	----	----	----	----	67
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	107½	108	----	108½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	116½	116	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	105	104	----	105	105	105
Old Colony & Newport.	104	104	104	104	104	----
Ph., Wil. & Baltimore	57	56⅞	56⅞	56⅛	----	----
Portl'd, Saco & Ports.	100	----	----	----	----	----
Vermont & Canada	----	----	101½	----	----	99⅜
Vermont & Mass.	49	48	48⅛	----	----	----
Western	----	----	----	----	----	110
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	54½	55	55	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	50	49½	----	----	----	----
Copper Falls "	65	----	----	44	----	39
Franklin "	130	----	----	50	52	48
Huron "	61	48	48	47½	----	42
Isle Royale "	14	14½	14	----	----	----
National "	----	----	----	----	----	----
Minnesota "	18	11½	15	15	14	----
Pewabic "	----	----	36	37½	----	----
Pittsburg "	54	----	----	----	----	----
Quincy "	64	----	52	51½	50	46
Rockland	11	9	10½	10¼	6½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 24th of August.

United States 5-20 yrs., 1882, 6 per cent	70½@ 70⅝
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	68 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	46 @ 48
Erie shares, $100 (all paid), 8 p. c	44½@ 45
Do., convertible bonds, 6 p. c	69 @ 71
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	77½@ 78
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	60 @ 63
Panama Railroad, 2d mort., 1872, 7 p. c	99 @101
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, September 8, 1866.

Stock Exchange and Money Market.

There has been an invariably easy Money Market for all really first class borrowers, this week. The Treasury disbursements have been quite liberal, exceeding the drain of currency for employment in the interior, and the deposits in the city bank vaults have increased enormously, especially in the legal tender line. Call loan rates have been stationary at 3@4 per cent. to the Government houses, and 4@5 per cent. to other leading stock firms; whose wants, however, have been less urgent, in view of the noticable falling off in the volume of stock operations. There has been rather more activity in general business, resulting in an increase of the applications for discounts, which on prime short-date paper have been promptly responded to at 5@6 per cent. per annum, and on good to fair names at 6½@8 per cent. per annum. The city banks, last week, gained $7,071,832 in the deposit line, and $6,339,-325 in the legal tender reserve; while reducing their loans, $501,458, and their circulation, $150,-630. They lost $502,477 in specie. Their deposits are now up to $225,191,282, the highest sum reported this year. Their legal tender reserve reaches the unprecedented amount of $92,622,808. Their circulation now stands at $27,807,834, and their loans add up $265,399,607. The Bank Exchanges at the Clearing House, through the past week, averaged $97,644,608 a day, against a daily average of $102,991,220 the preceding week; and $92,442,557 the week ending with Aug. 18th. The current week's exchanges average over $105,867,-249 a day.

The U. S. Sub-Treasury receipts, week ending with Sept. 1, were $34,094,679, including $3,199,-169 from customs duties; payments, $47,807,365; balance at the close of the week, $82,294,513, against $96,007,229 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $2,265,647, and payments, $5,038,073, Tuesday, receipts, $2,675,388, and payments, $944,441. The balance at the close of business on Tuesday stood at $81,253,064, against $84,868,972 a week ago.

Government revenues are increasing rapidly. The excises, last week, yielded the enormous sum of $10,285,831; customs at the port of New York, $3,199,167, and at the outports, at least, $1,300,-000 more, making the grand total income for the week equal to about $16,800,000 in currency, against disbursements of rather less than three millions on account of the three leading executive departments. The national revenue from excises in all August, was $38,043 340, being the largest return for any single month thus far recorded. The total receipts from this source since July 1, 1866, have been about $70,000,000; and from Customs, about $34,740,100. The receipts from Customs at this port during the month of August, were $12,700,095, as against $11,617,979 in July, making the total thus far in the current calendar year, commencing January 1, $92,218,-561.

Government disbursed $17,365,881 on account of the War, Navy, and Interior Departments in August, as follows: War Department, $7,014,788; Interior, $6,260,019; Navy, $4,091,074; total, $17,365,881. The following is a semi-official estimate of the National revenues in July and August of each of the last two fiscal years:

United States Revenues—Two Months.

	1865. July 1, to Aug. 31.	1866. July 1, to Aug. 31.
Customs	$30,098,590	$34,740,100
Internal taxes	55,780,909	67,822,449
Total, two mos.	$85,879,499	$102,562,549

National Bank notes to the amount of $894,735, were issued last week, making the total issue to 1,656 banks thus far $289,915,820. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $330,729,700, and as security for public deposits, $38,777,500, making a total of $369,507,200. A semi-official statement of the amount and kind of United States bonds deposited with the Treasurer of the United States in trust for National Banks to secure the redemption of circulating notes and the public deposits on the 27th day of August, 1866, has been published. It shows that out of a total deposit of $330,596,-500, only $139,312,350 were of the five-twenty bonds. Of this sum $138,308,650 were registered, and $1,003,700 were coupon bonds. The five per cent. bonds, under act of March 3, 1864, are

known as the ten-forties. The following is the summary:

Under act of	Rate of Interest.	Amount.
Jan. 28, 1847, registered	6 per cent.	$105,000
March 31, 1848, registered.	6 per cent.	28,000
Feb. 8, 1861, registered	6 per cent.	3,543,000
Feb. 8, 1861, coupon	6 per cent.	1,000
March 2, 1861, coupon	6 per cent.	43,250
July 17, Aug. 5, 1861, reg.	6 per cent.	60,642,800
July 17, Aug. 5, '61, coup.	6 per cent.	9,000
Feb. 25, 1862, registered	6 per cent.	72,694,600
Feb. 25, 1862, coupon	6 per cent.	1,003,700
March 3, 1863, registered.	6 per cent.	36,541,550
June 30, 1864, registered.	6 per cent.	37,941,650
July 1, '62, July 2, '64, reg.	6 per cent.	3,538,000
March 3, 1865, registered.	6 per cent.	24,798,900
March 3, 1864, registered.	6 per cent.	3,563,500
June 14, 1858, registered.	5 per cent.	1,175,008
June 22, 1860, registered.	5 per cent.	242,000
March 3, 1865, registered.	5 per cent.	85,155,550
March 3, 1865, coupon	5 per cent.	260,000
Grand total		$330,596,500

Gold has receded materially under more favorable foreign financial advices, and the influence of the growing revenues and diminishing expenditures of the Government. The highest rate of the week was the opening figure, 148¼ on Thursday, and the lowest, 144¾ on Monday. On Tuesday, the range was upward from 145¾ to 146⅜, under reduced telegraphic quotations for U. S. 5-20s in London. On Wednesday, the extremes were 147 to 146⅛, the market closing heavily, influenced by telegraphic advices from London to noon of that day, reporting a rally in 5-20s to 73, which rate, with gold at 146½, and sight exchange at 107, is equal to 114⅝ here, as against 111¾@112 the ruling figures during most of the day. The customs demand for coin continues very active. Last week, it averaged $533,195 a day; thus far, this week, it has been equal to $609,000 a day. California gold to the amount of $1,342,833 was received at this port on Friday last, making the total receipts, from this source, since Jan. 1, $28,718,154, against only $11,701,023 same time last year, showing an increase, in 1866, of $17,017,131. The exports of specie from this port, last week, were only $303,912, and thus far this week, only $25,000, making the total outflow of specie from the port, since Jan. 1, $53,495,552 against $20,403,554 same time last year. Government disbursed through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten Forty Loan, $609,000 on Saturday last, $1,276,000 on Monday, and $237,000 on Tuesday. Further considerable shipments of specie from England for this port have been reported by telegraph since our last.

The foreign exchange market is glutted with bills for which there is little or no demand, and rates are depressed and irregular beyond all precedent. Bankers' sixty day bills on London are quoted nominally down to 105⅝@106⅜, and on Paris to 5.41¼@5.32½; sight bills on London to 106⅝@107¼; and on Paris to 5.32½@5.30. The exports of bonds and produce continue on a large scale, adding materially to the already enormous supply of bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $3,895,593, against $2,919,607 same week last year. The exports since January 1, have been to the value of $134,125,806, or about twenty-eight million and a half dollars in excess of the exports, same time last year.

Government securities have been less freely dealt in this week by home and foreign buyers, the depression in gold and exchange, much more than any other influence, having operated as a check on the investment and export business. Holders, however, have not been eager to realize, and the offerings of bonds and notes have been moderate. U. S. Sixes of 1881 closed 111¾@112; U. S. Five-twenties of 1882 at 111¾@112; U. S. Five-twenties of 1865 at 108¾@108⅞, U. S. Ten-forties at 99@99⅛, ex-Sept. coupon, and U. S. Seven-thirties at 106@107. The brokers are buying the compound-interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	115	May, 1865	110
July, 1864	114½	August, 1865	108½
August, 1864	114	September, 1865	108
October, 1864	113	October, 1865	107½
December, 1864	112		

Railway and miscellaneous property has been in less active request, either for investment or on speculative account; and, and, under pretty free realizations by weak speculative holders, prices have receded, the market closing very dull and heavy. the business of the week has been the lightest thus far, for nearly two months.

Produce and merchandise exhibit more animation. Breadstuffs and Provisions are moving rather more freely but at irregular prices. Hog products are advancing. There is much heaviness in cotton, under the unfavorable foreign advices. Middlings close tamely at 32@35 cents per pound. The week's exports of cotton have been 9,159 bales from this port, and 11,250 bales from all the shipping ports, leaving an available supply of 112,000 bales here, and 245,000 bales at all the shipping ports. The total exports of cotton from the United States, since Sept. 1, 1865, have been 1,539,000 bales. The main feature in foreign merchandise is the steady increase of transactions in Dry Goods, Groceries, and a few other leading articles, with a pretty firm market for seasonable commodities. The total imports of foreign dry goods, last week, were $3,528,193, and the total amount marketed $3,719,066. The value of foreign merchandise imported last week, was $2,228,975—making the grand total value of last week's imports of dry goods and merchandise, $5,757,168, and since January 1, $210,656,044, against $125,250,992 same time last year. The freight market is very dull, with 500 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 22.	Aug. 29.	Sept. 5.
Consols	—@88¾	89¼	89¼
U. S. 5-20's	—@70¼	72¼	73
Erie	—@45	45¾	46¾
Ill. Central	—@—77	78¾	79

The New York exports, exclusive of specie, for the week ending Sept. 4, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,919,607	$3,895,593
Prov. reported	102,928,053	130,230,213
Since January 1	$105,847,660	$134,125,806

The balance in the Sub-Treasury on Wednesday was $83,224,145 13.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, Water Loan, 97; New York 7s, Bounty Loan, 105¼; do., 6s, 1872, 100; Connecticut 6s, 99; N. J. Central R. R., 127; Rome and Watertown, 90; Chicago and Great Eastern, 45¼; Joliet and Chicago, 95; New York and New Haven, 115; Gt. Western 2d mort., 1893, 71½; Galena and Chicago 1st mort., 100¼; Morris and Essex 1st mort., 95; Toledo and Wabash Equipment bonds, 66; Spruce Hill Coal, 4; American Coal, 60; Ashburton Coal, 18¾; Central Coal, 53; Pennsylvania Coal, 156½; Boston Water Power Co., 30¾; Rutland Marble, 26; Mariposa pref., 27¾; Smith and Parmalee Gold, 9½; Western Union Tel., 57⅞; do., Russian Extension, 100; Merchants' Bank, 118; Bank of Commerce, 116; Ocean Bank, 102; Nassau Bank, 110; Central Bank, 112; Phœnix Bank, 105; Shoe and Leather Bank, 110¼; National Bank, 113½; 4th National Bank, 106; Market Bank, 113; Am. Ex. Bank, 119.

Philadelphia.—Reading mort. 6s, 92; Sunbury and Erie 7s, 99¼; Connecting R. R. bonds, 91; Chester Valley R. R., 2¾; West Branch Canal, 30; Union Canal, 2⅜; Union R. R., 42; Germantown R. R., 27; 10th and 11th streets, 63; 13th and 15th streets, 21¼; Camden and Amboy scrip, 38½; Hazleton Coal, 52; Swatara Falls, 1⅞; Fulton Coal, 7; N. Y. and Middle, 5⅛; Mahanoy Coal, 2⅛; Big Mt, 5⅛; Locust Mt., 46; Clinton, 81c.; Allegheny Co. coupon 5s, 75½; Farmers' and Mechanics' Bank, 132; Mechanics Bank, 32; Girard Bank, 58¼; McElhenny Oil, ¾; Feeder Dam, ½; Caldwell, ⅞; Maple Shade, 2⅝; Ocean, 4½; McClintock, ⅝; Dalzell, 94c. The latest quotations are: City 6s, 95½@96; do., new, 99⅝@99¾; State 5s, 95½@95¾; do., coupon, 96½@96½; do., 6s, W. L., 101¾@102¼; Phila., Wil. and Balt., 56½; Reading, 56⅝@56¾; do., 6s, 1870, 96@97; do., bonds, 92@92⅛; do., con., 112@112; Camden and Amboy, 129¼@129½; Penn. R. R., 57¾@57⅞; do., 1st mort., 101½@102¼; do., 2d mort., 99½@100; Little Schuylkill R. R., 37¾@37¾; Morris Canal, 83¾@85; do., pref., 118½@122; do., bonds, 90@93; Wyoming Valley Canal, 66@68; do., 6s, 80@90; Susquehanna Canal, 13½@14; do., 6s, 58½@59; Sch. Nav., 28⅛@29; do., pref., 36⅝@36¾; do., 6s, 1882, 84@85; Union Canal bonds, 24@25; Delaware Div. Canal, 56½@57; do., bonds, 90@90½; Elmira and Williams-port, 30@32; do., pref., 42@44; do., 7s, 1873, 97½@98½; Lehigh Coal and Navigation, 59⅞@60; do., bonds, 1884, 91⅞@92; North Pennsylvania, 40@41; do., 6s, 91½@92; Philadelphia and Erie, 33⅜@33½; do., 6s, 94@95; Minehill, 58⅛@58⅜; Catawissa, 32@38; do., pref., 33¼@33⅝; Lehigh Valley, 64⅞@65; do., bonds, 94½@95½; Fifth and Sixth streets, (horse,) 46@47½; Second and Third, 88@90; West Philadelphia, 68@69; Spruce and Pine, 36@38½; Green and Coates, 80@83; Chestnut and Walnut, 53½@55; Thirteenth and Fifteenth, 21@21⅛; Girard College, 27@27½; Tenth and Eleventh, 63⅞@65; Union, 41¼@42¾; Hestonville, 18½@18⅝.

Boston.—Vt. Central and Vt. and Canada Chattle 8s, 103; Ogdensburg 1st mort., 100; do., 2d mort. 71½; Vermont Central 1st mort., 121; do., 2d mort., 35; Boston, Hartford and Erie, 7s, 40; Eastern R. R. 6s, 1885, 96¾; do., 1874, 98; Cheshire 6s, 1875–'80, 90; Boston and Lynn Horse R. R. 6s, 1888, 90; Cape Cod R. R., 66¼; Troy

and Greenbush R. R., 48; Ogdensburg and Lake Champlain R. R., 72; South Shore R. R., 11; Summit Branch R. R., 112; Vt. and Canada guar., 102; Granite Railway, 53½; Nashua and Lowell, 120; Short Mt. Coal, 20; Gilberton Coal, 25; Boston and Mahanoy Coal, 17; Mammoth Vein Coal, 4; Cape Breton Coal, 2.90; Boston Water Power Co., 30¼; Adams Express Co., 101; Essex Co., 97; Cary Imp., 12¾; Vermont Iron, 75c.; Revenue Extension Silver, 7; Caledonia Gold, 75c.; Wallace Gold, 20c.; Peck Gold, 65c.; Washington Gold, 16c.; Montezuma Gold, 2.50; Albion Gold, 50c.; Bullion Conso., 2⅝; Cook Co., Ills., 7s, 97; Boston 6s, 1877, 101¼; do., 5s, 1878, gold, 101; Albany 6s, 1870, guar., 100½; Bath 6s, 1870, 98½; do., 1891, 95¼; Portland 6s, 1870, 98; Bangor 6s, 93; Chicago 7s, sewerage, 99¾; Springfield 6s, 1878, 99⅞; Massachusetts 5s, 1874@1893, gold, 100; do., 5s, 1875, 112½; Rhode Island 6s, 98; Fuller Farm Oil, 10c.; Massachusetts and Oil Creek, 75c.; Indian Spring, 15c.; Pepper Well Pet., 1.90; Stewart's Run Pet., 15c.; Crescent, 50c.; Central, 2.75; Great Basin, 65c.; Webster Bank, 113; Bank of Commerce, 120⅛; Merchants' Bank, 122; Traders' Bank, 103¾; Tremont Bank, 123½; Everett Bank, 101; Globe Bank, 134; Gloucester Bank, 120; Market Bank, 109; Bank of Republic, 127½; Atlas Bank, 115; Mt. Vernon Bank, 11½; Hamilton Bank, 120; Eliot Bank, 123¼; Fanuel Hall Bank, 134; 3d National Bank, 106¼; Bay State Mining Co., 14; Boston, 1½; Calumet, 20; Concord, 6; Dana, 2¾; French Creek, 65c.; Hancock, 18½; Humboldt, 4; Hanover, 3½; Hungarian, 1⅞; Madison, 2¾; Manhattan, 4; Mesnard, 3⅛; Native, 3; Northwestern, 3; Petherick, 5¼; Phœnix, 13; Pontiac, 1½; Superior, 3¾; Star, 2; St. Clair, 7.

Baltimore.—Marietta and Cincinnati bonds, 85; N. W. Va. 1st mort., 96; Liberty Copper Co., 1.40; Santa Clara, 30; Bare Hill, 0.55; Atlantic Coal, 1.00; Union Bank, 65; Citizens Bank, 14¾; Bank of Baltimore, 104½; Western Bank, 28; Mechanics Bank, 16⅞; Franklin Bank, 12⅝. The latest quotations are: Balt. and Ohio, 113½ @114; do., 6s, 1867, 99@100; do., 1875, 96@97; do., 1880, 96@98; do., 1885, 97@100; Northern Central, 45@46; do., bonds, 1885, 89½@90; N. W. Va. 1st mort., 1873, 96½@97½; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 84@85; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 96½@97½; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 101@101; Baltimore 6s, 1870, 97@98; do., 1873, 96@97; do., 1875, 99½@100; do., 1886, 99@99½; do., 1890, 100¼@100½; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838–70, 83@83; City Passenger R.R., 18¼@18½; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@108; Santa Clara, 8@8; Balt. Chrome, 0.75@0.80; Bare Hill, 0.55@0.65; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.75; Baltimore Coal, 100@200.

☞ Forty-five miles more of the Union Pacific railroad have been accepted by the Commissioners. This finishes the road 13 miles west of Fort Kearney.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Aug. 1, 1866.	Sept. 1, 1866.
Debt bearing int. in coin	$1,242,628,441 80	$1,288,322,541 80
Debt bearing interest in currency	1,079,668,959 96	978,771,040 00
Matured debt not presented	4,670,160 32	19,653,443 82
Debt bearing no interest.	443,449,046 91	441,567,810 33
Total	$2,770,416,608 99	$2,728,314,835 95
Coin in Treasury	$61,322,126 57	$76,333,918 27
Currency	75,995,206 04	56,297,749 46
	$137,317,332 61	$132,631,667 73
Debt less cash in the Treasury	$2,633,099,276 38	$2,595,683,168 22

The total debt shows a decrease since the 1st of August of $42,101,773 04. The balance in the Treasury shows a decrease, as compared with August 1st, of $4,685,664 88. Deducting the amount on hand from the aggregate debt, both on the 1st of August and the 1st of September, the decrease of debt would be $37,416,108 16. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of September, 1866, and the actual decrease in the Public Debt since that period has been $162,006,403 21.

The Central Pacific Railroad Co's First Mortgage Bonds.

The first mortgage bonds of the Central Pacific Railroad Company of California are now, for the first time, offered for sale. The mortgage is for $7,336,000. It covers the whole property of the company, within the limits of the State of California, including the whole of the road now in complete and successful working order from Sacramento City to Alta, a distance of 73 miles, on which, not only the liberal aid received from the National Government (equal to the whole of the first mortgage) but also nearly seven million dollars, derived from stock subscriptions and other sources, have been economically and judiciously expended, for construction and equipment purposes. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the property which it covers. The amount of the First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is declared by Act of Congress to constitute a lien prior and superior to that of the United States Government, and all others whatsoever. The working portion of the road earned in May of this year $65,116; in June, $67,430; in July, $85,000 all paid in coin. The construction of the road is going vigorously forward,—24 miles additional being nearly ready for the cars,—and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over $13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

Over $1,000,000 have already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line. This part of the Great Pacific Railroad route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best accrued and most desirable investments ever offered. The bonds are issued in coupon form, are of the denomination of $1,000 each, and have thirty years to run from date of issue, July 1, 1865; interest and principal are made payable *in coin*, in the City of New York. The bonds bear interest at the rate of six per cent. per annum in coin; payable semi-annually on the first days of January and July of each year, at the banking house of Messrs. Fisk & Hatch, No. 5 Nassau street, who are the sole agents for the sale of the bonds. The bonds are offered at 95 per cent., and accrued interest from July 1st, in currency.

Graff's Patent Railway Fastening.

We give in another part of this week's issue a description of Graff's Patent Railway Fastening. We are told that many railroad and practical men have examined this fastening, and all pronounce it "the perfection of railroad fastenings," and that it will accomplish all that is claimed for it. It is the only railroad fastening that will allow old rails with battered ends (now valued only as old iron, and of which there are thousands of tons laid aside as such) again being used in the track without shortening the rail. This is done by cutting out on top the battered part at the ends. A model of this fastening may be seen at the office of Messrs. Fowle & Co., 70 Broadway, N. Y.

Tennessee and Pacific Railroad.

We invite attention to the advertisement of this company for Proposals for a preliminary instrumental survey of that portion of the road lying between the cities of Nashville and Knoxville, Tenn. The work contemplated is very nearly an air line trunk road through the State of Tennessee, from Knoxville to Memphis, thus constituting a link in the great chain of railroad on the shortest possible route from New York *via* Richmond, Lynchburg, etc., to Texas and the Southern Pacific. We understand that a lively spirit is being manifested for the work in all parts of Tennessee, and that liberal State, City and County aid will be given to the work. It will develope the immense coal and iron interests of East Tennessee.

Pacific Mail Steamship Company.

The first ship of the China line, the Colorado, will leave San Francisco on the 1st of January, 1867. Three other magnificent ships are being prepared for the new route, and negotiations are in progress by a company to bring monthly from China to California 1,500 laborers by these ships.

New Military Road.

The contract for building the new military road called the Green Bay, Shawano and Fort Williams has been let to Hon. Jackson Hadley of Milwaukee, who will at once commence work upon. The road is said to pass through a delig farming country.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Aug. 31st, 1866, were $62,795 16
Corresponding week of 1865 ..... 74,693 60

Decrease $11,898 44

The earnings of the Grand Trunk Railway of Canada for the week ending Aug. 25th, 1866 were $130,357 00
Corresponding week of previous year.. 121,768 00

Increase $8,589 00

The earnings of the Chicago and Great Eastern Railway for 4th week in Aug. were ... $33,992 12
Same period last year 30,717 68

Increase in 1866. ..... $3,274 44

The earnings of the Chicago and Northwestern Railway for the fourth week in Aug., 1866 were $304,409 00
Corresponding week of previous year.. 338,362 00

Decrease $33,953 00

The earnings of the Detroit and Milwaukee Railroad for the fourth week in Aug., 1866, were $37,540 00
Corresponding week of 1865. ..... 37,117 00

Increase $423 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Aug., 1866, were $108,451 00
Corresponding week of previous year.. 98,579 00

Increase $9,872 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of August were $57,537, an increase of $10,056 on the same week last year.

Richmond and Newport News R. R.

The ceremony of breaking ground for this road took place at Newport News on the 25th ult. A large force of laborers are now at work breaking gravel, and the grading is being pushed forward vigorously. It is computed that the road will cost about $10,000 per mile.

Williamsburg will be benefited by the road, as it will pass through that place. The terminus at Richmond will strike somewhere in the neighborhood of the Rockets, but that end of the line has not yet been surveyed. It is not intended to connect with the York River Railroad, but the track will cross it. The grading required will be very slight, and there will be sixteen miles of air-line.

The advantages of this new railroad to the country bordering upon the James river will be very great. Newport News, the eastern terminus of the road, embraces a level plateau of land of many miles in extent, furnishing a most eligible site for the erection of a large town or city, which, with its great water advantages and convenience to the coast, would probably in a few years outrival any other city in Virginia, and probably become its chief seaport. The attention of Northern capitalists is already being attracted toward this new road, and large investments in land at Newport News are being made at a great increase [illegible] the rates obtained a year ago. The officers [illegible]e road are: President E. S. Hamlin; Chief [illegible]eer, A. C. Dunn; Treasurer and Secretary, [illegible]herry. Board of Directors: Thomas H. [illegible] Robert Saunders, E. R. Mason, H. G. [illegible] C. Hawley and James Lyons.

Memphis and Little Rock Railroad.

We learn from Col. Robertson, president of this road, that a contract was signed on the 23d ult., by which Col. D. H. Feger engages to complete the railroad from Hopefield, on the Mississippi, to the St. Francis River, forty-two miles, by the first of January next. The road from White River to Little Rock, thirty-five miles, is now in operation. The intervening space, between White and St. Francis Rivers, thirty-five miles is partially graded. The Little Rock Railroad will be one of the principal feeders to the commerce and the business of Memphis, and its importance to the prosperity of that city cannot be over-estimated. The work is to be commenced in a few days, and prosecuted with the utmost vigor.

☞ A railway is now in course of construction for the private use of the Sultan between Unkiar-Skelessi and the Sultan's summer residence at Tokat, on the Asiatic coast of the Bosphorus.

Commerce of New York.

The foreign imports at New York for the month of July are officially stated as follows:

	1865.	1866.
Entered for consumption.	$10,175,820	$14,204,403
Entered for warehous'ng	7,845,974	11,301,274
Free goods	886,431	899,549
Specie and bullion	253,640	345,961
Total entered at port ...	$19,161,838	$26,851,187
Withdrawn fr. warehouse	8,612,411	9,084,242

The foreign imports at New York for the seven months from January 1st, were:

	1865.	1866.
Entered for consumption.	$48,301,218	$103,064,165
Do. for warehousing ...	45,657,066	77,727,741
Free goods	5,910,143	7,936,165
Specie and bullion	1,305,463	1,526,147
Total entered at port..	$101,173,890	$190,254,218
Withdrawn fr. wareh'se	50,239,232	59,078,096

The relative imports of dry goods, specie and general merchandise at New York for the first seven months of the last sixteen years, have been as follows:

	Imports of			
	Dry Goods.	Gen'l Mdse.	Specie.	Total Imports.
1851.....	$42,240,217	$43,174,714	$1,480,476	$86,895,407
1852.....	34,994,294	37,215,342	2,028,248	74,237,884
1853.....	57,421,619	59,398,895	1,099,516	117,915,020
1854.....	55,308,993	53,126,642	1,609,090	115,041,725
1855.....	34,724,393	49,008,832	523,151	84,256,376
1856.....	60,296,946	72,757,795	963,500	134,081,241
1857.....	66,716,293	84,156,080	5,857,310	156,729,683
1858.....	30,169,358	48,305,767	1,815,258	80,290,381
1859.....	71,782,984	83,366,928	1,301,082	156,450,994
1860.....	63,862,687	78,485,850	751,188	142,599,725
1861.....	31,515,606	54,875,955	32,906,166	118,797,727
1862.....	30,183,764	74,488,315	781,556	105,403,635
1863.....	35,112,935	70,860,800	1,036,013	107,009,748
1864.....	53,122,729	106,064,043	1,555,066	160,741,888
1865.....	31,850,399	68,018,028	1,305,463	101,173,890
1866.....	80,442,325	108,285,747	1,526,147	190,254,218

The revenue from customs at New York for seven months has been as follows:

	1865.	1866.
In July	$9,778,276 65	$11,507,186 60
Previous 6 months.	36,695,577 07	67,548,189 78
Total	$46,473,853 72	$79,055,376 38

The exports from New York to foreign ports in the month of July, were:

	1865.	1866.
Domestic produce	$12,521,246	$13,057,476
Foreign merch'ndise free	28,236	27,269
Do. dutiable.	262,593	401,724
Specie and bullion	723,986	5,821,459
Total exports.	$13,536,061	$19,307,928
Do. exclusive of specie.	12,812,075	13,486,469

The exports from New York to foreign ports for seven months from January 1st, have been:

	1865.	1866.
Domestic produce	$80,670,013	$117,311,612
Foreign free goods	663,132	486,063
Do. dutiable.	2,405,615	3,427,711
Specie and bullion	18,639,745	51,603,889
Total exports	$102,378,505	$172,829,275
Do. exclusive of specie	83,738,760	121,225,386

Union Pacific Railroad.

The Union Pacific Railroad has been opened for business to Fort Kearney, a distance of two hundred miles from its initial point—Omaha, in Nebraska, on the Missouri River. This length of track has been laid since last October, and Fort Kearney has been reached about a month ahead of the time promised by the President, General Dix, last June. By the 1st of January the forks of the Platte River will, it is said, be reached, a distance of one hundred miles beyond Fort Kearney. The rapid prosecution of this work, which is the main stem of the great Continental Railroad, is due to the disposition manifested by Congress during the late session, to exact a rigorous compliance with the law, and to the rivalry of the States of Illinois, Iowa, Missouri and Kansas, for the control of the rapidly developing trade of the Territories—a rivalry that has caused the recent completion of the Missouri Pacific Railroad, from St. Louis to Achison, and that is now pushing the Kansas Branch rapidly forward from Leavenworth. When the Pacific Railroad Act was passed, there was but little anticipation of any immediate profit to the road from way traffic; but the recent discovery of new gold and silver fields, along the route, and the rapid settlement of the Territories by emigrants, open fresh resources to the builders of the road, and offer new inducements for its early construction. Sir Morton Peto, in his recently published *Resources and Prospects of America*, speaking of the importance of the road, says that "the mining interest of the United States alone can maintain such a railway." And this opinion of the eminent English railway capitalist is amply justified by facts. The trade of Colorado, Montana, Utah, Nevada and Idaho, not to speak of the more distant regions now filling up with treasure seekers and agriculturists, is a prize worth contending for. Added to that of California and Oregon, it will soon reach an aggregate that will task to the utmost, if it does not exceed, the capacity of a single track railway across the country. What is said of the Eastern end of the Pacific Railroad in this connection, applies with at least equal force to the California end of the work, which finds in the enormous traffic between California and Nevada alone—a traffic said to amount to $5,000,000 per annum—a sufficient motive for hurrying forward an enterprise that was begun as a National necessity almost exclusively. Under the impetus thus derived and encouraged and sustained

by liberal public aid, the Central Pacific Railroad Company (the California Branch of the Union Pacific) has pursued its end of the work, 73 miles in the Sierra Nevada, and will in a few months have overcome the most serious difficulty on the entire route from Sacramento to the junction with the Eastern branch. This lofty range once surmounted, the company can, under the recent remedial Act of Congress, push their track on towards Salt Lake, and will have nearly as easy grading as falls to the lot of the Eastern constructors. Experienced railroad men have expressed a confident opinion that the completion of the Pacific Railroad within five years is thoroughly practicable. With the private capital at their command, with Government Bonds for every complete section of 20 miles at the rate of $15,000 to $48,000 per mile, with enormous grants of public land, and with the extra inducement and assistance of a considerable local traffic falling to them as fast as they progress, there is no good reason why the two principal companies having the work in charge should not be able to meet on the plains and join their tracks at the end of the period named: especially as the single State of Illinois, during the ten years ending in 1860 built about 4,000 miles of railroad with no aid from Government except a grant of lands which was not pecuniarily available till the roads were under way. But even should the companies fail to accomplish quite so much as anticipated, they will at least have made so much progress that even in three years there will remain but a few hundred miles of stage travel between the termini of their advancing roads, so that long before the entire completion of the railway, the journey across the continent will lose most of its terrors, the way of the immigrant will be comparatively cheap, safe and easy, the overland mail service will be greatly quickened, and the people of the Atlantic and Pacific slopes will taste the benefits that have for many years formed the burden of their prayer—an Overland Railroad.

Debt of Tennessee.

The State of Tennessee, in giving aid to its railroads, instead of subscribing stock, made loans to them of $10,000 per mile in its bonds, secured by first mortgages upon the respective roads; requiring them to pay their interest promptly, and to pay annually to the State Treasurer *two per cent.* upon their loans as a *sinking fund* for the redemption of their debt.

At the close of the war the railroads were in such crippled condition as to require further aid from the State, which was granted by the last Legislature in the shape of a loan of $3,000 per mile to each road, in addition to the former loan of $10,000, secured by similar liens—making $13,000 per mile due the State; whereas the average value of these roads is $25,000 to $30,000 per mile.

The railroads are generally now in good condition, and are doing a steadily increasing business. Nearly all of them paid their July interest to the State, and in future will be able to do so, without inconvenience; and the officers of the companies are directly interested in doing so, as the law provides that in case any railroad shall fail to pay its interest promptly, "the road so defaulting shall be taken possession of by the State and placed in the hands of a receiver until the interest which has accrued on its bonds shall have been paid from the net earnings of the road."

The State funded, to 1st January last, all the unpaid bonds and coupons which matured during the war into new bonds, and paid its interest in full upon old and new bonds 1st July, and will pay her interest 1st January, and regularly thereafter.

The following figures, obtained directly from the Comptroller's office of the State of Tennessee, will show the entire debt of the State at the present time:

Old debt, for which the State has to levy taxes to pay interest:

Old 6 per cent. bonds	$1,706,000 00
Old 5 per cent. bonds	1,949,440 00
Old 5½ per cent. bonds	239,166 66
	$3,894,606 66
Am't new debt created by funding back interest	873,813 00
Total amount State debt proper	$4,768,419 66
Total amount debt for loans to railroads (including old, funded and new) all secured by 1st mortgages on railroads, and interest on which is paid by the railroads	24,382,832 00
Total amount State bonds issued	$29,151,251 66

The interest upon the State debt proper $4,768,419 66 at 5, 5¼ and 6 per cent., is only $264,817 05, being the total amount of taxes to be levied yearly by the State to meet its interest regularly.

☞ Proposals are now being received, in New Orleans for deepening and maintaining the channel across the bar of the "Southwest Pass" at the mouth of the Mississippi River. The plan is to dredge out a channel of the uniform depth of 18 feet at low water, and 200 feet in width across the bar, and this, by occasional dredging, it is thought can be maintained. Congress has appropriated $75,000 for this purpose.

☞ The line over Mont Cenis is stated to be making good progress. The works on the Italian side will, it is stated, be completed in October, while in November uninterrupted communication will be established between Italy and France. Although the gradients are as heavy as 1 in 12, a speed of 11¼ miles per hour has been attained on them in a recent trial. Some of the curves are very sharp, being only 50ft. radius.

☞ A company was organized in Wilmington, N. C., on the 25th ult., called the Wilmington Railway Bridge Company. The object of its formation is to construct a railroad bridge across the Cape Fear river, to be used conjointly by the three railroads that centre there.

☞ We learn from San Francisco that the wires of the Russian-American telegraph have been stretched a distance of 715 miles above New Westminster, British Columbia.

☞ A street railroad is to be constructed in Atlanta, Ga. It is proposed to have it run North and South, East and West, and to be three miles in length.

☞ The introduction of street railroads in Memphis, Tenn., has been a decided success. Cars are now running on Main, Poplar, Jefferson and Beal streets.

☞ The Milwaukee and St. Paul railway company have just completed a new and substantial bridge across Rock River, about two miles east of the Watertown depot.

☞ John R. Kenrick, Esq., has been appointed Superintendent of the Concord Railroad, vice Jos. R. Gilmore, resigned.

A New Railroad Freight Line.

The several "narrow guage" roads between Boston and New York, and Cincinnati, Louisville and St. Louis, have entered into a new freight arrangement to be called the "White Line." These cars are to be pushed through promptly, and will be a great advantage to local as well as through shippers. It goes into effect on the third of September. Geo. Darling, of Rochester, a very competent man, is to be General Superintendent.

☞ A dispatch from Junction City, Kansas, dated Sept. 5th says: General Pope to-day erected the initial stone of the Union Pacific Road South Branch, with appropriate ceremonies, and the grading of the road commenced. Gens. Pope, Davidson and others made appropriate addresses. A party of surveyors are now locating the road to the southern line of Kansas *via* Neosho and Grand Rivers.

☞ The Huron and Ontario (Canada) Ship Canal Company are, it is said, making considerable progress, and the work will soon be put under contract. Hon. Donald McDonald and Adam Crooks, Esq., have joined the direction. Hon. Wm. Cayley accepts the position of Secretary.

☞ The Ohioville Railroad Companies of Ohio and Pennsylvania have been consolidated under the name of "Island Run Railroad Company," and organized by electing J. W. Blanchard, President; C. O. Rourke, T. W. Williams, A. L. Crawford, H. Lee, A. H. Dohrman, and C. K. Chamberlin, Directors; W. G. Darley, Chief Engineer, and W. Newell, Secretary and Treasurer.

☞ The Supreme Court of Massachusetts decided on the 3d inst., that the act of 1863 which imposed a tax on the stock of corporations held by persons whose residence is out of the Commonwealth, and which imposed a tax on the dividends of non-resident stockholders, is illegal.

☞ The opening of a section of the steam railway from the base of Mount Washington to the summit was informally celebrated 29th ult. The engine with ease drew a load of forty passengers up an inclination of fifteen degrees.

☞ It is said that the Austrian Government propose to compensate the Austrian lines for damages which may have been occasioned to them by its troops during recent hostilities.

☞ Subscriptions are being raised to survey a line of railroad from Bay City to Port Hudson, Mich.

☞ Efforts are being made to get the Toledo, Ann Arbor and Saginaw Railroad to make Bay City its terminus on the Saginaw River.

☞ The New Haven Peat Co. has been organized with E. H. Scranton as President, and will operate on the peat beds of the great Dismal Swamp, on the southern border of Virginia.

☞ A company has been organized in St. Paul, Minnesota, for the preparation of peat to be used as a substitute for wood and coal.

☞ The Chicago Board of Trade has appropriated $500 toward defraying expenses of the survey of the ship canal from Lasalle to the Mississippi River.

Valley (Va.) Railroad.

Richard Randolph, Esq., Chief Engineer, with his corps of assistants, is now in Rockbridge Co., Va., engaged upon the work of locating the line. It is supposed the survey will be completed to Salem by the 1st of November next. The following gentlemen are associated with Mr. Randolph: C. T. Mason, W. M. Bolling, P. P. Dandridge, Charles Goldsborough, Wm. L. Done, J. M. Lee, C. Taylor, B. S. Randolph and T. Carson. They are now encamped near the town of Lexington.

☞ We learn from Macon, Ga., that the Railroad Convention which met in that city on the 5th inst., adjourned in the afternoon of that day. The Macon delegation declined to recommend the city to subscribe to stock, as it might embarrass it in meeting the subscriptions already made for other roads. The work is highly approved, and aid is promised when practicable.

☞ Jacob Snively, Esq., has been elected President of the Chesapeake and Ohio Canal Company. The directors are: F. Dorsey Herbert, A. Kershner Stake, L. J. Brengle, Horace Resley, Charles Abert and H. Addison.

☞ The Orange and Alexandria Railroad is said to be doing a very large freight business, and that there is a prospect of its increasing. The railroad between Alexandria and Washington is also said to be doing well.

OFFICE TENN. & PACIFIC R. R COMPANY,
No. 25 UNION STREET,
NASHVILLE, August 28, 1866

PROPOSALS WILL BE RECEIVED FOR A Preliminary Survey, with instruments, of that portion of the Road, which is between the Cities of Nashville and Knoxville, Tennessee. The Road must be surveyed on lines, and the report must embrace all necessary information in regard to the character of the country, its resources, the distances intervening, grades and obstructions, the cost of construction, and be accompanied by plans and profile views of the several routes, necessary to letting out the work.

Engineers must state the sum for which the work will be completed, and Proposals must be filed at this Office by the 1st of October.

J. D. B. DEBOW, President.
JOHN KIRKMAN, Chairman Executive Committee.
3136

LEATHER BELTING
FOR SALE.

90	feet of New Leather	Belting,	10	inch.
650	" "	"	8	"
500	" "	"	6	"
175	" "	"	4	"
725	" "	"	3½	"

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The next Annual Session begins SEPT. 12th. For the new ANNUAL REGISTER, containing full information, apply to
8131 Prof. CHARLES DROWNE, Director, Troy, N. Y.

FIRST MORTGAEG BONDS
OF THE
Central Pacific Railroad Company,
OF CALIFORNIA.

Interest at the rate of Six per Cent. per Annum, payable Semi-Annually.

Principal and Interest payable in U. S. Gold Coin in the City of New York.

Amount of Issue, $7,336,000.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is *declared by Act of Congress to constitute a lien prior and superior to that of the United States Government, and all others whatsoever.*

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the Road, together with nearly $7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 78 miles, and the earnings for the three months ending August 1st were as follows, viz.:

May, 1866		$65,115 83
June	"	67,429 78
July	"	85,000 00

IN GOLD.

The earnings are steadily increasing, and are estimated at over $100,000 in Gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward, and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over $13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over $1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of $100,000 per month in Gold, only about 25 per cent. of which is required for operating expenses.

The interest is payable on the first days of January and July, at our office in the city of New York.

The Bonds are offered at 95, and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks or Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,
No. 5 Nassau St., New York.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 15, 1866.

The Industry of Massachusetts.

A document of much value has just been issued from the office of Hon. Oliver Warner, Secretary of the Commonwealth, entitled "Statistical Information relating to certain branches of Industry in Massachusetts, for the year ending May 1, 1865." The record which it presents of the industrial prosperity of the State is very gratifying. The first report of the kind, published in 1838, exhibited an annual amount of industrial products of eighty-six millions of dollars. In 1845 it had increased to one hundred and twenty-five millions. In 1855 it had reached the sum of two hundred and ninety-five millions, and is now augmented to five hundred and seventeen millions of dollars. Thus the last decade exhibits an increase of seventy-two per cent., while the population during the same period increased only three per cent. This result has been arrived at during a period when the country has been subjected to the strain of a distressing war, with a large proportion of our industrial classes changed from producers to consumers.

A comparison of some of the leading products, as exhibited in the extracts of 1855 and 1865, is presented below, which shows largely increased results, with the single exception of the whale fishery:

	1865.		1855.	
	Value.	Capital.	Value.	Capital.
Cotton	$54,436,881	$33,293,936	$26,140,538	$31,961,000
Calico and Delaine	25,258,703	4,222,000	5,218,000	1,900,000
Woolen	48,430,671	14,735,830	12,105,574	7,305,500
Paper	9,000,521	3,785,300	4,141,817	2,564,500
Rolled and sheet iron and nails	8,836,502	2,827,300	5,512,816	2,342,825
Printing and newspapers	5,888,148	1,119,400	1,351,318	749,550
Clothing	17,743,894	4,634,440	9,001,896	2,770,800
Tanning & currying	15,821,712	4,994,933	10,934,416	4,152,426
Boots and shoes	52,915,243	10,067,474	37,499,923	.....
Whale fishery	6,618,670	5,879,862	7,666,996	14,546,543
Mackerel and cod fishery	4,832,218	3,757,761	2,829,640	8,696,496
Horses, oxen & cows	19,154,790	....	15,423,521	....
Hay	13,195,279	....	8,702,317	....

There has been quite a marked reduction in the number of hands employed in the cotton and the boot and shoe manufactories. The number employed in cotton in 1855 was 34,787; in 1865, 23,678; the number employed in boots and shoes in 1855, was 74,826; in 1865, 55,160. This decrease is doubtless owing to the introduction of labor-saving machinery. On the figures given, Secretary Warner remarks:

"The aggregate amount of industrial products for the year ending May 1, 1865, surprising as it is, and exhibiting as it does a grand total of $517,240,613, being over a million and a half dollars for each working day in the year, with a capital of $174,499,950, and giving employment to 271,421 persons engaged in manufacturing, and 68,636 in agricultural pursuits, well illustrates the indomitable perseverance of a people whose national productions have been said to be only 'ice and granite,' and whose industry, united with intelligence, has not failed to win substantial triumphs over the disadvantages of soil and climate."

Bristol County leads in the manufacture of cotton. In the manufacture of calicoes and delaines Essex returns the largest amount. In woolen goods, Worcester stands at the head. Worcester leads, too, in shoddy. Middlesex makes the most carpeting, and the most hollow ware and castings; Suffolk the most locomotives, steam engines and boilers; Bristol the most shovels, spades, forks and hoes; Worcester the most plows and agricultural implements; Suffolk the most hoop skirts, and the most paper collars; Berkshire manufactures the largest amount of paper. Suffolk produces most of the organs, melodeons and piano fortes made in the State; Middlesex the most watches and jewelry; Essex is ahead on hats and caps; and Suffolk on clothing, being the principal seat of its manufacture; Suffolk and Hampden are the chief manufacturers of fire-arms; Middlesex is the principal seat of India rubber manufacture; Essex is the leading boot and shoe county. In the mackerel and cod fishery Barnstable stands first, with a value of $2,224,403, against $1,684,052 in Essex. In the whale fishery Bristol leads. Middlesex and Norfolk are the great brewery counties. Middlesex produces the largest value of fruit, and Worcester of hay. The latter county is also the foremost in horses, oxen, cows, &c. In beef, pork, mutton, veal and swine Middlesex stands highest; also in milk. Worcester and Middlesex are two of the greatest agricultural as well as manufacturing counties in the State. The aggregate manufacturing values of the counties are as follows:

Barnstable	$6,090,022
Berkshire	24,951,499
Bristol	55,088,314
Dukes	545,810
Essex	81,107,926
Franklin	7,938,522
Hampden	28,016,816
Hampshire	13,143,957
Middlesex	88,102,442
Nantucket	281,265
Norfolk	36,771,897
Plymouth	17,682,246
Suffolk	86,849,174
Worcester	76,271,724

Mineral Statistics of Great Britain.

Mr. Robert Hunt, of the Museum of Practical Geology, London, has prepared his usual annual statement of the Mineral Productions of the United Kingdom. From this we learn that the total number of tons of coal produced in 1865, in England, Scotland and Ireland amounted to 98 150,587—being an increase, as compared with the production of the previous year, of 5,862,709 tons. The following table will show the sources from which this enormous supply of coal was derived:

	Tons produced.
Durham and Northumberland	25,032,694
Cumberland	1,431,547
Yorkshire	9,355,100
Derbyshire	4,595,750
Nottinghamshire	1,095,500
Leicestershire	965,500
Warwickshire	859,000
Staffordshire and Worcestershire	12 200,989
Lancashire	11,962,000
Cheshire	850 000
Shropshire	1,185,000
Gloucestershire and Somersetshire	1,875,000
Monmouthshire	4,125,000
South Wales	7,911,507
North Wales	1,983,000
Scotland	12,650,000
Ireland	123,000
Total produce of the United Kingdom	98,150,587

—of which there have been retained for home consumption, and exported in the five years ending with 1865, as follows:

Exported. Tons.	Retained. Tons.	Consumption per head of the population. Tons.	Cwts.	qrs.	lbs.
1861.7,855,115	77,657,029	3	7	2	6
1862.8,301,852	75,202,986	3	4	1	2
1863.8,275,212	79,890,253	3	8	1	20
1864.8,809,908	83,852,265	3	1	0	21
1865.9,170,477	88,980,110	3	13	2	24

Of the amount retained for home consumption, the quantity consumed in making iron, and for all other purposes, is shown in the annexed statement:

Coal consumed in making iron. Tons.	Leaving for all other purposes. Tons.	Or per head of the population. Tons.	Cwts.	qrs.	lbs.
1861.22,273,762	55,388,267	2	7	3	2
1862.23,652,107	51,650,879	2	3	0	13
1863.27,018,082	52,877,171	2	5	2	23
1864.28,715,639	55,137,526	2	6	0	3
1865.29,783,052	59,197,058	2	9	0	8

For the purpose of rendering this history of the coal trade as complete as possible, returns of all the coal brought into London since 1834 are given, a detailed statement of all the collieries sending coal to the metropolitan district since 1854, and the prices of Newcastle and Sunderland coal in the London market during each month since the year 1832. From these we find that in 1834 by sea and canal London received 2,080,547 tons, and in 1844, 2,563,166 tons. In 1845 the railways began to bring coal to London, the quantity in that year being 3,461,199 tons. In 1854 there was an advance to 4,378,732 tons, and in 1864 to 5,476,426. The quantity brought within the metropolitan district last year was 5,909,940 tons.

An interesting portion of the returns is that which gives the statistics of the production of coal in the various European States and on the continent of America—the total quantity raised in every part of the world being considerably less than that produced in the United Kingdom. The annual coal production of the whole world is 186,000,000 of tons; but of this quantity the United Kingdom produces 98,000,000, or considerably more than one-half.

	Tons.
France, 1865	11,300,000
Belgium, 1862	9,758,223
Prussia, 1863	10,074 815
Prussia, 1863, (brown coal)	4,003,044
Saxony, 1863	1,902,175
Saxony, 1863, (brown coal)	428,615
Grand Duchy of Baden, 1864	12,338
Hanover, 1863	287,415
Hesse and Nassau	79,296
Electoral Hesse, 1865	308 150
Electoral Hesse, 1865, (brown coal)	170,600
Bavaria, 1862, (coal)	221,220
Bavaria, 1862, (lignite)	45,570
Zollverein, 1863, (coal)	16,906 707
Zollverein, 1863, (lignite)	5,459,494
Austria, 1862, (coal)	2,265,228
Austria, 1862, (lignite)	1,786,679
Russia, 1863	6,350 000
Denmark, 1864	2,755
Sweden, annually	30,000
Holland, annually, (inferior)	18,000
Portugal, annually	14,500
Switzerland, annually	15,100
United States of America, 1864	4,598,659

The quantity of iron produced was 9,910,045 tons, valued at the place of production at £3,324,804. This was used to feed 656 blast furnaces, from which flowed forth 4,819,254 tons of pig iron. Of this 543,018 tons were exported; and 6,407 puddling furnaces and 730 rolling mills were employed in converting the remainder into finished iron.

The quantity of tin ore produced was larger than that obtained from the Cornwall and Devonshire mines in any previous year, amounting to 15,686 tons, of the value of £867,435, from which 10,039 tons of metallic tin were obtained. The quantities produced, and the price per ton of ore, during the past six years have been as follows:

	Ore raised. Tons.	Av. price per ton of ore.
1860	10,462	£71 11
1861	11,640	62 7
1862	14,127	59 14
1863	15,157	63 12
1864	15,211	60 17
1865	15,686	55 6

As large quantities of tin are steadily arriving in England from Banca and Billiton, and as the Dutch merchants hold 7,690 tons of tin, available for the coming twelvemonths, there is no hope of any increase of price, until necessity, by closing many of the productive tin mines, reduces the supply.

The copper mines of Great Britain and Ireland produced 198,298 tons of copper ore, of the value of £927,938. From this 11,888 tons of copper were smelted, valued at £1,134,664. The production of British copper ores has been for some time steadily declining—the ores, as shown by a table given, are becoming poorer, and the price, which was for Cornish copper ores in 1856, £6 2s. 6d., has fallen to £4 15s. in 1865. The imports of foreign and colonial copper have been very large, that of copper ore amounting to 82,562 tons, and of regulus to 39,686 tons, while cake and manufactured copper have also been largely imported.

The total quantity of lead ore raised in the United Kingdom in 1865, was 90,452 tons, from which 67,181 tons of metallic lead, and 724,856 ounces of silver were obtained.

The zinc mines produced last year 17,842 tons of zinc ores, against 15,047 tons obtained in 1864.

The gold bearing quartz of the Welsh hills in the neighborhood of Dolgelly produced 1,663 ounces of gold; in the previous year the quantity was 2,336 ounces; and in 1863, it was 5,299 ounces.

Iron pyrites have been raised during the year to the extent of 114,195 tons, the value of which is estimated at £71,174. Of this quantity 81,990 tons have been raised in County Wicklow, Ireland.

Barytes, a mineral which is largely used to mix with white lead, are returned at 6,768 tons.

Of the white oxide of arsenic, a return was made of 826 tons, separated from other ores, and sold in Cornwall.

The following is a general summary of the minerals raised and metals produced in the United Kingdom in 1865:

	Quantity of Minerals raised.	Value of Minerals raised.	Quantity of Metals produced.	Value of Metals produced.
Tin, tons	15,686	£867,435	10,039	971,273
Copper, tons	198,298	927,938	11,888	1,134,664
Lead, tons	90,451	1,153,134	67,181	1,438,161
Silver, oz.	.....	.....	724,856	199,335
Zinc, tons	17,842	62,478	4,460	104,810
Pyrites, tons	114,195	71,174	.....	.....
Gold, (quartz)	4,280	.....	oz. 1,164	5,824
Iron, tons	9,910,045	8,924,804	4,819,254	11,774,220
Coal tons	98,150,587	24,537,621	.....	.....
Earthy minerals and others, returned	.....	774,466	.....	.....
Earthy minerals not returned, estimated	.....	650,000	.....	.....
Metalliferous ores and metals other than above estimated	.....	.....	150,000	15,773,287
Total value	.....	82,359,080	.....	15,773,287

The following therefore represents the total value of the productions of the mines and collieries in Great Britain in 1865:

Metals obtained	£15,773,287
Coal	24,537,621
Earthy minerals (not including ordinary clays and building stones)	1,434,496
Total	£41,745,404

Delaware and Raritan Canal—Necessity of its Enlargement.

The business on this canal has increased so rapidly and has attained such prodigious totals, and, besides, increase of business upon it is so distinctly foreshadowed, that additional enlargement of the capacity of its locks will very soon have to be made, to satisfy the necessities and the interests of commerce.

Except on 43 miles of Delaware and Raritan Canal between Bordentown and New Brunswick, and on 14 miles of canal between Delaware City and Chesapeake City, there is open, deep and free river and bay navigation between the tidewaters of the Chesapeake, the Delaware and the Hudson, and the great cities and busy towns thereon. The movement of freight on this short, cheap and convenient inside water line, in contrast with the outside or coast route, is positively stupendous; and to accommodate its inevitable increase, either the

present lock will have to be widened to admit two boats into its chamber at the same time, or duplicate locks will have to be built alongside those in operation. Locks widened to pass two boats together would be a remedy for a time; and when still another enlargement of lockage capacity is required, the locks might be doubled in length, and made to pass four boats at a time in one chamber.

The Saut St. Mary's Canal has lock chambers 70 by 350 feet; and we have seen four brigs and schooners, bound from below for Lake Superior iron ore at Marquette, in the lock chamber at the same time.

The summit level of the Delaware and Raritan Canal is but 58 feet elevation above mean tide, so that the ascending and descending lockage between its termini is only 116 feet. The number of locks is but ten. The summit level is supplied by a feeder 28 miles long, which is filled by inflow from the Delaware river at Bull's island, and which has an incline of two inches in the mile to Trenton. Reservoir room for water storage may be provided to any extent, on the long summit level of the main canal; and nothing is needed but bold hydraulic engineering and the expenditure of money, to make the Delaware and Raritan Canal of capacity equal to its prospective trade, whatever be the limit its aggregate may reach.—*U. S. R. R. and Mining Register.*

Ogdensburg and Lake Champlain R. R.

On the 1st of August, 1865, this road, with its equipments, was, by an order from the Supreme Court, and by agreement of parties, transferred from the Trustees of the Second Mortgage Bonds of the Northern Railroad Company to the Ogdensburg, and Lake Champlain Railroad Company, an organization created by a law of the State, passed April 8, 1864. The road is 118 miles in length, extending from Rouse's Point to Ogdensburg. At the former it connects with the Montreal and Champlain, and the Vermont Central and Vermont and Canada Railroads. At Moore's Junction, with the Montreal and New York Railroad. At Potsdam Junction, with the Rome, Watertown and Ogdensburg Railroad. And at Ogdensburg by ferry, with the Grand Trunk and Ottawa and Prescott Railroads of Canada. The equipment of the road consists of 26 locomotives, 17 passenger, 8 baggage, mail and express, and 353 freight cars. It has 18 miles of second track and sidings, and 4 miles of branch roads, viz: 1¼ mile from Summit to Gravel Beds; 1¾ mile from Champlain to River Landing, and 1 mile from Potsdam to Lumber Mill. The weight of rail per yard is 56 lbs.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers and freight	$741,765 42	$612.970 86
From interest	16,866 52	4,829 47
From insurance	9,427 50	17.000 00
From Crawford bonds	.....	10,500 00
From bills payable	.....	165,150 00
From bills receivable	.....	59,500 00
Totals	$768,059 44	$869,950 33
Payments, other than for construction:		
For transportation expenses	$549,703 86	$662,711 74
For interest	108,484 50	189,102 07
For discount, interest and exchange	428 91	.....
For payments to Champlain extension	.....	20,000 00
For expenses attending new organization	.....	65,671 59
Totals	$658,617 27	$937,485 40

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$159,564 66	$178.115 67
" freight	547.443 67	508.297 88
" other sources	19,335 38	21,108 34
	$726,343 71	$707,521 34
Expenses, viz:		
Repairs of road	$66.862 39	$111,984 85
Cost of iron for do	77,655 14	55.768 19
Repairs of buildings	34,739 30	22,744 72
" fences, etc.	3,380 11	5,120 07
Taxes and insurance	24,362 21	45.922 27
Repairs of engines	33.597 81	34.023 08
" cars	30,875 62	54.201 84
" tools, etc.	4,164 25	4.998 08
Incidental expenses	16,123 27	13.542 34
Office expenses	761 54	3,190 05
Agents and clerks	29,532 58	31,474 10
Labor, handling freight	20,562 24	31,063 05
Porters, watchmen and switchmen	16,717 74	26.568 46
Wood and water station attendance	3.341 91	3.579 92
Conductors, etc	26.808 02	31,656 57
Engine and firemen	20,463 57	21.682 41
Fuel and preparing	36.508 50	65,512 00
Oil and waste	8,967 80	20.057 08
Loss and damage	2,151 96	3,297 83
General superintend'ce.	4.500 00	21.422 51
Contingencies	32,177 63	42,137 38
	$494,203 59	$649.931 80
Earnings less exp	$282,140 12	$57,589 54

Cost of Road and Equipment.

	1864.	1865.
For graduation and masonry	$1,862.822 87	$1,862 822 87
Bridges	142,031 79	142,031 79
Superstructure, including iron	1,126,356 26	1,126,356 26
Passenger and freight stations, etc	330,430 79	330,430 79
Engine & car houses, machine shops, etc.	117,333 09	117,333 09
Land, land damages and fences	241,173 72	141,393 72
Locomotives and fixtures and snow plows	238,370 94	251,879 31
Passenger & baggage cars	47.023 64	52.946 16
Freight & other cars.	508,808 12	526.725 10
Engineering and agencies	129,704 68	129,704 68
Totals	$4,644,055 90	$4,681,623 77

Stock and Debts.

	1864.	1865.
Capital stock	$.....	$3,077,000 00
First mort. bonds	1,494,900 00	1,494,900 00
Second "	3,077,000 00	.....
Totals	$4,571,900 00	$4,571,900 00

The number of miles run by passenger trains in 1865, was 124,872; by freight trains, 275,048—total, 399.920, against 458,311 in 1864, a decrease of 58,391. Number of passengers carried in 1865, 147,500; do., carried one mile, 5,498,317. In 1864, the number carried was 141,680, and the mileage of do., 5,846,234—an increase in passengers carried of 5,820, with a decrease in mileage of 347,917. Tons of freight carried in 1865, 203,781; mileage of do., 18,834,478. In 1864 the tonnage was 230,201, and the mileage of do., 21,154,384—a decrease in tonnage of 26,320, and in mileage of freight, of 2,319,906.

☞ The Second and Third and Sixth and Ninth street cars, Philadelphia, are running every day in the week.

New Orleans Cotton Trade.

The New Orleans *Price Current*, in its annual review, dated September 1, gives the following table, showing the total product of cotton, with the receipts at New Orleans, and the total crop of each year:

	Crop. Bales.	Received at New Orleans.	Average price per lb.	Total Value.
1856–'57.	2.939.519	1,513,247	12½	$86,205 099
1857–'58.	3.113,962	1.678 616	11⅜	88 127.340
1858–'59.	3.851,481	1,774,298	11½	92,037.794
1859–'60.	4,675.770	2,255 448	10⅝	109.389 228
1860–'61.	3,699,926	1,849.312	11	92,465.600
1861–'62	3,900,000	38,880	10	1,769.040
1862–'63		22.078	55⅞	5,107 082
1863–'64		131,014	85	46,677,872
1864–'65.	500.000	271,015	69¼	73,326.398
1865–'66.	800,000	787,386	39¼	140,312,185

By the above figures it will be seen how much more valuable the cotton crop of 1865–'66, was than that of any previous year, though the production was only about 16½ per cent. of that of 1859, which was the heaviest in the last ten years, the crop of that year reaching 4,675,770 bales, of the value, at the then prices, of about $109,250,000. In the year 1866, 800,000 bales were produced, and were worth $140,250,000. The product of the present year is estimated at more than double, probably treble, that of last year, and the prices this year range from 24 to 35 cents per pound for the various grades, against 39¼ cents as the average price last year. From this comparison of figures the cotton crop of this year promises to be much more valuable than it was last year.

Bridge Across the Mississippi.

Quincy, Ill., September 6.—A bill for building a bridge across the Mississippi passed Congress a few days before its adjournment. The three railroads terminating at this point, desirous of building the same, have made a contract to that effect with the corporators, have received the charter, and the contract was signed and delivered yesterday, so that the Mississippi river bridge is now a fixed fact, on the great highway of travel to Salt Lake and California.

The Greenland Telegraph Route.

A Copenhagen letter states that the project of uniting the Western Continent with Europe by a telegraph cable, *viz* the Faroe Isles and Greenland, is still under consideration. One of the directors of the company is in the Danish capital to settle the final details with that Government.

☞ The Commissioners of the Troy and Greenfield Railroad invite proposals for the completion of the road from Greenfield to the Hoosac Tunnel. Proposals should be addressed to Alfred R. Field, Chief Engineer, at Greenfield, Mass.

☞ The work on the Alexandria and Fredericksburg railroad is being rapidly pushed forward. The iron bridge over the Occoquan has been contracted for with Messrs. Smith & Latrobe, of Baltimore, and will be ready in time.

☞ The Georgian Bay Canal Company has advertised for tenders for the construction of the canal.

☞ The machine shops of the Burlington and Missouri River Railroad, at Burlington, Iowa, were burned on the 8th inst.

Railroads of Massachusetts.

A tabular statement of the railroads of the State, their capital and cost, length, earnings and expenses, dividends, &c., for the year ending 30th November, 1865.

(Prepared by OLIVER WARNER, Secretary of the Commonwealth.)

Railroads.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Miscel.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Agricultural Branch	202,088	5,600	.....	207,688	351,593	15.03	(Operated by Boston and Worcester.)				.....	19 885	3.600	6
Berkshire	600,000	.....	.....	600,000	600,000	21.01	(Operated by Housatonic.)				.....	42,000	42,000	7
Boston, Hartford and Erie	11,775,500	7,581,900	71,887	19,429,287	9,683,408	98.97	66.964	34.398	8.685	110,047	128.916	.....	.....	..
Norfolk County							44.001	33,424	3,013	80,438	68,397	12,041	.....	..
Boston and Lowell*	1 830,000	640,000	47,118	2,517 118	2,639,133	28.61	365,715	442,578	27,253	835.547	626,840	208,707	122,267	5½
Boston and Maine†	4,076.974	.....	.....	4,076,974	4,412.811	84.09	892,017	447,748	54 084	1,393.849	967,396	426,453	347,691	8
Boston and Providence†	3,360,000	21,500	.....	3,381.500	3,360,000	54.00	624,137	547,755	49,212	1,221,104	852,561	369.543	331,000	10
Boston and Worcester†	4,500,000	.....	505.214	5,005,214	4,500,000	68.63	(No detail.)			1,662,657	1,160,106	502.551	473,684	10
Cape Cod	721,926	28,700	15,000	762.625	1,031,625	47.05	124,891	34,252	7,887	167,030	109,335	57,695	38,642	6⅔
Cape Cod Central	147,873	.....	.....	147,873			(In course of construction, 18 8 miles.)							
Cheshire	2,085.925	677,400	.....	2.763,325	2,787,442	53.65	191,675	414.926	23,021	629,622	528,362	159,260	55,263	2½
Connecticut River	1,591,100	250 000	1,800	2,842.900	1,813,980	52.35	264,805	254.267	14,046	533,108	364,403	168,705	127,288	8
Danvers	67,500	145,000	33,198	245.698	244,456	9.20	(Operated by Boston and Maine.)				.....	.....	.....	..
Dighton and Somerset	810,320	.....	.....	810,032	818,032		(In course of construction.)				.....	.....	.....	..
Dorchester and Milton	73,340	42 807	15,641	131,788	136,372	3.26	(Operated by Old Colony and Newport.)				.....	.....	.....	..
Eastern†	3,155,000	1,798,600	321,200	5,274,800	4,815,963	84.49	950.034	257,186	69,854	1,277,075	761,558	515,517	229,792	6
Easton Branch	40,662	.....	.....	40,662	55,894	3.78	5,770	2,669	.....	8,438	4,248	4,190	3,500	7
Essex							(Now included in the Eastern.)							
Fairhaven Branch	(Included in New Bedford and Taunton.)				274,926	15.11	60,800	26,190	6,161	93,151	86,246	6,905	.....	..
Fall River, Warren and Providence	147,720	.....	195,746	343,466	300,938	5.79	(Operated by Providence, Warren and Bristol.)							
Fitchburg†	3,540.000	.....	.....	3,540,000	3,540,000	93.50	407.889	556,994	28,811	993,694	679 439	314,255	260,000	7
Fitchburg and Worcester	247.900	2,000	4,668	254.568	275,000	14.00	28,842	33,219	4,348	66 390	45,963	20.427	14,829	6
Hartford and New Haven	3,000,000	927,000	.....	3,927 000	3,129,047	72.80	944,627	456,743	58.341	1,459,711	1,100,180	359,531	327,437	12
Horn Pond Branch	2,000	.....	13,238	15,238	13,057	0.66	(Operated by Boston and Lowell.)							
Lexington and West Cambridge	241,200	.....	3,170	244.370	258.157	6.64	25,907	5.400	958	32.265	33,665	(Loss.)	.....	..
Lowell and Lawrence	200,000	75,000	2.754	277,754	363,158	12.35	(Operated by Boston and Lowell.)			21,760	8,702	13,078	12,000	6
Medway Branch	29,000	.....	4,012	33,012	37,909	3.60	(No Report.)							
Middleboro' and Taunton	149,092	.....	4,000	153,092	152,778	8.54	18,727	14,413	600	33,740	33,452	288	.....	..
Nashua and Lowell	600,000	.....	43,790	643,790	654,603	14.57	164,307	198,839	6,866	370,012	304,395	65 617	48 000	8
New Bedford and Taunton	500,000	195,500	.....	695,500	500,000	21.59	157,107	4,422	10.216	261,745	198.777	62,968	40,000	8
Newburyport	220.340	234,900	140,902	596,142	597,386	26.98	(Operated by Boston and Maine.)							
New Haven and Northampton	1,010.000	650,000	.....	1,660,000	2,305,205	93.75	20,892	45,996	409	67.298	96,345	(Loss.)	20,200	2
New London Northern	669,805	114,400	25,000	809,205	809,205	86.00	140,433	131,695	31.166	303,294	263,447	39,347	52,704	8
Norwich and Worcester	2,363,600	580,000	9,262	2,952,862	2.613,694	66.40	265,507	427,924	20.627	714,058	445,662	268,396	221.906	9
Old Colony and Newport	3,609,600	762,500	581,050	4,953,150	4,271,806	107.25	812.328	362,779	33,951	1,209.058	644.471	564,587	303.966	8
Pittsfield and North Adams	450,000	.....	.....	450,000	443,678	18.65	39,860	50,996	3.075	102,931	71.411	31,520	13.500	3
Providence and Worcester	1,700,000	.....	.....	1,700,000	1,610,109	44.42	230.602	299,724	13,669	543,995	402.248	141.747	136,000	8
Rockport	88.400	.....	2,218	90,518	91,007	3.60	11,429	2 710	150	14,289	5,734	8,555	7.072	8
Salem and Lowell	243.305	226,900	522	470,727	464,013	16.88	(Operated by Boston and Lowell.)			17,500	1,066	16,434	2,433	1
South Reading Branch	209,533	.....	.....	209,533	299,468	8.36	9,584	2.174	112	11,870	294	11,576	.....	..
South Shore	259,685	150,000	.....	409,685	501,593	11.50	102,710	6.207	1,911	110,828	83,013	27,815	.....	..
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	(Operated by Housatonic.)			31,409	.....	31,409	24,866	7
Stoneham Branch	33,255	23,120	.....	66,375	66,375	2.38	(Operated by Boston and Lowell.)			900	.....	900	.....	..
Stony Brook	267,300	.....	.....	267,300	267,382	13.16	(Operated by Nashua and Lowell.)			17,700	.....	17,700	12,783	4½
Stoughton Branch	85,400	.....	.....	85,400	102,005	4.04	12,062	4,986	951	17,999	9,908	8,091	7.686	9
Taunton Branch	250,000	.....	.....	250,000	250,000	11.78	129,913	87,661	2,149	229,723	168,281	61,442	20,000	8
Troy and Greenfield	923.942	979,308	.....	1,903,250	1,754,370	6.00	(Figures from Report of 1863—Road surrendered to State.)							
Vermont and Massachusetts	2.860.000	558.955	.....	3,418,955	3,217,284	77.33	136.889	198,301	54.896	390,086	267,689	122.397	.....	..
Western*	5,627,700	6,269,520	.....	11,897,220	11,271,856	173.65	1,366.565	1,926.220	138,799	3,431,584	2,204,925	1,226,659	543,662	10
West Stockbridge	39,600	.....	.....	39,600	39,600	2.75	(Operated by Housatonic.)			1,900	306	1,594	1,683	4¼
Worcester and Nashua	1,141,000	35,500	62,759	1,239,259	1,164,397	45.69	185,149	234,195	12,161	431,505	247,755	183,750	106,554	9½

* Double track railroads; † a large portion double track.

CITY PASSENGER RAILROADS IN MASSACHUSETTS.

Boston and Chelsea	110,000	.....	.....	110,000	3.36	(Oper. by Lynn and Boston.)	8,800	1,880	6,920	7,040	6.4	
Broadway	325,000	.....	7,297	332,297	4.52	144,054	.....	626	144,080	134,549	10,131	16,053	5.5	
Cambridge	727,800	150,000	94	877,894	734,672	27.43	(Operated by Union Co.)	.....	.....	.....	.....	65,500	9.0	
Dedham and West Roxbury	41,000	.....	12,229	53,229	53,229	3.75	(Operated by Metropolitan Co.)	.....	.....	.....	.....	.....	..	
Lowell Horse	43,706	.....	1,413	45,119	2.74	14,898	.....	.....	329	15,157	15,268	(Loss.)	.....	..
Lynn and Boston	200,000	50,000	54,259	304,259	275,739	11.75	148,146	.....	.....	1,968	150,114	159,945	(Loss.)	8,421	4.0
Malden and Melrose	200,000	64,451	66,223	330,674	330,674	8.41	24,171	.....	.....	.....	24,171	(Operated by Middlesex.)			
Medford and Charlestown	21,000	10,000	.....	31,000	36,600	8.07	20,193	(Operated by Middlesex Co.)			.....	.....	.....	2,040	..
Metropolitan	1,250,000	.....	237,160	1,487,160	1,492,108	33.74	637,689	.....	.....	13,913	651,602	693,744	(Loss.)	30,000	3.0
Middlesex	400,000	32,000	75,952	507,952	487,441	3.87	170,121	.....	.....	4,761	174,882	172,305	2,577	.....	..
Quincy	71,600	68,400	56,500	186,500	153,232	6.69	29,872	.....	.....	2,711	32,583	32,987	(Loss.)	.....	..
Salem and South Danvers	150,000	16,600	13,059	179,659	176,093	6.75	33,597	.....	.....	2,511	36,108	34,133	1,975	.....	..
Somerville Horse	50,000	.....	.....	50,000	50,000	2.68	(Operated by Middlesex Co.)					.....	2,500	2,500	5.0
Stoneham street	33,000	.....	.....	33,000	30,800	2.50	8,241	.....	.....	.....	8,241	7,150	1,091	1,042	3.0
Sub-Urban	5,000	.....	.....	5,000	95,000	6.74	(Leased to Malden and Melrose Co.)					.....	.....	.....	..
Suffolk	.....	.....	.....	.....	(Sold to Metropolitan Railroad Company, August 1, 1864.)										
Union Railway	160,000	20,000	130,743	310,743	242,808	....	299,574	.....	.....	8,206	307,780	333,828	(Loss.)	....	..
West Cambridge Horse	13,600	.....	.....	13,600	13,600	1.58	8,812	.....	.....	143	8,955	9,073	(Loss.)	490	3.6
Winnisimmet	60,000	.....	.....	60,000	60,500	2.25	(Oper. by Lynn & Boston.)			3,600	3,600	678	2,922	2,526	4.0
Worcester Horse	75,800	61,500	1,826	139,126	92,763	11.60	18,617	.....	.....	1,050	19,667	35,959	(Loss.)	.....	..

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JANUARY 31, 1866.

The receipts on capital account during the half year amounted to £9,381 12s. 1d., and the total receipts to 31st January, 1866, were £5 155,731 8s. 2d. The aggregate expenditure to the same date amounted to £1,151,893 6s. 6d.; leaving a balance to the credit of capital account of £3,838 1s. 8d. The outlay on capital account during the half year amounted to £3[illegible],526 8s. 9d., and consists of proportion of expenditure chargeable to capital on rebuilding timber bridges in stone and iron; cost of fish jointing six miles of rails; outlay on new car ferry boat for the Detroit River; new station at Toronto, and extension of the line along the Toronto esplanade; cost of 2¼ miles of line to be used by the Erie and Niagara Railway, &c. The receipts and expenditure on revenue account for the past half year are as follows:

Gross receipts		£387,039
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge		146,938
		£240,101
From which there has to be deducted—		
Interest on Government loan	£17,498	
Interest on bonds, &c	32,800	
Loss on conversion of American money	73,317	
Renewal of rails, sleepers, bridges, &c.	23,665	
		146,680
Balance from half year's working		93,421
Add surplus from last half year		3,205
Leaving		£96,626

From this the Directors recommend a dividend at the rate of 5 per cent. per annum, free of income tax, which will absorb £85,626 6s., leaving a balance of £11,000 6s. to be carried to the credit of the current half year. The loss incurred on the conversion of American funds during the half year, amounts to the sum of £73,316 17s. 11d.; this includes the conversion of $242,158 44c. of American money brought over from the previous half year, and there remained on January 31st, 1866, a balance of $114,557 72c. in American funds unconverted, or a reduction of $127,600. During the past half year the aggregate American funds converted exceeded by $442,045 25c. the amount converted during the previous half year, and by $357,293 75c. that in the corresponding half year. The price of gold has ranged from 148¾ to 137¾. The average cost of the gold purchased has been 144⅛. The following table shows the receipts and expenses of the last five half years:—

Half year.	Receipts. Passen. mails, and sundries.	Freight and live stock.	Rents.	Total.	Expenses including taxes, insurance, & suspension bridge rent.
	£	£	£	£	£
Jan., 1864	129,684	171,329	621	301,634	135,879*
July, 1864	125,282	189,081	577	314,940	140 189†
Jan., 1865	154 125	157,874	730	312,730	139,437‡
July, 1865	139,821	144,028	716	284,565	132,487‖
Jan., 1866	205,131	181,071	837	387,039	146,938◊

Percentage of gross receipts—* 45.05; † 44.51; ‡ 43.95; ‖ 46.56; ◊ 37.97.

The gross receipts for the six months ending January 31st, 1866, were £387,039 6s. 1d., against £312,729 10s. 10d. for the corresponding half year of 1865, being an increase of 22¾ per cent. In the aggregate, the passenger receipts for the half year just ended show an increase of £51,005 13s., the freight and live stock receipts an increase of £23,197 6s., and rents an increase of £106 16s. 8d.; being a total increase of £74,309 15s. 3d., as compared with the corresponding half year ending January 31st, 1865. The working expenses are 37.97 per cent. as compared with 43.95 per cent. for the corresponding half year, showing a reduction of about 6 per cent. Thus the additional gross traffic of £74,309 15s. 3d. has been earned at an increased cost for working expenses of only £9,500 12s. 6d. The new station at Toronto has been opened for public use. The traffic to and from Bothwell on the main line has greatly increased, consequent upon the progressive development of the numerous petroleum oil wells in that and in the Enniskillen oil districts. The Directors are strongly urged to construct the projected branch line, for which legislative powers were granted in May, 1863. In the matter of the Commercial Bank notice of new trial in Canada has been given by the bank; but there is a prospect of an equitable adjustment being arrived at without further litigation. The accounts show that during the last half year the cost of re-rolling rails at the company's rolling mill has been reduced to $22¼ per ton. The production since the opening of the mill on the 1st August, 1864, has been 5,689 tons, at an average cost of $24 per ton. The price formerly paid by the company at Toronto was 26½ per ton, exclusive of the cost of haulage from Hamilton to Toronto, which averaged $1½ per ton, making the total cost $18 per ton. The company had thus saved $4 per ton on 5,689 tons re-rolled since the erection of their own mill, being a total saving of $22,756 in the last eighteen months. The Directors are glad to report that the railway bridge over the Hudson River at Albany, connecting the New York Central with the Hudson River and Western of Massachusetts Railroads has been completed. The opening for traffic of this bridge, it is hoped, will obviate in future the impediments which have periodically arisen in the transportation of through traffic to the seaboard, in consequence of the ferry boats being unable to ply through the ice during the winter. The narrow gauge track about to be laid down on the Great Western main line will thus have an increased value as a through route. The gross earnings of the Detroit and Milwaukee Railroad for the year ending December 31, 1865, were £347,616 17s., and the working expenses amounted to £205,633 14s. 1d., leaving a net revenue of £141,983 2s. 11d.; of this surplus, the sum of £83,741 4s. 6d. was absorbed in the payment of interest on all description of mortgage bonds of the company. The gross earnings for the previous year ending December 31, 1864, were £271,932 1s. 4d., the working expenses, £181,799 14s., and the net revenue, £90 132 7s. 4d.

Signed on behalf of the Board of Directors,

THOMAS DAKIN, President.

London, March 26th, 1866.

Memphis and Charleston Railroad.

At a recent meeting of the stockholders of the Memphis and Charleston Railroad, in Memphis, Tenn., the following resolution was adopted:

Resolved, That the President and Directors of the Memphis and Charleston Railroad be requested to inquire into the feasibility of building a direct line from a point in North Alabama, connecting with the Memphis and Charleston Railroad to Atlanta, if a charter can be obtained and means raised to accomplish said object.

☞ The condition of the Montgomery and Eutaula (Ala.) Railroad is said to be very encouraging. A large force is at work on the grading of the road at Union Springs, only twelve miles of which remains to be completed. It is intended to commence the track laying some time next month.

☞ The new New York Northern Railroad Company has chosen Chester W. Chapin, of Springfield, President; Chas. R. Westbrook, of Ogdensburg, N. Y., Vice President Thos. L. Green, of Albany, Secretary and Treasurer.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	8
Algomah ..... "	25	3	20,000	1¾
Allouez ..... "	25	1¾	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50, 00	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Athe ..... "	25	2	2 ,000	----
Aztec ..... "	25	4¼	20 000	----
Balt. and N. C ..... N. C.	5	----	Merrimac ..... "	25	6¼	20,000	----
Bay State ..... L. S.	25	13¾	20,000	16
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	25c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S	25	11¾	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	1¼
Brooklyn ..... L. S.	25	2¼	20,000	----
Brown ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	50c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	4½
Champlain ..... Ca.	1¼	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	6
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	2¼	20,000	4½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S	25	2½	20,000	----
Dana ..... "	25	8¼	20,000	4¼
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1¼	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1¼	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	3
Eagle River ..... L. S.	25	¾	20,000	----
Edwards ..... "	25	1¼	20,000	----
Ely ..... Ca	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River ... "	25	9¼	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ..... N H.	5	----	60,000	5½
Franklin ..... L. S.	25	8¼	20,000	65c
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3¼
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	3¾
Hancock ..... "	25	17½	20,000	22
Hanover ..... "	25	1½	20,000	3¼
Hartford ..... "	25	12¼	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	4½
Hungarian ..... "	25	1	20,500	1¼
Huron ..... "	25	19	20,000	45
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2¼	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	13¼
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20 000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	4
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4⅜	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1¾	20,000	----
Mendota ..... "	25	1½	100 000	----
Merrimac ..... "	25	6¼	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	3¼
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	16
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	18
Native ..... "	25	5	20,000	3
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11¾	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	6
Pewabic ..... "	25	34¾	20,000	36
Phila. & Boston ... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	13
Pittsburg & Boston "	25	5½	20,000	53
Pontiac ..... "	25	10¾	20,000	1¼
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	25	10	20,000	44½
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6¼	20,000	----
Ridge ..... "	25	8	20,000	----
Rockland ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	9½
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	7
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5¼	20,000	1
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societe Francaise, "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20 000	----
South Side ..... L. S.	25	2	20,000	2½
Star ..... L. S.	25	11¾	20,000	2
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20 000	----
Superior ..... L. S.	25	8	20,000	4
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1¾	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wan a Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	2 ,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Ameuia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	00,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River ..... "	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior ... Mich	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	45
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire ..... N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ..... N. Y.	10	----	10 ,000	----
Oswegatchie ..... Ca.	5	----	100,00	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	----	2½	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1¾
Warren ..... N. H.	----	----	----	----
White Mountain.	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	60
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	18½
Atlantic & G. C ... Md.	----	----	----	1¼
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	2
Belmont ..... "	50	50	10,000	2
Big Mountain ..... Pa.	----	----	----	6
Boston & Pictou ... N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American ... N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	2¼
Cameron ..... Pa.	50	----	50,000	52
Central ..... "	100	100	20,000	52
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	46½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	50c
Fulton ..... "	5	5	60,000	7¼
Gilberton ..... "	50	50	5,000	24½
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	52,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	64
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	5
Lo berry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2¾
Mammoth Vein ..... "	----	----	----	3¼
Maryland Anth ... Md.	20	20	25,000	5
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narraganett ..... R. I.	10	10	8,000	----
N Y. & M. C. Ffds. Pa.	----	----	----	6¼
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150½
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	24½
Shamokin ..... "	----	----	----	----
Somerset I. & C ... "	----	----	----	----
Spring Mountain .. "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	24
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,760	52
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	8	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,00	----
Albion ..... "	3	----	100 000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50, 00	----
American Flag ... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	80c
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	17
Copalinesche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	50,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	500,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	500,000	----
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	50,000	----
Hope ..... "	25	----	80,000	1½
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	80,976	11½
Do. preferred ... "	100	100	5 ,744	20½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N Sco .. N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	10½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20 000	----
Thacher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waldingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40 000	----
Madison ..... Nev.	100	----	40,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	53½
Santa Clara ..... "	100	----	30,000	7½
Miscellaneous:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	27½
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length: equivalent in single track. Completed.	Length: equivalent in single track. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS									
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,620	6	....	27
30 Nov. '65	4.52	—	208	31	--	Broadway, Boston	324,225	350,000	—	7,297	104,680	16,139	2½	....	48½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	747,800	150,000	94	(Union Co.)		9	....	96
30 Nov. '65	3 75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropolitan)		—	....	....
30 Nov. '65	2.74	—	29	6	--	Lowell (Horse)	145,119	43,706	— —	1,413	15,157	loss	—	....	....
30 Nov. '65	1.50	—	197	32	--	Lynn and Boston	275,739	200,000	50,000	64,259	150,114	loss.	4	....	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		—	....	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10.000	— —	(Middlesex)		—	50	25
30 Nov. '65	33 74	—	340	151	--	Metropolitan (Boston)	1,492,167	1,250,000	— —	287,160	651,603	loss.	3	....	53
30 Nov. '65	3.87	—	255	41	--	Middlesex (Boston)	487,441	400,000	32,000	75,452	174,882	2,277	—	....	47
30 Nov. '65	5.69	—	60	9	--	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	....	....
30 Nov. '65	6.75	—	54	16	--	Salem & South Danvers	176,093	150,000	16,600	13,059	36,148	1,975	—	....	....
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '65	2.50	—	10	3	--	Stoneham street (Boston)	36,800	35,000	—	—	8,241	1,091	3	....	....
30 Nov. '65	6.74	—	—	—	—	Suburban	95,500	5,00	—	—	(Mal. & Mel.		—	....	....
30 Nov. '65	—	—	392	63	--	Union (Transportation)	242,809	160,000	20,000	150,743	307,780	loss.	—	....	....
30 Nov. '65	1.54	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	5,600	2,922	4	....	....
30 Nov. '65	11.60	—	44	8	--	Worcester	92,763	75,800	61,500	1,826	14,657	loss.	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '65	7.17	—	---	6	6	Albany	85,544	50,000	31,000	------	65,155	501	—	—	....
30 Sep. '65	17.50	—	—	35	—	Brecker St. & Fulton Ferry	1,595,966	900,000	610,000	4,000	103,215	37,588	—	100	....
30 Sep. '65	10 75	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5 802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	---	98	—	Broadway & 7th Ave., N. Y	3,373,625	2,100,000	1000000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	---	10	2	Brooklyn, Bath & Coney Isl'd	145,178	100,000	80,000	71,180	2-,068	8,2-2	—	100	....
30 Sep. '64	24.00	—	---	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56 14	1.90	---	146	29	Brooklyn City	1,333,460	1,000,000	170,000	------	857,701	148,755	5½	10	....
30 Sep. '65	11.75	4.00	---	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,662	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	---	—	—	Brooklyn City & Ridgewood	187 200	164 000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	3.50	---	—	—	Brooklyn City & Rockaway	------	7,500	35,000	------	------	------	—	—	....
30 Sep. '65	24.00	—	---	116	—	Central Pk,N.& E.Riv. (N.Y.)	1,517,906	955,900	550,000	------	528,090	74,05-	—	100	....
30 Sep. '65	—	2.0	---	—	—	Clinton Avenue (Albany)	------	2,500	------	------	------	------	—	—	....
30 Sep. '65	—	2.00	---	—	—	Cohoes & Waterford	------	500	------	------	------	------	—	—	....
30 Sep. '65	19.75	—	---	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	---	46	—	D. Dock, E. B'dw. & Battery	1,535,280	1,200,000	211,000	50.000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	---	—	—	East & North River (W.Co.)	650	650	------	------	------	------	—	—	....
30 Sep. '65	18.00	1.00	---	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	------	627,153	90 670	6	100	....
30 Sep. '65	12.00	—	---	44	—	42d st., & Grand st., Ferry	962,521	750,000	260,000	2,698	227,664	63,047	5	100	....
30 Sep. '65	4.52	—	---	—	—	Grand St. & Newtown (W'g)	------	------	------	------	------	------	—	—	....
30 Sep. '65	10.00	—	---	17	2	Harlem Br.,Morris & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	---	—	—	Harlem & Tarrytown	------	3,550	------	------	------	------	—	—	....
30 Sep. '65	19.10	—	---	30	—	Ninth Avenue	444,877	795,360	112,000	------	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	---	—	—	Port Morris & Westchester	1,200	1,200	------	------	------	------	—	—	....
30 Sep. '65	11.00	—	---	19	—	Rochester City & Brighton	251,559	133,400	100,000	------	80,02	29,61-	—	100	....
30 Sep. '65	16.00	—	---	—	—	Second Avenue (N. Y.)	1,218,1 7	650,0 0	520,000	136,970	88,298	10	—	100	....
30 Sep. '65	8.37	—	---	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	------	139,801	182,224	loss.	—	100	....
30 Sep. '65	17.50	—	---	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211,243	9	100	....
30 Sep. '65	—	5 00	---	—	—	Third Avenue & Fordham	975	975	------	------	------	------	—	—	....
30 Sep. '65	4.46	1.00	---	—	—	Troy and Cohoes	50,000	50,000	------	operated by	T. & L.	R. R.	—	—	....
30 Sep. '65	—	—	---	—	—	Troy & Lansingburg	------	------	------	------	------	------	—	—	....
30 Sep. '65	6.50	9.00	---	—	—	Utica City	209,325	124,500	100,000	00	30,752	loss.	—	—	....
30 Sep. '65	1.50	—	---	—	4	V.Brunt st.& Erie Bas. (Buff)	62,000	50,000	12,000	--	12,839	808	—	—	....
30 Sep. '65	—	—	---	—	—	Westchester	5,949	7 370	------	------	------	------	—	—	....
30 Sep. '65	—	4.00	---	—	—	West Shore	1,457	2,200	------	------	------	------	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	---	7	--	Hoboken and Hudson City	32,000	30,000	------	2,000	------	----	—	—	....
31 Dec. '62	5.05	2.50	---	8	--	Hoboken and Weehawken	134,400	70,000	60,000	------	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	---	---	---	Jersey City & Bergen Point	------	------	------	------	------	------	—	—	....
31 Dec. '65	17.00	—	150	22	--	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	—	50	....
31 Dec. '62	5.80	—	---	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	------	------	—	—	....
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	------	------	40	10	53½
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,02-	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,020	200,000	—	286,861	91,545	—	50	10½
31 Oct. '65	6.0-	—	86	15	2	Fairm't P'k & Del. Riv.(Ph.)	------	------	------	------	62,742	8,227	—	—	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	292,953	150 000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,109	112,245	250,000	—	197,195	49,561	—	—	27½
31 Oct. '65	5.01	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	27
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	....
31 Oct. '65	19.00	—	328	56	0	Hestonv.,Mantua & Fairm'nt	------	------	183,600	75,131	153,813	39,179	—	50	18½
31 Oct. '65	4.50	....	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	—	25	11
31 Oct. '65	—	—	---	---	---	Oakland (Pitts'urg & E. L.)	------	------	------	------	------	------	—	—	....
31 Oct. '65	3.75	—	124	18	6	Pittsb.,Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.50	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,732	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,283	10 000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,963	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,75-	137,300	—	437,562	158,830	10	50	58
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil.& Gr'n'F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	37½
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	63
31 Oct. '65	6.25	—	145	23	0	13th & 15th st. (Phila.)	------	------	------	------	143,038	38,435	5	50	22
31 Oct. '65	23.05	—	412	70	0	Union; Philadelphia	527,185	291,475	80,000	263,128	206,593	5,900	—	50	42½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	68
31 Oct. '65	1.00	—	9	4	0	Williamsport	------	15,150	—	622	3,687	1,851	—	25	....
						MARYLAND.									
31 Dec. '65	21.00	....	340	60	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	---	---	---	Cincinnati Street	151,913	150,000	------	------	------	------	—	—	....
31 Dec. '62	5.00	—	---	---	---	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	—	—	....
31 Dec. '62	3.81	—	---	---	---	Passenger (Cinc.)	69,867	50,000	------	------	------	------	—	—	....
31 Dec. '62	3.63	—	---	---	---	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	------	------	------	------	—	—	....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway:					
1st mortgage	20,000	7	J. & J.	------	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	------	------	....
Dorchester:					
Real Estate Mortgage	5,000	6	------	------	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	------	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	------	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1873	....
Real Estate	134,500	7	J. & J.	------	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Morris & Ford'm					
1st Mortgage	118,000	7	J. & J.	------	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	90
Malden and Melrose:					
1st Mortgage guarantied	64,452	6	------	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	10,000	6	------	------	....
Middlesex:					
1st Mortgage	32,000	--	------	------	....
Malden & Melrose bonds	49,451	--	------	------	....
Real Estate	10,000	--	------	------	....
Ninth Avenue:					
1st Mortgage	112,000	7	------	------	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	16,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1886	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	------	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	------	------	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	100,000	7	------	------	....
Van Brunt st. & Erie Basin:					
1 t Mortgage	12,000	7	J. & J.	------	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N	1879	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Sept. 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan & July.	1867	100½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	127
" " " ..... coupon		6	" "	1868	126½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000		" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	99½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	104
" " " ..... coupon		5	" "	1871	103
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ..registered	264,303,800	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ...registered	514,780,500	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5 20s) ...registered	100,000,000	6	May & Nov.	1884	----
" " " (5 20s) ..... coupon		6	" "	1884	108
Loan of March 3, 1865 (5-20s) ...registered	161,642,300	6	May & Nov.	1885	109
" " " (5-20s) ..... coupon		6	" "	1885	108½
Loan of March 3, 1864, (10-40s) ...registered	171,219,100	5	Mar. & Sept.	1904	98½
" " " " " ..... coupon		5	" "	1904	98½
Pacific R. R. Bonds of (currency) ...registered	8,202,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350			Due.	----
" June 20, '64 & Mar. 3, '65 1st series	769,518,900	7.3	Feb. & Aug.	1867	105½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" " " ..... 3d series		7.3	Jan. & July.	1868	105½
Debt Certificates	18,868,094	6	At maturity.	Due.	----
Gold Certificates of Deposit	16,480,220			----	----
Compound Interest Notes of 1864	155,612,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	45,538,000		" "	1 d y	----
United States Notes (greenbacks)	399,603,562			----	----
Fractional currency	26,483,998			----	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	----	----	----	----	----
Arkansas—State Bonds (issued to banks)	1,500,000	6	(In default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July	'78-'80	115½
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	99
" " " (free) .... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" — " " ..... "	2,271,750	6	" "	'68-'86	109
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	100
" — " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	----
" — " " 1862-'79 .... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 .... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 .... "	2,371,725	6	" "	'70-'79	----
" — " " ..... "	1,778,677	6	" "	1877	----
" — " " ..... "	241,000	6	" "	1879	----
" — War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	234,009	5	Jan. & July.	1866	98
" — " " ..... "	2,058,173	2½	" "	1866	----
" — War Loan ..... coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'69-'78	----
" — " " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,356,000	6	various.	'67-'90	100
" —Funde Coupons ..... "	----	----	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	98
" —War Loan Bonds ..... coupon	4,500,000	6	Jan. & July	1883	99½
Maryland—State Bonds ..... coupon	2,171,903	5	quarterly.	var.	80
" — " " ..... coupon	1 727,000	6	"	1870	100½
" — " " ..... inscribed	3,192,763	6	"	1890	----
" — " " (sterling) .... coupon	6,401,000	6	"	1890	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	1 2½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " War Loan	220,000	5	May & Nov.	1850	100
" — " Scrip	6,429,000	5	" "	1894	100
" — " "	297,000	6	June & Dec.	'68-'77	109½
" — " "	150,000	6	April & Oct.	1868	122
" — " "	1,024,000	6	Jan. & July.	'71-'76	108½
" — " War Loan	2,030,000	6	" "	'76-'78	----
" — " "	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" " " " " ..... "	1,750,000	6	" "	'78-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122 000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	101
" —Rail road Bonds ..... "	2,235.000	7	" "	1883	----
Missouri—State Bonds (railroad) .... "	13,701,000	6	Jan. & July.	'71-'89	7½
" — " " (H & St. R R.).	3,000,000	6	" "	'72-'86	81½
" — " " (Pac. R. R.) ... "	7,000.000	6	" "	'72-'87	78½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds..coupon	1,650 000	6	" "	'83-'85	100
" — " No es	2,306,000	6	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'74	96½
New York—State Bonds ..... general fund	70 000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	105½
" — " " ..... general fu d	1,149,780	6	quarterly.	var.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	98½
" — ..... canal fund	3,050,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98
" — " " ..... "	2,250,000	6	"	1874	97
" — " " ..... "	500,000	6	"	1875	99
" — " " ..... "	900,000	6	"	1877	----
" — " " .....general fund	800,000	6	"	1878	97½
" — " " ..... "	90-,807	5	"	pleas.	----
" — " " .....canal fund	192 ,85	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " .....general fund	442,860	5	"	1868	----
" — " " .....canal fund	167,000	5	"	1871	----
" — " " ..... "	4,800,000	5	"	1874	91
" — " " .....general fund	900,000	5	"	1875	----
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds .....coupon	9,386,500	6	Various.	'66-'91	83
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	63
Ohio—State Bonds .....coupon	634,663	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	98
" — " " ..... "	1,600,000	6	" "	1875	98
" — " " ..... "	4,095,300	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock .....registered	20,209,000	5	Various.	'66-'90	95½
" — " " ..... coupon	6,188,000	5	"	'77-'82	95½
" —Military Loan..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" — " " .....inscribed	1,708,000	6	" "	'88-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new)... "	----	6	" "	----	----
Tennessee—State Bonds .....coupon	1,949,440	5	April & Oct	'76-'90	80
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,352,832	6	" "	long.	93
" —Funded Interest ..... "	873,813	6	" "	1892	71½
Vermont—State Bonds	170,000	6	Various.	'67 '83	----
" —War Loan.....coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds .....registered	21,888,398	6	Jan. & July.	'84-'95	42½
" — " " .....coupon	11,108,000	6	" "	'86-'95	70
" " " (sterling). ..... "	1,865,000	5	" "	1872	----
" —Funded Interest.....registered	----	6	" "	'76-'90	----
" — " " .....coupon	----	6	" "	'76-'90	----
West Virginia—State Bond ..... coupo	----	6		----	----
Wisconsin—State Bonds .....coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates... "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new)... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	100
" — " "		6	Jan. & July	1886	99
" — " "		6	quarterly.	1890	100½
" — " " .....coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	124½
" — " "		5	"	'71-'75	----
" — " "	7,846,026	5	"	'76-'80	101
" — " "		5	"	'81-'86	143½
" — " "		6	"	'67-'76	101½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	101½
" — " " (sterling)	1,949,711	4½	" "	'72-'78	----
Brooklyn—Municipal Bonds .....coupon	3,036,200	6	Jan. & July.	'65-'71	89
" —Public Park Loan..... "		6	" "	'81-'97	----
" —Improvement Loans .... "		6	" "	'86-'95	----
" —Water Loans ..... coupon	5,500,000	5	" "	'81-'97	97
Chicago—Municipal Bonds (old).....	371,000	7	Various	'67-'81	100½
" — " (new).....	956,000	6	Jan. & July.	1876	98½
" —Water Loan .....coupon	1,464,000	8	" "	1888	99½
" —Sewerage Loan..... "	1,254,000	7	" "	'79-'87	99½
Jersey City—Water Loan .....coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds .....coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,714,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1883	----
" " " "	5,149,271	6	" "	1887	----
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160 000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,010,000	5	" "	1876	----
" " " "	2,375 000	5	" "	79-'80	----
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,2 2	5	" "	'67-'82	----
" — " " (old)	2,234,000	6	" "	'66-'90	95½
" — " " (new)	7,898,717	6	" "	'66-'90	99½
Pittsburg—Municipal Bonds .....coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds..... "	1,80 ,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds..... coupon	1,500 000	6	April & Oct	64-'71	98½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88- 89	----
St. Louis—Improvement Bonds .....coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan..... "	484,000	6	" "	'71 '85	86½
" —Sewerage Loan..... "	425.000	6	" "	'79-'88	89½
" —R iroad Loans.....	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds.....coupon	1,352.6 0	10	May & Nov.	1871	----
" — " " ..... "	324,000	6	Jan. & July	1875	----
" —City and County B'ds. "	1,138,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	169,000	179,041	154,575	181,031	186,443	246,612	332,098	406,076	446,044	396,847	381,810	357,556	----
1865	289 400	327,269	399,870	343,408	399,364	429,669	472,485	597,798	677,625	719,911	731,270	599,762	----
1866	504,991	408,934	383,480	394,533	451,477	474,441	462,674	528,618	------	------	------	------	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,025	95,096	128,191	132,639	119,409	115,201	111,955	1,225,061
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	150,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	230,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	357 956	307,919	236,824	3 840,092
1866	210,171	207,913	301,485	270,889	333,462	368,275	323,870	381,559	------	------	------	------	----
Chicago and Rock Island:													
1861	82,630	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,752	1,261,050
1862	120,776	90,607	75,076	76,459	102,353	138,074	119,847	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,996	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,795	175,482	243,140	185,013	198 679	243,178	224,980	307,874	325,860	324,865	336,617	321,037	3.095,470
1865	305,554	245,331	280,993	236,580	234,412	321,818	244,121	306,231	389,489	307,523	270,073	261,779	3,318,514
1866	241 595	183,385	257,230	157,886	264,605	299,642	224,112	310,446	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,234	296,169	473,186	551,122	435.945	407 668	2,811,544
1864	273,876	317,829	390,355	421 863	466,820	565,145	489,710	519,306	669,605	729,759	716 578	563.409	6,11 ,566
1865	541,005	482,164	499,296	468,458	585,623	747,942	702,491	767,508	946,707	921,886	749.191	546,669	7,958,980
1866	522,566	405,684	520,744	518,736	735,082	922,892	776,990	778,284	------	------	------	------	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26.534	25.461	211,077
1862	24,543	24,344	22,778	19,467	22,411	22,518	21,401	31,993	31,757	36.578	33,931	37.440	328,656
1863	36,859	36,804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,757	51.386	60.895	528 864
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,528	88,458	87.037	97,876	94.643	78,111	850,495
1865	77,878	77,242	82,450	75,514	76,674	91,947	91,075	97,145	106,289	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	104,331	------	------	------	------	----
Erie:													
1861	404,567	391,932	458,560	517,174	506,610	430,063	372,705	419,010	515,948	719.354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	606,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	846,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,976	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,536,615.	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division... 1,187,188	983,856	1,970,434	1,153,295	1,001,663	1,243,143	1,203,462	------	------	------	------	------	----
Illinois Central:													
1861	321,644	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284.020	243,249	224.401	2,899,612
1862	190,130	226,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799.236	661,391	657,141	603,402	6,329,447
1865	571,556	528,972	616,685	516,608	460,573	617,682	578,403	747,469	739,736	641,559	643,987	518,088	7,181,208
1866	532,823	512,628	516,822	406,773	507,830	560,025	467,115	586,074	------	------	------	------	----
Marietta and Cincinnati:													
1862	33,904	28,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,564	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	------	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	82,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	135,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,946	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	282,172	170,795	116,224	------	------	------	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276.181	231,265	189,077	2,169,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407.107	448,934	411,806	4.120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,308	524,760	495,072	351.799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	------	------	------	------	----
Michigan Central:													
1861	142,324	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2.124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,075	245,858	236,452	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,769	4,504,549
1866	282,438	265,796	357,158	343,737	365,196	335,083	324,986	359,645	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51.965	46 474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198.135	129,227	1.402.106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	151,707	122,021	124,175	121,904	245,511	243,944	209,199	188,223	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	689,088	677,073	558,743	523,138	562,076	696,175	927.036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	815,512	840,450	1,079,551	1,041,522	1,045,101	1,157,818	11,089,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187.505	1,116,829	13,257,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	232,443	224,957	223,242	268,176	302,596	332.400	278,006	346,243	275,650	3.311.670
1865	259,226	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	572,618	412,553	284,319	3,792,005
1866	267,541	246,109	326,226	277,424	283,130	253,924	247,262	------	------	------	------	------	----
Philadelphia and Reading:													
1861	161.106	160,538	191.266	252,154	263,917	270,651	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,526	4,088,857
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170 241	1,125,435	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1,116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,190,955	------	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	443,509	505,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,886	637,186	646 935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	------	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118.077	130.378	153,470	144.736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084.074
1865	170.079	153,674	202,771	167.300	177,625	173 722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	165,554	118,379	170,595	151,052	134,563	111,389	1,439,795
1864	79,735	95,845	132,896	123,987	127,010	156,338	139,628	244,114	243,840	221,570	220,209	265,154	2,050,372
1865	144.084	139,171	155.753	144.001	138,738	194,525	271,799	374.024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	------	------	------	------	----
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	689,383
1866	45,102	38,005	39,301	42,332	86,913	102,918	85,276	60,698	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.& Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,035,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440.000	6	Jan. & July.	Boston.	1873	96
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99
" " $300,000	354,100	6	"	"	1870	92
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,405	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	92

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600.000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1893	92
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	81
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876 †	
Hubbard Branch	105,660	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36 650		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,220					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (K. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	102½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
1st Mortgage coupon 1st Div'n	300,000					
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	8	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98½
1st M. (State) $75,000 n y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	160,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	81
Land Security	3,344.60	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1885	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1956	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,563,900	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1855	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1875	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	176,000	6	" "	" "	66–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	84½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,484	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995 500	8	" "	N.Y.& Boston	1869	108
1st Mortgage (convert.) Dollar	247.000	8	April & Oct	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug	New York.	1891	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1867	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	99
2d General Mortgage	2,258,500	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	83
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1878	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	95½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	7	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,298,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	106
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,810,952			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	950,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "		1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'68-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						62½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	78½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	82
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,625,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	93
" 1848, "	101,000	6	" "	"	1880	93
1849, "	67,000	6	" "	"	1880	93
1857, (convertible)	415,500	6	" "	"	1886	104½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	525,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$690,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	3?2,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	100
2d Mortgage	937,500	7	" "	"	1863	39½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1866	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7?	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7?	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	69
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				66
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	85½
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	928,000	6	" "	} New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	$96,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,652	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	698,370	—	----
10 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	25,579	2,582,505	116.9	.....	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	----
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	53,325	89,470	46,029	7	----
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	----
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,741	413,528	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300.000	29,149	.....	62.0	145,65[illegible]	360,167	140,391	16	—
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	5.8	9.3	—	3	2	—	New Haven and Northampton	2,236,485	41,560	—	1,010,000	650,000	.....	.....	.....	49,663	197,387	85,946	8	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	58,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	114
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	167
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
.. .. '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 [illegible]	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	----
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832 343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	6½	105½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,496	204,207	17,518,440	400.0	2,083,580	6,175,558	2,799,435	31	135½
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2 356,660	26,155,641	12,020,483	825,388	39,880,452	930.0	.....	6,820,750	1,802,272	—	34½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6.500.000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	108½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13.231,500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	122½
31 Dec. '65	118.0	—	----	112	16	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	280,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	202.0	.....	2,240,744	488,558	—	37½
								INDIANA.													
— —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	46½
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288.255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,785,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,883	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315.172	117,941	6	100
.. .. '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36[illegible]
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,228	73.0	411,278	1,248,726	598,671	12	154½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412.156	162,268	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	.....	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '65	29.0	—	3.1	— }	4	13	219	} Lexington and Frankfort	605,298	52,300	—	514,573	72,000	—	736,513	29.0	236,061	188,463	63,774	7	80
30 Jun. '65	65.1	—	5.4	— }				} Louisville and Frankfort	1,532,645	126,735	12,200	1,109,594	276,000	—	1,713,324	65.1		419.548	139,817	6	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,282,624	555 434	—	----
31 Aug '60	58.7	—	----	186.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.253,015	243,969	108.434	1,710,819	58.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	----
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,886	7,463,489	281,032	15,188,190	329.8	1,741,670	4,446,490	1,638,114	15	111½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,161,615	4,686,445	1,936,788	6	83
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	.....	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	36½
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,703	—	3,469,540	4,350,000	93,378	7,095,870	188.8	480,136	950,499	640,641	—	----
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '65	283.0	—	14.4	—	43	26	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	----
28 eb, '65	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	3,098,940	116,927	—	70,518	3,467,294	.....	3,883,402	114.0	100,562	197,744	1,895	—	----
30 Sep. '64	86.6	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,2.2	3,501,000	40 558	6,352,109	90.1	230,189	399,291	249	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,638	205,584	757,381	63.5	76,344	70,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,953,475	149.0	oper. by	Gd. Tk.	.....	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*		1,000,000	2,000,000		3,000,000	109.5	274,410	630,316	97,709	—	—
31 May, '65	99.7	9.6	.....	—	18	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,500	1.0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	166½
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,341	30.0	.....	703,123	429,390	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,662,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,316,610	1,328,793	8	46?
								MASSACHUSETTS.													
30 Nov. '65	84.9	14 0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,008	110,047	.....	—	5
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	107
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,430	4,076,974	—	328,388	5 386,291	164.3	747,272	1,921,159	393,812	9	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,660	207,400	—	3,600,000	21,300	—	4,218,927	61.8	450,696	1,221,104	366,333	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,785	83.6	669,234	1,697,164	537,067	10	140
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,560	123,864	—	721,926	25,700	15,000	1,098,032	47.1	88,000	167,931	57,695	6¾	64½
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1 813,980	*	303,239	1,591,100	250,000	104,138	2,127,219	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,969	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	62,202	1,27,,075	490,768	6	108
30 Nov. '65	51.0	42.5	75 8	—	27	28	684	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	98.4	457,231	993,694	314,255	8	119
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,863	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,491	71.0	186,647	300,954	51,227	8	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	43,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,458.317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	104½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,033	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	248,305	226,900	522	470.727	(Op	er. by B. & L Co.)			1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	812,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)	.....	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240.079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	49½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,614	3,431,584	1,226,658	10	159½
30 Nov. '65	45.7	—	9.8	—	10	13	143	Worcester & Nashua (par 83½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,288,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	340,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422 829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	589,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,985	136,040	8	66
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.0	387,789	615,728	215,978	9	106
30 Apr. '64	24.7	—	2.2	—	6	2	50	Sullivan	1,430,780	*	—	500,000	780,000	—	1,288,400	24.7	oper by	Vermont	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,285	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '65	61.2	42 4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,359	10	128
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,414	*	—	1,064,243	1,035,276	123,930	2,221,449	60.2	.....	281,468	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	65	62	1,071	Central of New Jersey	11,849,791	1,283,773	528 171	10,685,949	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	127
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	80?
31 Dec. '65	53.8	—	.....	—	35	98	180	New Jersey	3,903,171	728,164	1,793,004	5,000 000	805 000	—	6,434,899	33.8	654,192	1,875,981	863,323	10	128
31 Dec. '64	21 3	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	168,800	260,000	45,072	463.872	21.2	99,787	146,936	29,200	—	.....
31 Dec. '64	.....	.....	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,596,481	*	—	2,160,700	1,584,000	544,426	4,440.026	—	—	229,476	.....	—	65
31 Dec. '65	18 2	.....	.....	—	.....	.....	.....	Warren	2,608,300	*	—	1,408,300	600.000	—	2,608,300	18.2	.....	272,695	118 183	5½	40?
31 Dec. '64	38 5	—	.....	17.	—	—	—	W. & Jersey	1,461,249	*	—	588,400	700,000	—	1,288,400	—	—	207,952	91,544	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,738	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13?	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400 000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	6,335	Erie	17,646,251	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,805	807.0	6,839,028	15,434,775	5,466,511	4	71
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,287	—	6,563,250	7,762 840	1,167	15,264,586	150.0	1,602,279	4,452 830	994,668	8	121½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	253,666	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York and Harlem	27,396,542	6,305 877	1,279,791	24,591,000	14,627,442	—	44,675,497	664.9	5,804,048	13,975,524	2,094,714	6	156
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,248	—	—
30 Sep. '65	118.0	4.0	18.0	—	26	25	363	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	—
30 Sept. '65	18.0	—	0.5	10.5	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	38.3	0 4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	87,202	240,657	69,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303.705	797,038	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1.386	Leased	to	Erie	R'w.	35,857	—	.....
30 Sep. '65	141.1	48.5	19.4	—	23	35	398	Rome, Water'n & Ogdensb'g.	2,096,542	268,304	—	1 991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300.000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	365,000	"	"	"	"	"	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,278	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	18	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	380,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	25,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	228.0	—	.....	—	—	—	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,360	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,682,737	*	232,000	1,120,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107 000	1,340,213	791,055	102,391	3,114,954	171.9	323,069	477,554	225,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430.357	*	289.017	2,562,251	1,040,550	116,574	3,719,374	118.2	523 741	976,881	279,068	—	.....
31 Aug. '63	187.0	—	.....	—	41	39	508	Central Ohio	6,579,508	922,670	106,135	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	340,271	—	14
31 Mar. '66	60.8	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,600	5 996,577	202.0	.....	1,261,566	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4.000,000	750.000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,182	663,205	10	112½
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	980,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83.292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	85½
31 May '66	109.5	79.4	.....	—	37	39	771	Cleveland and Toledo	6,632,157	868,769	828,893	4,841,600	2,746,250	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	115½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,984,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,585,042	3,572,400	1,400,000	2,020	6,120,728	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315.434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '65	158.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595 400	251,367	3,343,952	1,841,093	14,202	5,172,133	205.9	356,409	719.924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,786	125.0	209,011	3207	189,488	—	.....
31 Dec '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,688	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	44

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. Road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	.....
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	446.0	2,647,709	5,811,233	2,125,200	—	.....
31 Oct. '65	66.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113		10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,783,320	38,671	15	160
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589		604,400	598,400	44,888	1,247,688	37.7	161,484	380,745	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*		1,000,000	1,620,000	Leased to North. Cen.		302,872	580,978	loss.		5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	.....	1,000,000	18.5	143,638	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016		664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36 0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341		1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6 0	16	2	133	Huntingdon and Broad Top	2,099,328	*		685,130	1,436,082	289,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2 0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714		1,335,000	2,276,725	121,409	3,753,134	82.0	175,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526		6,642,250	1,477,000	.....	8,169,.50	87.5	647,080	3,049,860	1,851,630	10	65
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*		2,046,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	40½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*		3,708,200	.....	.....	3,708,200	(	"	"	")	8	57½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,286	6,529,199	69.8	318,861	875,084	412,353	—	41
31 Dec. '65	354.8	33.2	150.5	—	290	175	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17 459 169	4 189,111	10	57
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139.079	288,439		1,476,200	143,000	.....	1,659,200	24.0	311 691	656.739	336,376	8	66½
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,692,766			5,069 450	13,600,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	33½
30 Nov. '65	93 0	59 5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,061,353	20 240,673	6,900,663	.....	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	57½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	*	245,695	999,200	200,000	.....	1,199,200	28.2	177,433	1,080,438	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	457,836	10,869,742	197 0	981,465	3,884,609	1,046 804	10	5 ½
31 Oct. '65	59.5	—	11 4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820		1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394 363	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183.331	*	3,362,312	9,312,442	12,573.000	1,597,620	26.545.693	483.3	4,625,073	8,489 062	3 2 3.547	10	104½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824		600,000	791,597	Lease'd to Northn Cen.		63.0	143,006	316,498	116,006	4	40
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331.640	145,557		684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	225	Tioga	821,200	212,788		437,800	326,000	26,292	789,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000	.....	.....	62.0	321,000	557,587	254,508	12	112
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	15	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151.536	6	.....
1 Jan. '59	143.2	21.3	.....	.....	.....	.....	.....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	.....	.....	.....	.....	North-Eastern	2,011,662	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	415,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	.....	29.967	19,187	—	.....
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.2	150,142	297,806	149,167	—	.....
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,685,096	873,597	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.8	57,950	127,955	87,243	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'd'o	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000	.....	70.0	102,200	282,846	190,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136.005	3,081.460	105.0	172,500	480.577	175,993	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683		1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	7
31 May '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	102½
1 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*		332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789	.....	113.7	703.034	136.302	43.062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*		488,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,068,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,655,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554		657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,332,929	195.0	280 968	634,081	359,130	5	.....
30 Jun. '60	204.7	9.4	15.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*		3,400,000	6,250,000	.....	9.650,000	370.0	1,125,571	2,113.118	508 555	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951.880	8,755.527	285.9	915,288	1,985.511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,643	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*		11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482.589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1.096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,.10,345	*		15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,900,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*		4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,799,232	60 0	.....	132 565	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*		4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec 63	2..	—	...	—	11	22	150	Pan ma	9,902,000	*	658	6,000,000	76,800	—	10.168,722	48.7	.....	127.438	1.329.924		260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	33½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	58
Chicago & Alton (preferred)	2,425,400	7	7	107
Chicago & Northwestern (pref.)	12,994,720	7	7	66
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1 678,300	10	10	77½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	—	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & William-port (preferred)	500,000	---	—	43
Erie (preferred)	8,535,700	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	41
" " (2d pref.)	3,819,772	7	3	21
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	94½
" " " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,400,000	7	—	69½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	75½
Toledo & Wabash (preferred)	984,700	7	7	71½
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal Payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5		1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	----------	------	---
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	92
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6			90
Boat Loan	99,852	6			93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91
2d Mortgage	3,989,670	6	J. & J.	1882	85
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	105
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	56½
Delaware and Hudson	100	10,000,000	10	152
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,091,700	10	58
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	120
North Branch	100	-------	—	----
Sault Ste Marie	100	-------	—	----
Schuylkill Navigation (consolid.)	50	1,908,297	—	28½
" " (preferred)	50	2,888,963	—	36½
Susquehanna and Tide Water	50	2,048,260	—	9½
Union	?	-------	—	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	50
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ....(cash)..... per ton 46 — @ 49 —
Pig, American, No. 1 ..... 48 — @ 50 —
Bar, Refined, English ..... 100— @105 —
Bar, Swedes, assorted sizes (in gold) ..... 95 — @100 —

—Store Prices.—

Bar, Swedes, assorted sizes ..... 165 — @170 —
Bar, English & American, Refined ..... — — @125 —
Bar, English & American, common ..... — — @115 —
Scroll, English ..... 195 — @205 —
Ovals and Half round ..... 150 — @160 —
Band, English ..... — — @155 —
Horse Shoe ..... 150 — @160 —
Rods, English ..... 130 — @185 —
Hoop, English ..... 165 — @225 —
Nail Rod ..... per lb. — 10½@ — 11½
Sheet, Russia ..... per lb. — 23½@ — 25
Sheet, English, Single, Double and Treble — 7 @ — 9
Rails, English ....(gold) ..... per ton 55 — @ — —
Rails, American ..... 85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast ....(1st & 2d qlty.) ..... per lb. — 18½@ — 24
English Spring ....(1st & 2d qlty.) ..... — 11½@ — 13
English Blister ....(1st & 2d qlty.) ..... — 12½@ — 20
English Machinery ..... — 14 @ — 16
German ..... — 15½@ — 17½
American, Blister ..... — 11½@ — 12½
American, Cast, Hammered ..... — 18 @ — 22
American, Cast, Rolled ..... — 13 @ — 15
American Spring ..... — 11 @ — 12½
American Machinery ..... — 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New ....(suits) ..... per lb. — @ — 45
Sheathing, Yellow ..... — @ — 32
Pig, Chile ..... — @ — —
Bolts ..... — @ — 45
Braziers' ..... — @ — 45
American Ingot ....(cash) ..... — 31 @ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena ..... per 100 lb. — @ — —
Spanish ..... 6 75 @ 6 87½
German Refined ..... 6 87½@ 6 87½
English ..... 6 87½@ 7 25
Bar ..... per lb. — @ 10 50
Pipe and Sheet ..... — @ 10 70

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca ..... (gold). per lb. — @ — 24½
Straits ..... (gold). ..... — @ — 22
English ..... (gold) ..... — 21½@ — 22

—Gold.— —Currency.—

Plates, I.C. Charcoal, p. box 10 12½@ 10 25 15 25 @ 15 50
Plates, I. C. Coke ..... 7 25 @ 9 50 11 — @ 14 50
Plates, Coke Terne ..... 7 25 @ 7 50 10 75 @ 11 25
Plates, Charcoal Terne ...10 — @ 10 25 15 25 @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d ....(cash) ..... per 100 lb. — — @ 7 25
Clinch ....(cash) ..... — — @ 8 75
Copper ..... — — @ — 50
Ausable Horse, Norway Iron, Forged ..... — — @ — 32
Zinc Nails ....(6 mos.) ..... — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity ..... — — @ — 28
Refined, free L. S. to White ..... — 58 @ — 60
Refi'd, in bond, prime L. S. to White ..... — 45 @ — 45½
Refi'd, in bond, Standard White ..... — 46 @ — —
Naptha, Refined (60@63 gravity) ..... — 28 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

	Th 6	F. 7.	Sat. 8	M 10.	Tu 11	W. 12
Atlantic M. S. S. Co.	110	----	----	----	112	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M. 96	----	----	----	----	----	----
California 7s	115½	----	----	----	----	----
Canton Co.	----	52½	52½	52½	52½	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	106	----	105½	----	----	105½
" " pref.	----	----	----	----	----	----
" " 1 M.	98½	98½	99½	99½	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	92	----	----	----	92	----
Chicago, Burl. & Q.	130½	----	131½	----	132½	135½
" " 8 p.c.	----	----	----	----	111	----
Chic. & Northwest'n	35½	35½	35½	35½	35½	35½
" " pref.	66½	66½	67	66½	66	66½
" " 1st M.	89	----	----	87½	----	88
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	95	----	----
" " Consol	81	----	----	----	81	----
Chicago & Rock Isl.	109½	109½	109½	109½	109½	108½
" " 1st M. '79	----	----	----	----	101½	----
Clev., Col. and Cin.	----	----	----	----	----	112½
Clev. and Pittsburg	86½	86	86½	86½	----	86½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	114½	114½	114½	115	114½	115½
" " S. F. 7 p.c	----	----	----	----	----	----
Cumberland Coal, pref	46½	----	46½	46½	46½	46½
Del. & Hudson Canal	151	152	----	----	152	----
Del., Luck. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	70½	70½	71½	71½	71½	72½
" pref.	----	----	76	75½	----	76
" 1 M. 7 p.c. '67	----	----	----	----	103½	----
" 2 M. 7 p.c. '79	----	----	----	----	100½	----
" 3 M. 7 p.c. '83	98	----	----	----	----	----
" 4 M. 7 p.c. '80	96½	96	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	120½	120¼	121½	122½	121½	122
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69. 103	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	103	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	123½	122	122	122½	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	106	----
Marietta & Cin. 1st pref.	42	----	----	----	41	----
" " 2d	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11	----	----	----	----	11½
Michigan Central	111½	----	111½	111½	111½	----
" S F. 8p.c. '82	----	----	----	----	111	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82½	83½	84½	83½	85½	83½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F. 8 8	----	----	----	----	----	99
" " 2 M.	----	----	----	93	93	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	94½	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	----	----	----	----	----	----
" " pref.	----	70½	----	70	69½	----
" " 1st mort.	90	----	----	----	90	----
" " 2d mort.	----	----	----	85	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	61	----	----	----	----
Missouri 6s	77½	77¾	----	----	77½	----
" 1ss. to H. & St. J. R.	----	----	----	----	----	81½
" " Pacific	----	----	----	----	78½	----
New York Central	102⅞	103½	103¾	103⅞	103⅝	105½
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	96	----	96	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '84	----	----	----	----	----	----
" 3M. 7 p.c. '87	----	----	----	----	----	----
North Carolina 6s	83	----	----	----	----	----
" ex-coupon.	63½	63½	----	----	66⅝	----
" new	63½	----	63½	----	63½	65⅝
Ohio & Miss. cer.	29	29	29½	29	29	29
" " pref.	75	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	260	----	260	----	----	----
Phila. and Reading	113½	113⅞	115	115⅝	114⅝	115
Pitts. Ft. W. & Chicago	104	104½	105	104½	105	105
" 1M.	103½	103½	----	----	103	----
" 2M.	----	----	----	----	----	----
" " 3M.	89	----	----	----	----	----
Quicksilver Mining Co.	50½	50½	51½	51	51½	52½
St. L., Alton & T. H.	----	----	37½	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	91	----	----
" " 2M. pref.	----	----	----	----	80½	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	93	----	----
" ex-coupon.	71	----	----	71½	71½	71½
" new	70	70	70½	70½	70½	71½
Tol. Wab. & Western	44	44½	44½	----	44	----
" " Prof.	----	----	71½	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	80½	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	71	----	70½	70	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

	Th 6.	F.7.	Sat.8	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100	99⅛	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	98⅛ x	98⅛	98	98⅛	----	98⅛
U. S 5s, 10-40s, reg.	99	----	----	98⅛	----	98⅛
U. S. 6s, 1881, reg.	----	----	111¼	----	----	111⅛
U. S. 6s, 1881, coup.	111⅛	111¼	----	----	110⅞	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	130	131	130
U. S. 6s, 1868, reg.	----	----	----	----	126	127
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	111⅛	111⅛	111⅛	111	111⅛	111⅛
U. S. 6s, 5-20s, c. 1864.	----	----	108⅛	----	----	----
U. S. 6s, 5-20s, c. 1865.	108⅛	108⅛	108⅜	108⅛	108⅛	108⅛
U. S 6s, " reg.	109	108⅛	108⅛	----	----	108⅛
7.30 Notes, 1st series.	106⅛	106	106	106	106	106⅛
" " 2d series.	105⅛	105	105⅛	105⅞	106⅛	106⅜
" " 3d series.	106⅛	105⅛	106⅛	105⅞	106⅜	----
American Gold	----	----	146⅜	146¼	146¼	146⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	W.5	Th.6	F.7.	Sat.8.	M.10.	Tu 11
Cattawissa	----	----	----	----	----	----
" preferred	33½	33½	33	33⅜	33⅜	33⅜
Camden & Amboy	129½	129½	----	----	----	127½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	92	----	92	92	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches.& Del.Canal os '86	----	----	----	----	----	----
Del. Div. Canal	57	57	56⅜	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	60	60	59⅜	59¼	----	58
" " 6s,'84	92	92½	92½	92½	92	----
Lehigh Valley R. R.	65	65	65	65	----	65
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	38	37⅜	37⅛
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	58½	----	----	----	----	----
Morris Canal	----	----	65	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	92	----	----	----	----
North Pennsylvania	----	----	----	40⅛	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	120	----
Northern Central	----	----	----	----	----	48⅛
Pennsylvania R. R.	57⅛	57⅛	57⅛	57⅛	57⅜	57⅛
" 1st m.	----	----	----	----	101	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	95⅛	95⅛	95⅛	----	95⅛	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	102	----	----	----	----	----
Philadelphia City, 6s	95⅛	----	95⅛	----	95⅛	95⅛
" " new	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
" " muno	99⅛	99⅛	99⅛	99⅛	99⅛	----
Philad., Germ. & Nor.	60	----	60⅛	----	----	----
Phila. & Reading	56⅛	56⅛	56⅛	57⅛	57⅞	57⅛
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	33⅝	----	33	33⅛	33⅛	33⅛
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	28⅝	----	28⅝	28⅝	----	28⅝
" " pref.	35½	----	36⅜	36⅛	37⅛	36⅜
" " 6s '82	85	86	----	----	85	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	13⅜	13⅜	----	13⅜	----	----
" " 6s'78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	20⅜	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	18⅜	18⅜	18⅜	18⅜	18⅜	18⅜
Chestnut & Wal. "	54	55	----	----	----	53⅞
Green & Coates, "	----	----	----	30	----	----
2d and 3d streets, "	----	----	----	----	----	88
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	W.5.	Th 6	F.7.	Sat.8.	M 10.	Tu.11
Baltimore City 6s, 1875.	99⅛	100	----	100	----	----
" " 1886.	----	----	----	----	99	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	----	----	100¼	----
Balt. and Ohio	----	----	114	----	----	114
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85. 99	----	----	----	----	----	99⅛
Northern Central	----	----	----	----	----	----
" " b'ds, '85. 90	----	----	89	----	----	----
" " " 6s	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

	Th. 6.	F.7.	Sat. S.	M.10.	Tu.11.	W.12
Boston and Lowell	107⅞	----	107⅞	----	107	----
Boston and Maine	131	130½	131	----	----	----
Boston and Providence	----	140	----	----	----	----
Boston and Worcest.	----	----	----	140	140	----
Cheshire, pref.	58	58	58	----	58	58
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	108	----
Eastern, Mass.	108	108	----	107⅞	----	107⅞
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	116⅛	116⅛	116	116
Manchester & Lawr'ce	----	----	110½	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	105	----	105	104	106	106
Old Colony & Newport	104	----	104	----	104	104⅛
Ph., Wil. & Baltimore	----	----	56	----	----	55⅜
Portl'd, Saco & Ports.	109⅛	----	----	----	109⅞	----
Vermont & Canada	102	----	102⅜	102	----	102⅛
Vermont & Mass.	----	49⅜	49⅛	49⅜	49⅜	----
Western	140	140	139⅞	----	139	139⅛
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	54½	----	53
Middlesex "	----	----	----	47	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	37	37½	44½	47¼	----	----
Franklin "	48	47	56	55	53	----
Huron "	40	----	45	48	45	----
Isle Royale "	11⅜	----	----	----	----	13¼
National "	----	----	18	18	18	18
Minnesota "	12½	14⅛	15	16⅛	16	16,
Pewabic "	35	----	38	39	36	36
Pittsburg "	50	50	----	52	----	53
Quincy "	47	50	52	54½	----	----
Rockland	8	8½	9⅛	10¼	8⅛	9¼

London Stock Exchange.

The following were the closing prices for American Securities on the 31st of August.

United States 5-20 yrs., 1882, 6 per cent	73 @ 73½
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	44 @ 48
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	68 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1899	46 @ 48
Erie shares, $100 (all paid), 8 p. c	45⅝@ 46⅛
Do., convertible bonds, 6 p. c	69 @ 71
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	79⅛@ 80⅛
Marietta and Cincinnati R. R bonds, 7 p. c	68 @ 70
New York Central, $100 shares	80 @ 83
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, September 15, 1866.

Stock Exchange and Money Market.

There is undiminished ease in Money. Lenders have unusually heavy balances available to all first class borrowers, whether for speculative use, or mercantile purposes, and rates are steady on call loans 3@4 per cent. to the Government houses, and 4@5 per cent. to other leading stock firms, while strictly prime discounts are quoted at from 5@6 per cent., and good to fair names, at 6½@8 per cent. per annum. There is an increase in the discount applications, resulting from the revival in general business, which, though late in opening, promises well for the season. The activity is most apparent in dry goods, groceries, breadstuffs, provisions, cotton, wool, and a few other leading commodities. Currency has been passing hence to the interior, chiefly to move the crops, but not in sums sufficient to materially affect the supply or price of money here, especially in view of the liberal disbursements from the Treasury Department. Rumors are current to the effect that Secretary McCulloch contemplates an early liquidation of the Clearing House certificates of deposit, and the extension of the privilege of immediate conversion of the Seven Thirty notes into the Five Twenties of 1865, so as to embrace all three issues of the former, now amounting to $769,518,900, as against an original grand total issue of $830,000,000, mainly marketed by the Government Loan Agent, but these rumors lack confirmation. We have made diligent inquiry at the U. S. Sub-Treasury, at the Government Loan Agency, and at other heavy dealers in the public funds, and we find nothing to warrant them, beyond the recognition of the fact that the Treasury Department is in a position to act as indicated, that the condition of the market for money and national stocks is favorable to the adoption of such a course, and that Secretary McCulloch is free to fund and liquidate, when he shall have decided that it is for the interest of Government for him to do so. The last exhibit of the public debt, Sep. 1, as given in our last, is regarded as an unprecedentedly strong one. It adds greatly to the confidence of the public in the present management of the national finances. It indicated that the liquidation of the public debt has been progressing at the rate of $24,868,399 a month, since June 1, 1866, and at the rate of $12,428,469 a month, since August 1, 1865. The rate of liquidation through the past year, which, it is not at all improbable, will be realized for some years to come, would free us wholly of indebtedness in about sixteen years. Of the interest bearing portion (about $2,221,500,000 of the present debt, Five-Twenties (of all issues) form $770,422,800, including of the earlier issue, $514,780,500; issue of 1864, $100,000,000; and issue of 1865, $161,642,300. The six per cents of 1881 now amount to $283,734,800, the Ten-Forties to $171,069,350, and the Seven-Thirties (all three series) to $769,518,900, or nearly sixty-one millions less than the original total issue. The legal-tender circulation is now $555,115,732, against $556,373,868 on the 1st ult., and $564,140,458 on the 1st of June. The reduction since June has been mainly in the compound-interest notes, which, three months ago, stood at $162,012,110, and are now down to $155,512,110. The plain greenback circulation on June 1 was $402,128,318; August 1, $400,361,728; and Sept. 1, $399,603,592. Nearly a sixth of the entire legal tender circulation lies in the vaults of the banks of this city, which held a treserve of over ninety millions of United States notes at the close of last week. At the beginning of September, 1865, the legal tender circulation stood as high as $684,138,959. It has since been reduced nearly $130,000,000, as against an increase of about $113,700,000 in the national bank note circulation, during the same period, showing conclusively that the legal-tender circulation has been diminished more rapidly that the volume of National Bank notes has been augmented. A very considerable portion of the issue of National Bank currency through the year has superseded the circulation of State banks, converted into National banks or wound up altogether, so that it is safe to assume that the volume of paper money of all kinds in circulation has been materially lessened since Sept. 1, 1865. The payment of seventy-three millions of the temporary loan in August is another important gain for the Treasury. Nearly thirty millions of the first series of Seven-thirties maturing in August of next year, were converted within the month into Five-twenties of the latest issue. The currency interest-bearing portion

the debt was reduced nearly ninety-one millions, and the coin interest-bearing debt increased about thirty-four millions during the past month. The liquidation of the temporary loan, which ceased to bear interest on the 26th ult., continues; yet the cash reserve in the Treasury, to-day, is heavier than on the 1st inst., and the tendency is to further accumulation, from the liberal excise and customs revenues of the Government. Confidence is freely expressed that the Secretary will bring the net indebtedness of the country within the limits of $2,400,000,000 by the close of the current year, to be represented by $2,000,000,000 of an interest-bearing debt, and $400,000,000 of a legal tender circulation.

The city banks, last week, added $3,542,061 to their loans, $1,074,310 to their specie reserve, and $698,454 to their circulation, while losing $2,428,554 of the legal tender reserve, and $83,291 of their deposits. Their deposits are now $225,107,991. Their legal tender reserve amounts to $90,194,254. Their circulation now stands at $28,506,288, and their loans are up to the enormous sum of $268,941,668, or nearly fifty-five millions higher than at this time last year. The Bank Exchanges at the Clearing House, through the past week, averaged $98,567,189 a day, against a daily average of $97,644,608 the preceding week; and $102,991,220 the week ending with Aug. 25th. The current week's exchanges average near $100,000,000 a day.

The U. S. Sub-Treasury receipts, week ending with Sept. 8, were $19,089,718, including $3,222,266 from customs duties; payments, $16,820,266; balance at the close of the week, $84,563,995, against $82,294,543 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $10,382,485, and payments, $9,296,287, Tuesday, receipts, $2,762,511, and payments, $1,001,330. The balance at the close of business on Tuesday stood at $87,411,321, against $81,253,064 a week ago.

Government revenues were very heavy, last week. The excises, yielded the enormous sum of $10,302,029; customs at the port of New York, $3,222,266, and at the outports, at least, $1,250,000 more, making the grand total income for the week equal to about $16,788,000 in currency, against disbursements of only $3,145,069 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been $81,305,815. Thus far, in the current fiscal year, the receipts from this source have averaged about $8,000,000 a week, or equal to a yearly aggregate of $416,000,000.

National Bank notes to the amount of $1,266,025, were issued last week, making the total issue to 1,658 banks thus far $291,179,845. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $331,910,700, and as security for public deposits, $38,565,000, making a total of $370,475,700.

There have been no very noteworthy fluctuations in gold, since our last. The extremes have been 147⅞ on Saturday under some heavy purchases for speculative account, and 145⅛ on Tuesday, under liberal arrivals of specie from California and Europe. The California steamer *Henry Chauncey* delivered on Sunday $1,679,030 in treasure at this port. The *City of Boston* from Liverpool also arrived here on Sunday with $250,000, the *Hermann* on Monday with $310,000. Another arrival at Boston by the *China* amounted to $765,000. The *Pereire* from Havre reached this port on Wednesday, with a treasure freight of 5,626,000 francs, or equal to about $1,125,200; making the imports of specie from Europe, for the week, here and at Boston, $2,450,200. The shipment of gold from Liverpool by the *Java* on Saturday last is now telegraphed as $1,450,000, in place of $1,000,000, as reported that day. On Wednesday, gold opened at 145⅛, advanced to 146⅛, fell to 145⅛, and closed tamely, but steady at 146. Loans of gold were made on that day at from 1-16th per cent. a day to "flat." The speculation for a rise lacks vigor, and is only kept up by the enormous customs demand, which materially lessens the supply of "cash gold," and helps the *bull* interest. The customs demand last week, averaged $537,044 a day; thus far, this week, it has been equal to $410,000 a day. The total receipts of California gold at this port since Jan. 1, were $30,397,184, against $12,639,270 same time last year, showing an increase, in 1866, of $17,757,914. The exports of specie from this port, last week, were only $157,062, making the total outflow of specie from the port, since Jan. 1, $53,652,614, against $20,825,756 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, $1,935,108, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,352,165, against $25,088,844 same time last year.

Government securities have been in less urgent demand for home investment and export purposes, since our last, and there has been a temporary yielding in prices; the market closing, however, with more firmness, as the offerings are light at the going rates, despite the unfavorable reports from London. U. S. Sixes of 1881 closed 111¼; U. S. Five-twenties of 1882 at 110¾; U. S. Five-twenties of 1865 at 108⅛. U. S. Ten-forties at 98, ex-Sept. coupon, and U. S. Seven-thirties at 105¾@106. The brokers are buying the compound-interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	115½	May, 1865	110½
July, 1864	115	August, 1865	109
August, 1864	114½	September, 1865	108½
October, 1864	113½	October, 1865	108
December, 1864	112½		

There has been a slight improvement in foreign exchange, since our last, resulting from an increased demand for prime bills, which have been rather less freely offered. Bankers' sixty day bills on London are now quoted 106@106½, and on Paris to 5.35@5.30; sight bills on London to 107@107½; and on Paris to 5.30@5.27½. The depression in gold helped the market somewhat. Government has been a purchaser of exchange, for the diplomatic service. The exports of current produce are liberal and adding to the supply of bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $3,042,586, against $2,323,660 same week last year. The exports since January 1, have been to the value of $137,168,392 or nearly twenty-nine million dollars in excess of the exports, same time last year.

Railway and miscellaneous property has been more freely dealt in. Prices were depressed early in the week by the *bear* influence on the market; but there has been a decided rally within a day or two, and the indications are of an early and vigorous upward movement, as much of the really desirable share interests are passing rapidly into the hands of strong *bull* cliques, and will doubtless be energetically manipulated by them.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 29.	Sept. 5.	Sept. 11.
Consols	—@89¼	89¼	89¼
U. S. 5-20's	—@72¼	73	71¾
E ie	—@45¾	46¾	44½
Ill. Central	—@78¾	79	78½

Telegraphic advices from California report the earnings of the Central Pacific Railroad Company for the month of August as high as $111,770, (in gold,) which shows a marked increase in the business of the road, of which there are now 73 miles in working order. The working portion of the road earned in May of this year, $65,116; in June, $67,430; in July, $85,000; and in August, as above, $111,770, all paid in coin. The demand for the First Mortgage Bonds of the road (interest and principal payable in New York, in coin,) advertised by Messrs. Fisk & Hatch, elsewhere in this paper, has been quite active, during the past week. The bonds are evidently destined to become a favorite security. They have thirty years to run from date of issue, July 1, 1865. The bonds bear interest at the rate of six per cent. per annum in coin; payable semi-annually on the first days of January and July of each year, at the banking house of Messrs. Fisk & Hatch, No. 5 Nassau street, who are the sole agents for the sale of the bonds, and who offer them at 95 per cent., and accrued interest from July 1st, in currency.

In general business, there has been a decided improvement since our last, with increased sales reported at generally firmer prices, in all the leading branches of trade, especially in breadstuffs, groceries, dry goods, boots and shoes, provisions, and cotton. Middlings close firmly at 33@36 cents per pound. The week's exports of cotton have been 6,987 bales from this port, and 9,850 bales from all the shipping ports, leaving an available supply of 80,000 bales here, and 210,000 bales at all the shipping ports. The total exports of cotton from the United States, year ending Sept. 1, 1866, were 1,583,000 bales. The total imports of foreign dry goods, last week, were $3,136,719, and the total amount marketed $3,719,066. The value of foreign merchandise imported last week, was $2,754,152—making the grand total value of last week's imports of dry goods and merchandise, $5,890,871, and since January 1, $220,222,876, against $121,860,443 same time last year. The freight market is very quiet, but steady, with 522 vessels of all classes in port.

The actual stock of cotton in this port, Sept. 1, was 68,408 bales, against 74,862 bales same time last year. Spinners took 379,720 bales from this port during the year ending 31st ult., against 275,636 bales last year, and 264,972 year before; or, say 7,302 bales per week this year, against 5,301 last year.

WEEKLY CONSUMPTION AT THE PORT.

	Bales.		Bales.
1865–'66	7,302	1855–'56	3,578
1864–'65	5,301	1854–'55	4,062
1863–'64	5,095	1853–'54	3,082
1862–'63	3,425	1852–'53	3,484
1861–'62	2,449	1851–'52	3,724
1860–'61	4,109	1850–'51	2,636
1859–'60	4,633	1849–'50	3,066
1858–'59	4,290	1848–'49	3,040
1857–'58	3,773	1847–'48	3,070
1856–'57	4,443		

The New York exports, exclusive of specie, for the week ending Sept. 11, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,323,660	$3,042,586
Prev. reported	105,847,660	134,125,806
Since January 1	$108,171,320	$137,168,392

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$2,833,411	$3,136,719
Gen. merchandise	1,875,558	2,754,152
Total for the week	$4,708,969	$5,890,871
Prev. reported	117,151,474	214,332,005
Since January 1	$121,860,443	$220,222,876

The balance in the Sub-Treasury on Wednesday was $88,529,789 33.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1873, 98; do., 7s, Bounty Loan, 105½; Ohio 6s, 1870@1875, 98; Louisiana 6s, 100; Minnesota 8s, 101; Michigan 6s, 1878, 96; Norwich and Worcester, 107; Hannibal and St. Joseph R. R., 36¾; Ind. and Cin., 75; N. J. Central, 128; Chicago and Great Eastern, 46¼; New York and New Haven, 114; Stonington, 112; Gt. Western R. R. 2d mort., 1893, 72⅛; Ohio and Mississippi 1st mort., 88; Morris and Essex 1st mort., 95½; Spruce Hill Coal, 4; Wilkesbarre Coal, 52; Central Coal, 52; American Coal, 60; Ashburton Coal, 18¾; Boston Water Power Co., 32; Cary Imp., 14; Rutland Marble, 27½; Mariposa pref., 30⅜; Smith and Parmalee Gold, 10¼; Manhattan Gas, 138; Western Union Tel., 59; Continental Bank, 103; Central Bank, 112; Market Bank, 112; Bank of Commerce, 116; 4th National Bank, 107; Ocean Bank, 102; Metropolitan Bank, 131; Am. Ex. Bank, 119; Shoe and Leather Bank, 111; Phœnix Bank, 105.

Philadelphia.—Pittsburg 5s, 75; New Jersey 6s, reg., 98¾; Warren and Franklin 7s, 81; Sunbury and Erie 7s, 99; Reading mort. 6s, 93; Schuylkill Nav. Boat Loan, 92; Union Passenger R. R., 42¼; 13th and 15th streets, 22; 10th and 11th streets, 63; Phila. and Darby, 12; Germantown, 27¼; Camden and Amboy scrip, 42¼; Lehigh Valley scrip, 53¼; Chester Valley, 2½; Tremont 7s, 85; St. Nicholas Coal, 2¾; Big Mt., 5; Fulton Coal, 7⅛; Coal Ridge, 10; Lehigh Zinc, 45; Mechanics Bank, 32½; Consolidation Bank, 43; Farmers' and Mechanics' Bank, 132½; Philadelphia Bank, 147¼; Manuf. Bank, 32; City Bank, 67; Union Bank, 65; Louisville Bank, 100; Penn Township Bank, 55; Ocean Oil, 4¾; Maple Shade, 2⅜; Feeder Dam, ½; Dalzell, ⅞. The latest quotations are: City 6s, 95½@95¾; do., new, 99⅜@99¾; State 5s, 95½@96; do., coupon, 95¾@96½; do., 6s, W. L., 102¼@102½; Phila., Wil. and Balt., 55⅝; Reading, 57¼@57⅜; do., 6s, 1870, 96@98; do., bonds, 92@94; do., con., 114@115; Camden and Amboy, 127@128; Penn. R. R., 56½@56⅝; do., 1st mort., 101@102; do., 2d mort., 99@100; Little Schuylkill R. R., 37¾@38; Morris Canal, 85½@87; do., pref., 120@123; do., bonds, 90@93; Wyoming Valley Canal, 65⅞@67⅜; do., 6s, 85@90; Susquehanna Canal, 13½@13⅞; do., 6s, 58@60; Sch. Nav., 28¾@28⅞; do., pref., 36¾@37⅛; do., 6s, 1882, 84¾@85; Union Canal bonds, 23½@24½; Delaware Div. Canal 56@57; do., bonds, 90@92; Elmira and Williamsport, 30@32; do., pref., 42@44; do., 7s, 1873, 97½@99; do., 5s, 65@75; Lehigh Coal and Navigation, 57@58; do., bonds, 1884, 92@92⅛; North Pennsylvania, 40½@41; do., 6s, 91½@92¼; Philadelphia and Erie, 33¼@33⅜; do., 6s, 94@95; Minehill, 57⅝@57¾; Catawissa, 32@37; do., pref., 33¼@33½; Lehigh Valley, 65@65⅛; do., bonds, 94@96; Fifth and Sixth streets, (horse,) 46@47; Second and Third, 88@90; West Philadelphia, 68½@71; Spruce and Pine, 37½@38½; Green and Coates, 30@33; Chestnut and Walnut, 53½@55; Thirteenth and Fifteenth, 21½@22; Girard College, 27½@30; Tenth and Eleventh, 63⅛@65; Union, 42¼@42½; Hestonville, 18¼@18½.

Boston.—Eastern R. R. 6s, 1874, 98½; Boston, Hartford and Erie ex-int., 37½; Boston and Lynn 6s, 1886, 90; Cheshire 6s, 1880, 92; Rutland and Burlington 1st mort., 100; 2d mort., 39½; Vermont Central 1st mort., 120; do., 2d mort., 35½; Boston and Lowell 6s, 96; Phila., Wil. and Balt., 6s, 1876, 98½; Ogdensburg 1st mort., 100¼; do., 2d mort. 69½; Ogdensburg and Lake Champlain, 68; South Shore, 14; Vt. and Canada guar., 102¾; Conn. and Pass. Riv. pref., 77½; Boston Water Power Co., 32; Cary Imp., 14; Essex, 97¼; East Boston, 12½; Waverly Land, 3¾; Adams Express Co., 101; Boston and Roxbury Mill, 48; Mammoth Vein Coal, 3⅜; North Mt. Coal, 3; Harleigh Coal, 65; Short Mt. Coal, 20½; Gilberton Coal, 24¾; Baltic Gold, 65c.; Montezuma Gold, 1.95; Hope Gold, 1¼; Wallace Gold, 30c.; Bullion Conso., 2.15; Peck Gold, 30c.; Caledonia Gold, 28c.; Quartz Hill Gold, 4½; Revenue Extension Silver, 5; Vermont Iron, 60c.; Cook Co., Ills., 7s, 1880, 97; St. Louis 6s, 1886, 86; Boston 5s, 99⅜; do., 6s, 1877, 101½; Chicago 7s, sewerage, 99¾; do., municipal 1881, 100¼; Portland 6s, 1870, 98¾; Maine 5s, 1864, 100; do., 6s, 1893, 99; Massachusetts 5s, 1883@1893, gold, 100; Rhode Island 6s, 1882, 99; Indian Spring Oil, 20c.; Massachusetts and Oil Creek, 45; Pepper Well Pet., 1.50; Central, 2.50; Pittsburg and Boston, 15c.; Crescent, 30c.; New England, 10c.; Boston Pet., 15c.; Everett, 5c.; Webster Bank, 114; Tremont Bank, 123½; Atlas Bank, 115; State Bank, 112; Old Boston Bank, 67; Columbian Bank, 117; Market Bank, 109; Traders' Bank, 102¾; Merchants' Bank, 121⅞; Bank of Commerce, 122½; Everett Bank, 100¾; Eliot Bank, 122; Bay State Mining Co., 16; Canada, 50c.; Dana, 3½; Deighton, 18c.; Eagle River, 4; Hancock, 22; Hanover, 3½; Humboldt, 4⅛; Madison, 2½; Petherick, 6; Pontiac, 1¼; St. Clair, 7; Superior, 4; South Side, 2⅛.

Baltimore.—Virginia bonds reg., 42¼; Marietta and Cincinnati bonds, 84½; Liberty Copper Co., 1.50; Bare Hill, 0.65; Atlantic Coal, 1.05; Penna. Oil, 0.15; Santa Clara, 7¼; Third National Bank, 102½; Mechanics Bank, 17; Bank of Baltimore, 104½; Exchange Bank, 96; Union Bank, 64⅝; Howard Bank, 12. The latest quotations are: Balt. and Ohio, 113½@114; do., 6s, 1867, 100¼@100¼; do., 1875, 96@97; do., 1880, 96½@98; do., 1885, 99½@100; Northern Central, 45½@46; do., bonds, 1885, 87@88¼; N. W. Va. 1st mort., 1873, 96½@97½; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85@87; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 96@97½; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100@101½; do., 1890, 101¾@101¾; Baltimore 6s, 1870, 97@98; do., 1873, 96@97; do., 1875, 100@100¼; do., 1886, 99@99½; do., 1890, 99@99¾; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1938–'70, 83@88; City Passenger R.R., 18@18½; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@108; Santa Clara, 9@10; Balt. Chrome, 0.75@0.75; Bare Hill, 0.50@0.55; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.70; Baltimore Coal, 100@200.

Erie and Niagara Railway.

An agreement was signed on the 18th of July last, by which the Great Western of Canada Railway Company agrees to work the Erie and Niagara Railway for five years. The former company is to find all necessary rolling stock, and pay the Erie and Niagara a minimum rate of twenty per cent. of gross receipts, and also any surplus profits that may accrue beyond this. The agreement is terminable by either party on giving six months' notice after the expiration of the five years. The road is to be kept in repair at the cost of the Great Western Railway, who are to be allowed £2,400 per annum for expenses of management.

Hartford and New Haven Railroad.

The annual meeting of the stockholders of this company is to be held in Hartford on the 19th inst., "for the choice of Directors for the ensuing year, and to consider and act upon the subject of merging the stock of the New Britain and Middletown Railroad Company with that of this company, and the transaction of such other business as may then be brought before the meeting."

Baltimore and Potomac Railroad.

The location of this road was commenced by a party of engineers last week. General Trimble, who originally surveyed the road, is assisting the engineers, who commenced operations on the line of the Annapolis Railroad, and are working on towards the Patuxent River.

☞ Messrs. FOWLE & Co., 70 Broadway, have for sale Krupp's Steel Tyres, Owen's Steel Tyres, Lowmoor Steel Tyres, and Bowling Steel Tyres. They are agents for the celebrated Earl of Dudley's English Bar Iron, Boiler, Tank and other Rivets, Nuts, etc. Address Messrs. FOWLE & Co., No. 70 Broadway, New York.

☞ Hon. Alva Crocker, of Fitchburg, Mass., has been appointed Commissioner of the Troy and Greenfield Railroad and Hoosac Tunnel, in place of Mr. Holmes, resigned. Mr. B. H. Latrobe, of Baltimore, has been appointed Consulting Engineer.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Sept. 7th, 1866, were $66,406 13
Corresponding week of 1865 ..... 80,534 74

Decrease $14,128 61

The earnings of the Grand Trunk Railway of Canada for the week ending Sept. 1st, 1866 were $135,141 00
Corresponding week of previous year.. 133,673 00

Increase $1,468 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Aug., 1866..$35,724 00
Corresponding week previous year.... 41,472 10

Decrease $5,748 10

The earnings of the Western Union Railroad for the week ending Sept. 7, 1866 .. ..$19,371 09
Corresponding week previous year.... 15,344 41

Increase $4,026 68

The earnings of the Detroit and Milwaukee Railroad for the first week in Sept., 1866, were $43,014 00
Corresponding week of 1865..... 41,747 00

Increase $1,267 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Sept., 1866, were $97,292 00
Corresponding week of 1865 ..... 110,236 00

Decrease $12,944 00

The earnings of the Chicago and Northwestern Railway for the first week in Sept., 1866 were $218,050 00
Corresponding week of previous year.. 236,432 00

Decrease $18,382 00

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Aug., inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865..	391,600	4,686,600	7,054,000	174,800
1866..	136,200	1,763,200	13,939,900	142,300
Dec.	255,400	2,923,400	*6,885,900	32,500

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 840,080 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Aug., in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1
Flour, bbls	556,200	391,600	136,200
Wheat, bush	9,933,300	4,686,600	1,763,200
Corn, bush	5,537,200	7,054,600	13,939,900
Barley, bush	166,100	174,800	142,300
Oats, bush	4,979,200	5,341,400	5,686,500
Rye, bush	80,900	282,600	616,500
Malt, bush	.....	355,300	224,800
Beef, bbls	5,400	7,190	100
Pork, bbls	54,700	14,350	11
Bacon, lbs	559,300	1,258,100	.....
Butter, lbs	26,100	52,400	42,100
Lard, lbs	1,451,600	1,750,400	58,100
Cheese, lbs	49,100	2,482,800	465,400
Wool	233,600	341,900	191,300

Illinois Central Railroad.

The statement of this Company for the month ending Aug. 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	9,385.97 for	$159,729 60
Acres Int. Fund Lands sold	400.00 for	5,288 60
Acres Free Lands sold	726.90 for	9,314 06
Total sales during month of Aug., 1866	10,512.87 for	$120,332 26
To which add Town Lot Sales		640 00
Total of all		$120,972 26
Cash collected in Aug.		$193,848 36

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$153,288 74
do.	Freight	327,427 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	50,000 00
Total Receipts in Aug., 1866		$586,074 07
Total Receipts in Aug., 1865		$661,190 07

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER.—WHEN LIABILITY CEASES.

The case of Marshall *vs.* N. Y. Central Railroad Company, lately decided in the Supreme Court, Rochester, is an important exposition of the law of common carriers. The facts are sufficiently stated in the opinion of the court, which was written by

E. Darwin Smith, J.—The questions presented for our decision in this case arise upon exceptions taken during the progress of the trial, and to the charge of the Circuit Judge in submitting the course to the jury.

The first exception taken was to the decision of the Circuit Judge in overruling the question put to the witness Garvin, one of the defendant's agents, asking him if he had any authority from the company to make a contract to ship freight at any particular time or specific time. I do not think this exception well taken. If the plaintiff's right of recovery rested upon an express contract, that contract was not made by this witness, but with Wemple, the general freight agent of the defendants. The plaintiff's agent Norton showed to the witness a letter from Wemple, directed to said agent, saying that he was at liberty to ship apples from any station on the line of the defendants' railroad subject to changes, if consigned to the Swiftsure line, Albany. Norton showed this letter to Garvin, who was a mere subordinate agent of the defendants', and he said he would ship the apples as requested. This was no bargain by Garvin and could not have been so understood or considered. It was merely a recognition of the authority of Wemple to direct on the subject, and an assent on his part to comply with the instructions thus given by Wemple. It was of no kind of consequence what authority Garvin had in fact. He made no bargain. He merely undertook to fulfill the instructions of his superiors.

Another exception is to the exclusion of evidence offered to show large accumulation of freight at Batavia and Lockport in the month of November 1860. This evidence was merely cumulative. I can see no objection to it otherwise. A large amount of evidence to the same effect was given, and the fact sought to be established by such proof was abundantly established by the defendants, so that I can not see that they were, or could not be, in any way injured by the exclusion of this testimony.

The exceptions to the refusal of the judge to non-suit the plaintiff are, I think, not well taken. The case, when the plaintiff rested, was clearly one for the jury. The same points then made were subsequently raised upon exceptions to the charge, and will be considered in that connection.

The first exception to the charge presented on the argument was that the judge erred in charging the jury that preference was to be given to perishable property. The proposition in the charge excepted to is as follows: "Where two kinds of property are delivered at the same time by different owners, one of which kind is perishable and the other not, preference is to be given to that which is perishable in transportation, and if either must wait, it must be that which is not perishable."

I do not see in the evidence any particular occasion for the statement of such a proposition. It seems to me that was a mere abstract remark not essential to the case, and one which could not have done any injury if erroneous. But I am not prepared to say that it was erroneous. It merely affirms as most reasonable, what the defendants proved to have been the practice of the agents of the company. A witness for the defendants (Gates,) the clerk of the superintendent of the western division of the defendants' railroad, testified that there was a greater demand for cars during the month of November, 1860, than there ever had been at any previous month, and that "Mr. Collamer (the superintendent,) made it a rule to give perishable property a preference if possible."

This, it seems to me, was a very rational rule, and as the duty of the defendants rested upon the ground of reasonable diligence in the transportation of property, and their liability for loss and injury resulting from delay in the transmission of property, could only be practiced upon proof and a finding that they neglected to transport such property within a reasonable time after its receipt.

The question how the carrier was employed, and how he used and employed his means of transportation, during any given period when property was delayed, would always be a proper subject of inquiry, and that on this inquiry proof that his means of transportation were employed in transporting perishable property in preference to other property received at the same time, would always be held a sufficient excuse for delay. The judge so states the rule. The preference as he states it, is between property received at the *same time*. If the carrier in such case cannot carry all the property received, it seems to me that he may give preference to the perishable property over that not perishable, and that the giving of such preference cannot be a matter of complaint, but rather would be a matter of duty on his part, in such a case. I therefore do not think that this exception should be allowed.

The remaining exception urged upon us on the argument, relates to the rule of damages adopted at the circuit. The plaintiff was allowed, under objection and exceptions, to show what the value of the apples in question was when they were received in New York, frozen, &c., and what it

would have been if they had not been injured by frost at the time of their receipt by the plaintiff in that city. I have had some difficulty with these exceptions. The defendants were carriers from Buffalo to Albany. Their railroad ends at Albany, and they do not seem to have made any contract, or to have incurred any duty that is established in the case, other than to transport these apples to Albany and there deliver them to the Swiftsure line, the consignee named and designated by the plaintiffs. Their duty ended when they had duly delivered the property to the plaintiff's consignee at Albany, and such delivery was equivalent to a delivery to the plaintiff at that place. When a carrier has received property for transportation, if he is liable for any loss or injury resulting from delay in its transportation or otherwise, while in his possession, such damages are to be appraised or fixed at the place of destination of such property. And the place of destination, in this sense, must, I think, in the absence of any express contract to deliver at a particular place, be where the route of the carrier ends. But this property was purchased for the New York market, and this was known to the defendants. It was delivered by them to the Swiftsure line at Albany to be forwarded to New York, and was immediately forwarded to that city, and within a few days was received there by the plaintiff, they paying the freight from Albany. The barrels were then opened and examined, and the condition of the apples and the injury to them from frost fully ascertained. Such injury could not fully have been determined at an earlier period. These facts all appeared at the trial. The question then is, assuming that the damages should have been assessed at the value, or depreciation of the apples at Albany, whether proof of such value or depreciation in the New York Market was inadmissible and error. I think it was not, and that it was an element or species of evidence on the question of damages, and probably the best the case afforded. It furnished a pretty clear and satisfactory basis upon which the jury could estimate the damages of the plaintiff at Albany. If there was any difference of value between the two places, or the property was injured or depreciated after it left Albany, the defendants might have proved it. There is not in the case any proof of the kind, nor any suggestion to that effect; and for ought I can see in the case, I think it would have been entirely proper for the Circuit Judge to have instructed the jury that they might find the value of these apples to be their value, as proved in New York, deducting the freight on them from Albany to New York, and make any other allowance which they thought proper for the difference in value between the two places. This would be a fair method of estimating their value, and I can not see why it would not be a proper mode or rule for estimating damage in all such cases, (Vide Wemple *vs.* Stewart, 22 Barb. 154; 5 Denio, 56; 8 Wend, 435.) I think no exception could have lain to such a direction; and as it does not appear what was the precise direction of the Circuit Judge on this question of damages, and no error is alleged in respect to such instruction, I think we must assume that it was entirely satisfactory to both parties, on this subject. And in this view, and upon this ground, also, I think these exceptions may be and should be overruled.

If my brothers concur in these views, the judgment should be affirmed.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool ...	$5,233,946	$3,983,436
" cotton...	1,506,440	1,325,929
" silk	2,867,785	1,867,096
" flax	1,272,717	997,266
Miscellaneous dry goods.	630,864	922,794
Total entered for cons'n..	$11,511,752	$9,096,521

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool ...	$1,945,577	$3,205,913
" cotton...	168,188	479,945
" silk	519,068	1,257,525
" flax	295,964	437,758
Miscellaneous dry goods.	58,273	131,138
Total withdrawn from warehouse	$2,987,070	$5,512,279
Add entered for consump.	11,511,752	9,096,521
Tot. thrown on the market.	$14,498,822	$14,608,800

ENTERED FOR WAREHOUSE.

Manufactures of wool	$834,519	$2,871,470
" cotton...	119,182	598,172
" silk	594,313	1,383,538
" flax	344,205	747,714
Miscellaneous dry goods.	58,241	172,923
Total entered for ware'h'g	$1,950,460	$5,773,817
Add ent. for consumption.	11,511,752	9,096,521
Total entered at the port.	$13,462,213	$14,870,338

The imports of foreign dry goods at New York for eight months from January 1st were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool ...	$13,247,850	$23,305,747
" cotton...	4,584,702	12,091,209
" silk	8,506,416	13,167,827
" flax	5,346,535	9,823,928
Miscellaneous dry goods.	1,825,812	5,527,831
Total entered for consump.	$33,511,315	$63,916,542

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufacturers of wool...	$7,798,350	$12,669,259
" cotton...	2,446,532	4,836,544
" silk	2,971,980	5,461,728
" flax	3,261,532	3,932,489
Miscellaneous dry goods.	639,831	826,265
Total withdra'n from warehouse	$17,118,225	$27,726,285
Add ent. for consumption	33,511,315	63,916,542
Tot. thrown on the market.	$50,629,540	$91,642,827

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool ...	$5,380,287	$14,771,154
" cotton...	1,353,838	4,663,914
" silk	2,330,065	6,439,187
" flax	2,316,976	4,468,354
Miscellaneous dry goods.	420,130	1,053,512
Total entered warehouse.	$11,801,296	$31,396,121
Add ent. for consumption	33,511,315	63,916,542
Total entered at the port.	$45,312,611	$95,312,663

☞ The New Orleans *Picayune* says city railroads are found to be of great advantage, in view of the fact that they increase the value of city property. The augmented demand for residences in all portions of the city convenient to the established railroad lines, proves this fact beyond all cavil.

The China Mail Line.

We understand that the Pacific Mail Steamship Company, to whom Government awarded the contract for carrying the mails between San Francisco and Hong Kong *via* Kanagawa, have lately added to their line the fine new steamship *Rising Star*, and that they have on the stocks, in this City, two more steamers of greater tonnage than any vessels belonging to the company. The first steamer (the *Colorado*) will be dispatched from San Francisco in January next, and be followed by the *Montana*, now on the way from this port to California. The establishment of this line, in connection with the British line recently established between New Zealand and Panama, it is expected will create a new era in the commerce of the Pacific. The Australasian trade will be controlled by the British line, but as an offset to this, we shall have the vastly greater and richer traffic of China and Japan. The inhabitants of the Colonies, including Australia, are few in number compared with those who will be brought into direct commercial intercourse with us by means of our steamship line across that ocean. Many of the most valuable commodities which the world affords are produced by the people who dwell upon the borders of the China sea. The silk, tea, and cotton which seek a market from that densely populated region, make it certain that this country will come into possession of a great trade from beyond the Pacific, as soon as the mail steamship line commences its work. Steam to China will cause our country to realize more forcibly than ever the necessity of a Pacific railroad. That the construction of this great thoroughfare will be hastened by the increase of trade which will be offered by means of a steamship line from the Pacific coast to China, at once appears evident.

Not only is the commerce between China and Japan and our Pacific possessions expected to be greatly enlarged, but a large passenger traffic is confidently looked for. A few years ago, China furnished no passengers. Now large numbers travel to and fro by sail, and it is estimated that at least 5,000 Chinese will travel each way by the steamers. Restrictions upon travel have already been removed by the Japanese authorities, and the time may not be far distant when that curious and inquisitive people, availing themselves of their newly granted privileges, will travel extensively, and their patronage in this way may become of great importance to California.

An extract from an official copy of the convention completed June 20, between the United States, France, Holland, and Japan, gives the duties on certain articles of import as follows:—Candles, two boos, twenty-five cents; hides, one boo, eighty-cents per one hundred cattles; quicksilver, six boos per one hundred cattles; salt fish, seventy five cents per one hundred cattles; grain, flour, and meal, duty free. The export of flour and wheat is prohibited. Tea pays an export duty of three boos, fifty cents per one hundred cattles; rags, twelve cents; cotton two boos, twenty-five cents. Duty on the sale of steamers to the Japanese, three boos per ton, and on sailing vessels, one boo per ton. The bonded warehouse regulations are on a liberal scale, and the charges are moderate.—*Shipping List*

☞ The sale of the St. Louis and Iron Mountain railroad by Commissioners will take place on the 27th of September, inst., and that of the Cairo and Fulton railroad on the 1st of October prox. The Commissioners now invite proposals in writing for the purchase of said railroads, lands, rolling stock and appurtenances, in case they should buy in the same at the sale thereof as advertised by the Governor of Missouri to take place on the days above mentioned.

☞ The double track of the Western (Mass.) Railroad has been completed to Westfield, and next season it will be built to Washington. This will give a double track from Albany to Worcester

Grain Trade of Buffalo and Oswego.

The following is a comparative statement of the shipments of flour, wheat, corn and oats by canal from Buffalo and Oswego, from May 1, to August 31, 1865 and 1866:

1865.	Flour.	Wheat.	Corn.	Oats.
Buffalo ..	85,018	4,952,088	8,714,323	4,845,112
Oswego...	109,288	1,208,332	917,655	151,939
Total	194,306	6,160,420	9,631,978	4,997,051
1866.				
Buffalo ..	15,671	2,132,314	15,941,185	6,055,227
Oswego...	40,945	884,907	2,116,343	283,342
Total	56,616	3,017,221	18,057,528	6,338,569
Loss.....	137,690	3,143,199		
Gain.....			8,425,550	1,341,518

Delhi Railway.

The sum of £207,000 has been paid up to this date to the credit of the Secretary of State for India on account of the call of £3 per share recently made including payments in anticipation.

☞ At an auction sale in Richmond, last week, James River and Kanawha stock sold at $6@$7 per share; Virginia and Tennessee Railroad 6 per cent. coupon bonds at $60; and Virginia 6 per cent. registered stock, old and new, at $42.30; Richmond, Fredericksburg and Potomac Railroad 6 per cent. registered bonds, $82 50; do., 7 per cent. bonds, $87 50; Richmond City bonds, $81 50; Virginia Central Railroad 6 per cent. coupon bonds, $62 50; Richmond and Danville Railroad 6 per cent. registered bonds, $71; do., coupon bonds, $72 50@$73.

☞ The proposition to turn over all the stock held by the corporation of Pensacola in the Alabama and Florida Railroad to a Boston house, as a bonus for an advance of money to complete the railroad in the course of three months, was ratified by the freeholders of that city on the 23d ult., by a vote of 67 to 15.

☞ The St. Paul and Pacific Railroad has been completed to St. Cloud, the utmost northerly limit of railroad trade in the United States thus far. There is now direct railroad communication between St. Cloud and Winona.

CARS FOR SALE,

TWO Superior full 60 Passenger Saloon Coaches, framed with 6 longitudinal sills. Also,

Three ¾ or 40 Passenger Coaches, of light and strong construction, all with Dome Roofs, and of first class finish, ready for delivery at short notice.

GRICE & LONG'S

37tf **Car Works, Trenton, N. J.**

OFFICE TENN. & PACIFIC R. R. COMPANY, No. 25 UNION STREET, NASHVILLE, August 28, 1866

PROPOSALS WILL BE RECEIVED FOR A Preliminary Survey, with instruments, of that portion of the Road, which is between the Cities of Nashville and Knoxville, Tennessee. The Road must be surveyed on lines, and the report must embrace all necessary information in regard to the character of the country, its resources, the distances intervening, grades and obstructions, the cost of construction, and be accompanied by plans and profile views of the several routes, necessary to letting out the work.

Engineers must state the sum for which the work will be completed, and Proposals must be filed at this Office by the 1st of October.

J. D. B. DEBOW, President.
JOHN KIRKMAN, Chairman Executive Committee.

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CIVIL AND MINING ENGINEERING,

AT THE RENSSELAER POLYTECHNIC INSTITUTE, Troy, N.Y.

The next Annual Session begins SEPT. 12th. For the new ANNUAL REGISTER, containing full information, apply to

3131 Prof. CHARLES DROWNE, Director, Troy, N. Y.

FIRST MORTGAGE BONDS

OF THE

Central Pacific Railroad Company,

OF CALIFORNIA.

Interest at the rate of Six per Cent. per Annum, payable Semi-Annually.

Principal and Interest payable in U. S. Gold Coin in the City of New York.

Amount of Issue, $7,336,000.

IN COUPON BONDS OF $1,000 EACH.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is *declared by Act of Congress to constitute a lien prior and superior to that of the United States Government.*

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the Road, together with nearly $7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 73 miles, and the earnings for the three months ending August 1st were as follows, viz.:

May, 1866	$65,115 83
June "	67,429 78
July "	85,000 00

IN GOLD.

The earnings are steadily increasing, and are estimated at over $100,000 in Gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward, and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over $13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over $1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of $100,000 per month in Gold, only about 25 per cent. of which is required for operating expenses.

The interest is payable on the first days of January and July, at our office in the city of New York.

The Bonds are offered at 95, and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks or Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,

No. 5 Nassau St., New York.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 38.] SATURDAY, SEPTEMBER 22, 1866. [WHOLE No. 1,588, VOL. XXXIX.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 22, 1866.

Boston and Maine Railroad.

The annual meeting of the stockholders of this company was held at Andover, Mass., on the 12th inst. Three tickets were presented, one the "Regular ticket," bearing the names of Francis Cogswell of Andover, Peter T. Homer of Boston, Nathaniel G. White of Lawrence, E. J. M. Hale of Haverhill, Geo. C. Lord of Boston, Amos Paul of South Newmarket, N. H., and John E. Bickford of Dover, N. H., (the first four gentlemen named being present Directors). Another ticket, known as the "Stockholders' ticket," comprised the names of Daniel M. Christie of Dover, N. H., George W. Kittredge of Newmarket, N. H., Samuel Wells of Boston, Benjamin F. Stevens of Boston, Joseph F. Greenough of Boston, John L. Taylor of Andover, and Moses T. Stevens of North Andover (the first three named being members of the present board). The third ticket was headed "No officers of other roads for Directors," and was precisely like the "Stockholders' ticket," with the exception of T. C. Cogswell's name for that of Samuel Wells.

The Annual Report of the directors, for the fiscal year ending May 31, 1866, an abstract of which has already been published in the JOURNAL, was presented and accepted without debate and without reading.

A committee of seven was then appointed to collect and count ballots for a board of directors, which resulted in the choice of the following gentlemen: Francis Cogswell, of Andover; Peter T. Homer, of Boston; Nathaniel G. White, of Lawrence; E. J. M. Hale, of Haverhill; Amos Paul, of South Newmarket, N. H.; George C. Lord, of Boston; John E. Bickford, of Dover, N. H.

The meeting, which was harmonious throughout, was then dissolved.

Important to the Iron Interests of the United States.

The United States consul at Sheffield, England, under date of August 27, in a communication to the Secretary of the Treasury, states that he was present at Nottingham on the reading of a paper before the British Association on the conversion of melted cast iron into steel by the pneumatic process. A discussion followed, which was participated in by Mr. Bessemer and other gentlemen. Consul Abbot further says that he called the attention of Mr. Bessemer to what has been stated by his opponent to be a defect in his mode of converting iron into steel, namely, that when large masses of melted iron, amounting to from three to twelve tons, are converted into steel, it does not become homogeneous.

Mr. Bessemer partly admitted the force of the objection, but stated that in the works near London an improvement has recently been made by which, after the introduction of the Spiegel Eisen, the whole is stirred up by arms fitted to a revolving cylinder. He also stated that the iron of the United States which he has seen was peculiarly adapted to the manufacture of steel by his process. In England only the very best iron can be used for this purpose, and that which is most free from foreign substances, especially sulphur and phosphorus. The iron which is chiefly used in the Bessemer Works are varieties of red hematite, the best of which is found on Morecambe Bay, near Furness Abbey. Consul Abbot closes by saying: "Valuable as is the invention of Mr. Bessemer, I cannot recommend it to American manufacturers unless they make use, in the process, of the very best pig iron, and that which is comparatively free from sulphur, phosphorus and other impurities."

The following is an abstract of the remarks of Mr. Bessemer, alluded to in the communication of Consul Abbot: Before the introduction of his process the entire production of steel in Great Britain was one thousand tons per week, and now there was machinery for the production, on his process alone, of five thousand tons in the same period. One of the most valuable purposes to which his steel was applied was the construction of locomotive engines and rails. Where iron had been worn out in a few months, steel rails had been in constant use for four years, at the end of which time the first side was still in use. At Camden town there was a portion of railway over which an immense amount of traffic passed. An iron rail and a Bessemer steel rail were placed opposite each other, and when the iron rail had been changed seventeen times the steel rail was still not worn.

The Bessemer steel was also valuable for the manufacture of tires, the construction of ordnance, shafts for marine engines, cranks and notably for the cranks of locomotives; indeed there was scarcely any purpose for which malleable iron was formerly used that steel could not now be employed. A yard of the Camden town rail, to which he had referred, was sent to Sheffield to be made into round bars, and came out of the rolling mill in beautiful black bars, three-eighths, five-eighths, and three-quarter inches in diameter, and were not worth less than £18 per ton, the cost of conversion being less than £2 per ton. In regard to the price of steel, Mr. Bessemer said that firms that had expended immense sums in plans and machinery desired at first as large a return as possible for their outlay, but when manufacturers had been remunerated for their first large outlay they would be more reasonable in their demands.

The price of cast steel in Sheffield for the lowest purposes, such as making shovels, Mr. Bessemer said was £36 to £40 per ton, and the better kinds cost from £50 to £80, according to the reputation of the maker; but at this time thousands of tons were being sold at £13 per ton.

Ohio and Mississippi Railroad.

The trustees of the Ohio and Mississippi Railway company closed their books on the 25th inst., preparatory to a sale of the road (Eastern division) on the 29th, in conformity with a decree of the Circuit Court of the United States for the districts of Ohio and Indiana. The sale in question will be merely a formal transfer of the line and its equipments to the stockholders, and there-

upon the present preferred and common certificates will be converted into shares.

Louisville and Frankfort and Lexington and Frankfort Railroads.

The receipts from the joint operations of these roads during the fiscal years ending June 30, 1865 and 1866, have been as follows:

	1864–'65.	1865–'66.
From passengers	$287,091 54	$354,422 21
" Governm't troops.	87,894 05	20,069 95
" freights	150,919 28	151,191 41
" Governm'nt stores	53,826 84	14,116 26
" mail	9,400 00	9,400 00
" express	10,383 15	11,338 88
" telegraph	1,832 92	1,036 45
" miscellaneous	8,177 55	1,226 53
	$609,525 33	$562,801 69
Expenses, viz:		
Conducting transportation.	$66,349 38	
Motive power	104,618 38	
Maintenance of way	157,169 47	
" cars	52,584 76	
General expenses	22,974 15	
	$403,696 14	
Less decrease of materials	10,109 24	
	393,586 90	
Net operating receipts	$169,214 79	
Improvement account	$38,745 90	
Louisville & Cin. Br. R. R.	13,326 49	
	52,072 39	
Balance paid to individual companies.	$117,142 40	

Compared with the previous year, the gross receipts of 1865–'66 show a decrease of $46,723 64, with a decrease in expense of $17,599 66.

The gross and net earnings and expenses of the joint roads for the past seven years, have been as follows:

	Gross Earnings.	Operating Expenses.	Net Earnings.
1859–'60	$390,377	$211,234	$179,148
1860–'61	354,855	212,907	141,948
1861–'62	258,237	169,022	89,215
1862–'63	322,229	188,272	133,957
1863–'64	439,340	234,609	204,731
1864–'65	609,525	411,186	198,339
1865–'66	562,802	393,587	169,215

Lexington and Frankfort Railroad.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1864–'65.	1865–'66.
Gross earnings	$188,468 22	$174,048 66
Operating expenses.	124,689 52	127,341 52
Net earnings.	$63,778 70	$46,707 14

The receipts from all sources during the year, including $30,385 62 from previous year, were $204,475; and the expenditures were:

Transportation expenses, as above	$127,341 52
Improvement account	11,953 52
Louisville and Cincinnati Branch R.R.	4,111 87
Interest account	4,640 07
Cash dividends on Lexington City scrip	45 41
Dividends, 7 per cent.	37,915 90
Sinking fund	10,000 00
Credit of profit and loss account.	8,467 21
	$204,475 00

This company's proportion of the joint expenditures, was $148,091 89; which, deducted from the gross earnings, leaves a balance of only $25,956 77. The report says:

This sum has been insufficient to pay the dividends declared during the year; and the deficiency was also further increased by the annual appropriation to the sinking fund. For these purposes there was required the sum of $47,915 90.

The balance to the credit of profit and loss on the first of July, 1865, was $30,385 62; to which add the surplus cash on settlement of the former Treasurer's account, $40 72, making $30,426 34. On the first of present month the balance to the credit of same account was $8,467 21, and the difference, amounting to $21,959 31, when added to the profits of the past year, as shown above, will be found to represent exactly the amount declared in dividends and appropriated to the sinking fund.

It should be observed, however, that no additions have been made to the construction account during the year.

The purchase of additional depot grounds at Louisville involved an expenditure on your account of $9,255 30; for your share of the survey of the Cincinnati Branch, $4,111 87; your share of the improvement account, $11,953 52, making total expenditure of $25,320 19 for extraordinary purposes, or nearly five per cent. on your capital, increasing the present value of your property, but yet paid entirely from the current receipts. When, in addition, we remember that your debt is diminished by the amount appropriated to sinking fund, it will be at once seen that, notwithstanding the large diminution in the balance to the credit of profit and loss, the actual value of your assets is still greater than at the date of our last report.

I invite the particular attention of the stockholders to the reports of the chairman of the Executive Committee, Superintendent and Chief Engineer, for full information on the subject of the Cincinnati Branch.

The importance of that enterprise cannot be overestimated. The fact should always be borne in mind that the undertaking will be a joint one, and that its profits will inure to the benefit of the individual companies in the same proportion in which they now divide the profits of the present roads. In other words, the Lexington and Frankfort Railroad Company will be entitled to receive 30.45 per cent. and the Louisville and Frankfort Railroad Company 69.15 per cent. of the net profits of all the lines, including the branch. If the estimates of these officers are reasonably correct, the construction of the branch road will double the value of your stock.

The following statement will show the cost, earnings, expenses and net earnings of this road for the seven years ending June 30:

	Cost.	Earnings.	Expenses.	Net.
1860	$642,702	$120,824	$66,051	$54,273
1861	643,421	108,944	65,677	43,267
1862	649,089	78,985	52,191	26,974
1863	650,250	99,320	45,965	53,355
1864	652,275	135,987	73,505	62,482
1865	657,598	188,463	124,689	63,774
1866	657,598	174,049	127,342	46,707

Balance Sheet, July 1.

	1865.	1866.
Capital stock	$514,573 07	$514,646 42
Bonds due in 1874	25,000 00	25,000 00
" 1869	54,000 00	54,000 00
Dividends unpaid	8,981 19	8,644 80
Sinking fund	.....	10,000 00
Renewal and contingent fund	35,296 72	35,296 72
Stock profits	78,276 02	78,202 67
Profit and loss	30,385 62	8,467 21
	$736,512 62	$729,257 32
Construction	$657,598 37	$657,558 37
Proportion of materials	34,375 39	31,256 58
Bonds receivable	19,000 00	19,000 00
Real estate	.....	9,255 80
Bills receivable	5,582 72	2,666 19
Treasurer	384 22	455 37
Railroad stock	200 00	200 00
" scrip	82 03	82 03
L. & J. Co. Ass. stock	1,500 00	1,500 00
Cash	17,789 89	7,243 48
	$736,612 62	$729,257 32

Louisville and Frankfort Railroad.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1864–'65.	1865–'66.
Gross earnings	$419,547 62	$389,171 86
Operating expenses	279,730 78	280,268 18
Net earnings	$139,816 84	$108,903 18

The receipts from all sources during the year, including $49,141 96 from previous year, were $461,046 57; and the disbursements were:

Transportation expenses, as above	$280,268 18
Interest account	1,202 31
" on railroad bonds	8,070 00
" on city of Louisville b'ds	6,210 00
Tax account—National	3,309 59
" State and Municipal	4,646 96
Dividends, 5 per cent.	56,665 35
Redemption of railroad bonds	31,000 00
Real estate purchased	21,187 70
Bank of America	2,909 00
Improvement account	26,792 38
Louisville and Cincinnati Branch R.R.	9,215 12
Cash on hand	9,619 98
	$461,046 57

Two dividends, one of three and one of two per cent., have been declared; $26,792 38 have been expended in ballasting, and in erecting substantial and commodious brick station buildings at Midway, to replace one destroyed by guerrillas, and at Christiansburg and Hobbs', demanded by the increasing business of the companies, and where none had previously been erected; $9,215 12 have also been paid toward surveys of the Cincinnati Branch.

The real estate on Jefferson Street, east of Floyd, has been sold for $25,472 96, part in cash and the balance in notes, which are represented in bills receivable on your general balance sheet. We have expended also $20,745 in the purchase of grounds at the head of Jefferson Street, where, at some future time, it may become necessary to remove the shops, and possibly the depot. Should the Cincinnati Branch be completed, these grounds will come into immediate use for those purposes. $31,000 of your debt, maturing July 1, 1866, and January 1, 1867, have been retired.

The following statement will show the cost, earnings, expenses and net earnings of this road for the years ending June 30—

	Cost.	Earnings.	Expenses.	Net.
1860	$1,502,095	$270,053	$145,183	$124,870
1861	1,510,261	245,911	147,231	98,680
1862	1,522,964	179,252	116,839	62,421
1863	1,525,567	222,909	102,887	120,064
1864	1,530,223	303,353	161,104	142,249
1865	1,532,645	419,548	279,731	139,817
1866	1,532,645	389,171	280,268	108,903

Balance Sheet, July 1.

	1865.	1866.
Capital stock	$1,109,594 40	$1,109,594 40
State of Kentucky	74,519 50	74,519 50
Railroad bonds	176,000 00	145,000 00
Louisville city bonds	100,000 00	100,000 00
Dividends unclaim'd	21,142 46	19,794 66
Louisville cash dividends	701 95	701 95
Profit and loss	231,865 74	225,647 46
	$1,713,324 05	$1,675,257 97
Construction	$1,532,644 99	$1,532,644 99
Proportion of materials	77,048 24	70,057 81
Stock in other companies	12,200 00	12,200 00
Real estate	20,943 54	33,285 10
Bills receivable	21,345 32	14,591 09
Bank of America, deposit	.....	2,909 00
Cash	49,141 96	9,619 98
	$1,713,324 05	$1,675,257 97

The equipment of the entire line consists of: 14

locomotives, 18 passenger, 5 baggage, and 220 freight, stock, platform, etc., cars. Total mileage of engines, 239,626. Tons of freight carried 50,626; do., carried one mile 2,590,909. Passengers carried 342,515. Total mileage of passengers, 8,799,872.

☞ The sum of $2,500,000 has been subscribed in Pittsburgh and vicinity for the completion of the Allegheny Valley Railroad to Oil City. It is expected the road will be completed, and the cars running by July, 1867.

Long Island Railroad.

This road is 94 miles in length, extending from Hunter's Point to Greenport, L. I. It has about 10 miles of second track and sidings, and 18 miles of branch roads.

The equipment of the road consists of 17 locomotives, 37 passenger, 6 baggage, mail and express, and 146 freight cars. The weight of rail per yard on main track is 50 to 56 lbs.

The following is comparative statement of the receipts and expenditures of this company for the fiscal years ending September 30, 1864, and 1865:

Receipts:	1864.	1865.
From passengers	$317,191 50	$375,616 60
" freight	164,593 94	200,150 80
" mails	8,219 61	6,896 85
" express	.....	5,665 66
" rent	514 02	464 00
" old material	.....	19,042 79
" old cars	.....	3,000 00
" insurance	.....	2,917 01
" interest	.....	585 65
" sundries	9,141 52	498 86
Totals	$499,660 59	$614,838 22
Payments, other than for construction:		
For transportation exp.	$162,012 13	$234,800 00
For interest	46,000 00	56,450 00
For dividends on stock.	210,000 00	240,000 00
For payments to surplus fund	2,000 00	4,000 00
Totals	$420,012 13	$535,250 00

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$308,895 96	$368,672 52
" freight	178,725 82	205,622 79
" other sources	9,677 44	14,111 02
	$497,298 72	$588,406 33
Expenses, viz:		
Repairs of road	$27,022 67	$51,000 00
Cost of iron	15,500 00	30,000 00
Repair of buildings	2,000 00	2,000 00
" fences & gates	350 00	1,000 00
Taxes on real estates	8,207 96	6,820 91
Repairs of engines	9,969 20	76,510 00
" cars	15,200 00	61,000 00
" tools, etc.	2,000 00	11,000 00
Incidental expenses	1,500 00	1,000 00
Office expenses	2,633 68	3,000 00
Agents and clerks	9,256 59	8,000 00
Labor, handling freight	13,371 32	13,200 00
Porters, watchmen and switchmen	8,840 00	3,020 00
Wood and water station attendance	600 00	1,425 00
Conductors, etc	12,823 52	10,320 00
Engine and firemen	9,823 53	10,160 00
Fuel and preparing	30,093 10	47,000 00
Oil and waste	4,777 63	8,546 20
Loss and damage	150 00	2 975 00
General superintend'nce	1,500 09	1,500 00
Contingencies	.....	139 80
	$165,720 20	$349,616 91
Earnings less expenses.	$331,578 52	$238,789 42

Cost of Road and Equipment.

	1864.	1865.
For graduation and masonry	$756,652 11	$756,652 11
Bridges	23,23 00	23,623 00
Dock at Hunter's Point	18,000 00	18,000 00
Superstructure, including iron	1,300,103 35	1,300,103 35
Passenger & freight stations, etc	41,912 99	41,912 99
Engine & car houses, machine shops, etc	53,728 53	53,728 53
Land, land damages and fences	261,695 54	261,695 54
Locomotives and fixtures, and snow plows	168,057 84	168,057 84
Passenger, baggage, freight and other cars	,193,253 93	193,253 93
Engineering and agencies	111,447 27	111,447 27
Totals	$2,928,474 56	$2,928,474 56
Stock and Debts.		
Capital stock	$1,852,515 79	$1,852,715 79
Funded debt	932,000 00	932,000 00
Totals	$2,784,715 79	$2,784,715 79

The number of miles run by passenger trains in 1865, was 226,625; by freight trains 139,694—total 366,319, against 290,474 in 1864, an increase of 75,845. Number of passengers carried in 1865, 760,020; do., carried one mile, 18,820,362. In 1864, the number carried was 505,758, and the mileage of do., 12,129,923—an increase in passengers carried of 255,162, and in mileage of 6,690,439. Tons of freight carried in 1865, 154,072; mileage of do., 4,647,615. In 1864, the tonnage was 128,395, and the mileage, 3,718,092 an increase in tonnage of 25,677, and in mileage of 929,523.

Cleveland, Painesville and Ashtabula R.R.

This road is 95½ miles in length, extending from Cleveland, Ohio, to Erie, Penn., where it connects with the Erie and North East and Buffalo and State Line Railroads. It has 15¼ miles of double track, and 18¼ miles of sidings; also 1 mile of branch road partly graded. The gauge of the road is 4 ft. 10 in. Weight of rail per yard 57 lbs. The equipment consists of 36 locomotives, 26 passenger, 12 baggage, mail and express, 871 freight and stock, and 110 coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers	$834,254 85	$1,069,323 88
" freight	1,283,994 14	1,125,502 72
" mail	21,600 00	21,600 00
" use of freight cars	20,524 94	19,610 01
" interest	30,483 45	25,715 75
" miscellaneous	233,491 30	97,470 50
Totals	$2,424,298 68	$2,359,222 86
Summary of payments:		
For construction and equipment	$398,747 22	$35,375 59
Maintaining and operating the road	772,308 48	1,064,626 96
Dividends	975,815 00	400,000 00
Interest	105,000 00	105,000 00
Surplus funds	84,453 67	608,185 47
State tax on capital stock and tonnage	37,479 13	46,246 15
U. S. taxes	50,495 18	99,788 69
	$2,424,298 68	$2,359,222 86

The expenses of operating and maintaining the road, buildings and equipment, in the years named have been as follows:

	1864.	1865.
Maintenance of way and buildings	$279,755 46	$378,166 49
Taxes—State and Government	87,974 31	*146,034 84
Repairs of engines	35,764 43	61,908 81
" cars	69,460 78	79,670 02
Office expenses, etc	30,473 62	40,728 35
Agents and clerks	29,227 35	34,829 42
Labor, handling freight	48,705 10	55,522 78
Porters, watchmen and switchmen	14,785 00	18,892 26
Wood and water station attendance	9,400 00	11,875 00
Conductors, etc	45,500 00	50,275 00
Engine and firemen	21,700 00	25,300 00
Fuel and preparing	74,328 75	120,098 04
Oil and waste	10,475 62	21,801 79
Loss and damage	7,577 75	20,514 96
Use of freight cars	13,328 37	.....
Gen'l superintendence.	6,000 00	6,000 00
Contingencies	75,826 25	139,034 05
Totals	$860,282 79	$1,210,661 80
Cost of Road and Equipment.		
Construction	$3,766,159 38	$3,802,788 63
Equipment	937,686 15	986,337 49
Totals	$4,703,845 53	$4,789,121 12
Stock and Debt.		
Capital stock	$4,000,000 00	$5,000,000 00
Funded debt	1,501,000 00	1,500,000 00
Totals	$5,501,000 00	$6,500,000 00

The dividends declared in 1864, were: January, 16 per cent.; April, 5 per cent.; July, 5 per cent. In 1865: January, 5 per cent.; July, 5 per cent., and 25 per cent. in stock.

	1864.	1865.
Miles run by passenger trains.	231,820	257,812
" freight "	360,379	301,149
" other "	15,390	13,955
Totals	607,589	572,916
Number of passengers	394,670	501,092
Tons of freight	657,817	597,306

Albany and Susquehanna Railroad.

The following gentlemen have been elected directors of this road for the ensuing year. Joseph H. Ramsay, Albany; Peter Cagger, Albany Charles Courter, Cobbleskill; Charles Goodyear, Schoharie C. H.; John Westover, Richmondville John Cook, Worcester; Jared Goodyear, Colliersville; Eliakim R. Ford, Oneonta; Samuel R. Follett, Otego; Arnold B. Watson, Unadilla; Lewis Northup, Central Village; Alonzo Everts, Binghamton; Daniel Drew, New York. At a subsequent meeting of the directors, Joseph H. Ramsey, Esq., was re-elected President and Charles Courter, Vice President.

☞ The great iron ferry boat, constructed to ply between Detroit, Mich., and Windsor, Canada, to connect the trains of the Gt. Western Railway of Canada with those of the Michigan Central Railroad, has just been launched. She is 1,800 tons burthen, and is the largest vessel now plying upon the lakes or rivers of the Northwest. Upon the two tracks running the length of the vessel 14 cars can be placed. A slip is being built for her use at the depot dock of the Michigan Central railroad, Detroit, and a similar one will be completed at the terminus of the Great Western railway, on the Canada side.

Journal of Railroad Law.

NEGLIGENCE OF COMMON CARRIER.—MEASURE OF DAMAGES.

The case of Black *vs.* The Camden and Amboy Railroad Company, lately decided by the Supreme Court of this State, lays down the doctrine that in an action against a common carrier for injuries sustained by a lot of cattle received for transportation, through the negligence of the carrier, the rule of damages is the difference in value between the cattle when placed in the carrier's charge and their condition when delivered, so far as caused by injuries by the way.

The action was to recover damages on a lot of cattle, 84 in number, delivered to the defendants to be carried from Philadelphia to New York, which it is alleged were injured by the negligence of the employees of the defendants. The jury found a verdict in favor of the plaintiff, for $906 22. A new trial was asked for by the defendants, on various exceptions taken during the trial, and to the Judge's charge and on an appeal from an order of the Judge denying a motion for a new trial on the facts.

The following opinion was delivered by

INGRAHAM, P. J.—The first exception taken was to the admission of evidence of the weight of a lot of cattle weighed for the plaintiff, which numbered 99, at Union Drove Yards. Although at the time the deposition was read there was no evidence to show that it was the same lot of cattle delivered by the plaintiff, there was afterwards evidence in the case sufficient to warrant submitting the evidence to the jury. It is no error to admit testimony irrelevant at the time, if it is afterwards made pertinent by other testimony. But even if it was irrelevant it could not have affected the defendants' interests. The question was not one in which the weight of the cattle was material, and if error was committed it was one which could do no harm to the defendants.

2. An objection was made to the fourth interrogatory, and the answer there, as admitting a copy and not the original. The answer is a very simple one, viz: that the original was in a book kept at the scale where the cattle were weighed, which was out of the jurisdiction of the Courts and over which the Court had no power. The original could not have been annexed to the commission, and the Court could not compel its production. In such a case a copy proved to be such is admissible.

3. The next objection is to a question put to a witness, and the fourth objection is to the admission of a part of the answer, on the ground that the question is leading. Whether or not a leading question may be put to a witness is a matter of discretion with the Judge at the trial, and the allowance of a leading question has ceased to be considered a matter to be reviewed on appeal.

5. The next objection is to the admission of remonstrances to the men who had charge of the cattle that they were improperly stowed. These were made to the employees of the defendants. They were admissible to show that the attention of those in charge was called to the difficulty. What weight was to be attached to it belonged to the jury.

The seventh objection was of the same nature as the third, and not to be reviewed on appeal.

From the seventh to the twelfth objections inclusive, the exception is to showing when the market day was, because the defendants did not contract to deliver for any market day. Irrespective of that objection the evidence was admissible to show that the defendants were compelled by the injuries to the cattle to keep them on hand. It might have been said that by a few days delay they could recover from the injury, and they could not have been sold before. This proof would have been admissible on the question of damages. The exceptions from the twelfth to the seventeenth, inclusive, relate to applications to employees for more room for the cattle, and complaints as to the mode of carriage. I have already noticed the objection. There was no error in the admission of these questions. Where a corporation is a party, it can only act by agents and employees; and persons appointed on behalf of the company, to do any particular part of the work, are the proper persons to whom such communications should be made.

The question as to damages were not objectionable. The rule was the difference in value between the cattle when placed in the charge of the defendants and their condition when delivered, so far as caused by injuries on the way. The evidence was admissible. It was for the Judge in his charge to tell the jury how far it could be used for that purpose.

In regard to the motion to dismiss the complaint, and the Judge's charge, there is no ground for objection as to the submission to the jury of the questions involving the plaintiff's right to recover. The evidence was ample for that purpose. The charge was not objected to, excepting on one point, to be noticed hereafter. The facts were fairly left to the jury where the decision belonged.

An objection was made to the instruction of the Judge as to the allowance of interest. The charge was, "If you come to the conclusion that the defendants were liable for some damage, you will add to the amount of damage for which you think them liable, and add for the purpose of indemnifying the plaintiff, interest, from April, 1860, to the present time. That will be the amount of your verdict, if you find for the plaintiff at all."

It has for a long time been a controverted question whether in actions of tort interest could be given as a matter of right, in addition to the damages. In Dana *vs.* Fiedler, (2 Kern., 42,) it was held that in an action for damages on a breach of a contract the plaintiff was entitled to interest on the damages awarded for the breach from that time until the trial. So in actions of trespass for taking the plaintiff's property. (1 John, 136; 1 Baldwin, 138.) And in trover (4 Cowen, 585, 7 Wend., 354,) the plaintiff has been considered as entitled to interest on the value of the property taken or converted from the time of conversion, but this rule has not, as far as I am aware of, been applied to other classes of torts, where there was no property taken or converted, and where the question was one of damages purely, unliquidated and to be assessed by a jury. The rule in such cases has been to leave the question to the jury not only as to the amount of damages, but as to the question of interest. This rule was recognized in Walrath *vs.* Redfield, (18 N. Y., Rep., 462.) SELDEN, J., says: "The jury were not instructed to allow interest, but its allowance was submitted to their discretion. There was no error in this. In general, in actions *ex delicto*, it is in the discretion of the jury whether to allow interest by way of damages or not." This was so held in an action against a carrier. (Richmond *vs.* Bronson, 5 Denio, 55, Lakeman *vs.* Grinnell, 5 Bosw., 625.)

I think this is a true rule, and where a jury are instructed in a case of negligence to award the damages the plaintiff has sustained, the Court may leave to them to say whether on such damages the plaintiff is entitled to interest; but it is erroneous to instruct them, as matter of law, that the plaintiff is entitled to recover interest on the damages.

For this reason I think a new trial should be awarded.

New trial granted.

Western and Atlantic Railroad.

The railroad from Atlanta, Georgia, to Chattanooga, Tennessee—with the exception of a few miles below Marietta—has been put in thorough running order; several miles of new track have been laid; new depots, new machine shops, round house; many new and substantial bridges have been built; engines and cars have been renovated, and everything along the road put in perfect order.

☞ At a meeting of the stockholders of the Union Pacific Railroad, (Eastern Division,) at Pittsburgh on the 7th inst., contracts were entered into for the construction and equipment of the road from Fort Riley to a point 250 miles west of that place, to be completed by Dec. 1, 1867. Six thousand tons of iron were purchased, being enough to iron a distance of 72 miles. The grading and ties are now in readiness for a section of 30 miles west of Fort Riley.

Rome, Watertown and Ogdensburg R. R.

This road is 141.11 miles in length extending from Rome to Ogdensburgh. On the main line there are 16 miles of double track, including sidings. The company also own 48.52 miles of branch roads, viz: from Watertown to Cape Vincent, and from DeKalb Junction to Potsdam Junction, on which there are 3.48 miles of double track. The whole length of road operated at the date of the last report was 189.63 miles. The equipment of the road consists of 26 engines, 23 passenger, 12 baggage, mail and express, and 398 freight cars. The weight of rail per yard is 56 lbs. At Potsdam Junction, a connection is made with the Ogdensburg and Lake Champlain railroad; at Richland, with trains for Oswego; at Rome with trains of the New York Central Railroad, and at Ogdensburgh by ferry with the Grand Trunk and Ottawa and Prescott Railways of Canada.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers.....	$414,785 88	$499,100 42
" freight.....	385,413 03	447,822 21
" mails, rents, etc..	28,358 74	33,683 87
Totals	$838,557 65	$980,606 50
Payments, other than for construction:		
For transportation exp.	$466,861 50	$677,661 16
" interest.....	137,388 22	136,708 47
" dividends on stock	164,890 00	182,185 00
Totals	$769,137 72	$996,554 63

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$414,785 88	$499,100 42
" freight	385,413 03	447,822 21
" other sources	27,416 35	32,812 13
	$827,615 26	$979,734 76
Expenses, viz:		
Repairs of road	$95,353 03	$105,003 27
Cost of iron for do.	68,270 18	65,448 89
Repairs of buildings	12,586 04	32,288 21
" fences & gates	6,147 66	11,622 92
Taxes on real estate	33,069 24	81,940 80
Repairs of engines	21,381 47	56,945 18
" cars	32,102 93	40,548 53
" tools, etc.	3,704 97	12,414 98
Office expenses	2,876 79	6,911 16
Agents and clerks	34,131 85	35,510 95
Labor, handling freight	10,492 10	12,771 23
Porters, watchmen and switch tenders	8,835 22	12,301 14
Wood and water station attendance	2,077 03	2,044 65
Conductors, etc	20,616 25	26,986 01
Engine and firemen	37,186 96	34,689 92
Fuel and preparing	54,068 12	94,139 92
Oil and waste	6,813 70	6,772 06
Loss and damage	10,006 40	5,257 46
General superintenden'e	3,250 00	4,000 00
Contingencies	13,946 56	26,063 88
	$466,861 50	$677,661 16
Earnings less expenses.	$360,753 76	$302,073 60

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	$1,184,624 34	$1,184,624 34
Bridges	67,804 04	67,804 04
Superstructure including iron	1,322,135 63	1,322,135 63
Passenger & freight stations, etc.	139,072 38	139,072 38
Engine & car houses, machine shops, etc.	51,891 57	51,891 57
Land, land damages and fences	240,992 86	241,663 09
Locomotives and fixtures and snow plows	154,036 65	154,036 65
Passenger and baggage cars	37,132 01	37,132 01
Freight and other cars	177,135 92	177,135 92
Engineering and agencies	89,351 14	89,351 14
Totals	$3,464,176 54	$3,464,846 71

STOCKS AND DEBTS.

Capital	$1,774,175 00	$1,991,900 00
Funded debt	1,729,900 00	1,603,908 05
Floating "	50,228 40	55,927 73
Totals	$3,554,303 40	$3,651,735 78

The number of miles run by passenger trains in 1865, was 217,250; by freight trains, 222,002—total 439,252, against 432,370, in 1864 an increase of 6,882. Number of passengers carried in 1865, 410,776; do., carried one mile, 15,713,794. In 1864 the number carried was 343,742, and the mileage of do., 12,298,426—an increase in passengers of 67,034, and in mileage of 3,415,368. Tons of freight carried in 1865, 210,760; mileage of do., 10,841,749. In 1864 the tonnage was 197,865, and the mileage of do., 11,766,254—an increase in tonnage of 12,895 with a decrease in mileage of freight 934,505.

☞ The New Canaan (Conn.) Railroad Company was organized on the 15th. Stamford has already subscribed $40,000 of the $60,000 assigned as the share of that town.

☞ Judge Underwood has granted an injunction against the Orange and Alexandria Railroad Company, prohibiting the carriage of freight on better terms than those contracted with the Adams Express Company. The case was argued before Judge Underwood's Court some months ago.

☞ The entire estimated cost of the Richmond and Newport News Railroad—to be put in running order—is said to be $1,073,610.

Buffalo and Erie Railroad.

This road, forming a part of the "Lake Shore Line" is composed of the *Buffalo and State Line Railroad*, running from Buffalo to the Pennsylvania State Line, a distance of 69.5 miles, and the *Erie and North East Railroad*, thence to Erie, Penn., 18.5 miles—making a total length of 88 miles. The length of double track, including sidings, is 18.5 miles. The weight of rail per yard is from 57 to 60 lbs. The equipment consists of 34 locomotives, 22 1st class, and 7 2d class passenger cars, 8 baggage, mail and express, 697 freight, and 50 dumper cars.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$790,073 75	$1,208,378 96
" freight	1,140,431 21	1,042,770 85
" mails	13,800 00	13,800 00
" sale of property and rent	1,161 14	1,134 28
Totals	$1,945,466 10	$2,266,084 04
Payments, other than for construction:		
For transportation expenses	$1,176,337 32	$1,578,856 84
For interest	77,526 74	81,140 81
For divid'ds on stock	220,000 00	220,000 00
Construction Erie & Pittsburg R. R.	660,000 00	317,977 50
Internal revenue tax.	56,395 35	88,724 00
Totals	$2,190,259 41	$2,236,699 15

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$790,073 75	$1,208,378 96
" freight	1,140,431 21	1,042,770 85
" other sources	14,961 14	14,934 23
	$1,945,466 10	$2,266,084 04
Expenses, viz:		
Repairs of road	$270,901 83	$278,235 63
Cost of iron	78,465 97	167,384 21
Repairs of buildings	128,008 50	130,065 60
" fences, etc.	743 75	1,335 52
Taxes on real estate	27,359 20	57,169 07
Repairs of engines	52,069 67	166,026 59
" cars	154,887 45	182,068 68
" tools, etc.	5,394 54	8,906 85
Incidental expenses	14,804 62	21,010 42
Office expenses	1,542 90	1,923 13
Agents and clerks	49,392 94	59,822 53
Labor, handling freight	63,925 24	76,186 11
Porters, watchmen and switch tenders	24,149 21	33,508 89
Wood and water station attendance	7,024 59	7,436 65
Conductors, etc.	42,778 66	51,177 27
Engine and firemen	39,446 15	49,117 39
Fuel and preparing	118,448 73	172,596 72
Oil and waste	20,777 60	28,206 29
Rents	16,191 77	9,443 71
Loss and damage	22,665 56	20,013 10
Law expenses	4,726 75	972 06
General superintend'ce	5,000 79	5,299 92
Contingencies	35,680 90	50,950 50
	$1,176,337 32	$1,578,856 84
Earnings less exp.	$769,128 78	$687,227 20

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	$920,148 80	$920,148 80
Bridges	55,448 94	55,448 94
Superstructure, including iron	722,797 86	722,797 86
Passenger and freight stations, etc.	95,885 92	95,885 92
Engine & car houses, machine shops, etc.	75,233 81	75,233 81
Land, land damages and fences	351,853 41	351,853 41
Locomotives and fixtures and snow plows	241,305 43	241,305 43
Passenger & baggage cars	55,891 95	55,891 95
Freight & other cars.	219,379 12	219,379 12
Engineering and agencies	46,468 82	46,468 82
Totals	$2,784,414 06	$2,784,414 06

STOCK AND DEBTS.

	1864.	1865.
Capital stock	$2,200,000 00	$2,000,000 00
Funded debt	1,200,000 00	1,200,000 00
Totals	$3,400,000 00	$3,400,000 00

The number of miles run by passenger trains in 1865, was 221,540; by freight trains, 277,948—total, 499,488, against 645,234 in 1864, a decrease of 145,746. Number of passengers carried in 1865, 648,646; do., carried one mile, 41,399,829. In 1864, the number carried was 486,615, and the mileage of do., 30,634,245—an increase in passengers carried, of 162,031, and in mileage of 9,765,584. Tons of freight carried in 1865, 620,329; mileage of do., 31,688,398. In 1864 the tonnage was 685,732, and the mileage of do., 34,620,339—a decrease in tonnage of 65,403, and in mileage of freight, of 2,951,941.

Dighton and Somerset Railroad.

The Dighton and Somerset Branch of the Old Colony and Newport Railroad will be opened for traffic on the 24th inst., when the steamboat trains, to and from Boston and New York *via* Newport, will commence running over it, and the trains upon the Easton Branch be discontinued. It is rumored that a route is to be surveyed for a railroad between Bridgewater and Taunton, with a view to a direct route to New York for the inhabitants of that part of Plymouth County. The movement grows out of the dissatisfaction caused by the transfer of the steamboat train to the Dighton and Somerset Railroad.

Paterson and Newark Railroad.

The Paterson (N. J.) *Guardian* states that the Paterson and Newark Railroad is nearing completion. A meeting of the directors was held in that city a few days since and favorable report of progress was made. Their negotiations with other companies for a connection have met with success. The grading of the road from Newark to Franklin is being prosecuted with vigor, and we are assured that the road can be opened for business between these points by the 1st of January next.

☞ The surveys are completed for the proposed railroad from Baltimore to Aquia Creek thence to connect with the road to Richmond. The shortest time between Baltimore and Richmond by the way of Washington is eleven hours which will be reduced to five hours by the new line.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	8
Algomah ..... "	25	3	20,000	1½
Allouez ..... "	25	1½	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	4	20,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	16
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	25c
Black River ..... "	25	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Bromo ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	50c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	49½
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	5½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	43
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	5½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	8
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	17½
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	51
French Creek ..... Pa.	5	----	100,000	65c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	21½
Hanover ..... "	25	1½	20,000	3
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	4
Hungarian ..... "	25	1	20,000	1½
Huron ..... "	25	19	20,000	43
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	18½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	2½
Madison ..... L. S.	25	6	20,000	----
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	4
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	3½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	19
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	3
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	4½
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	38
Petherick ..... "	25	5½	20,000	6½
Pewabic ..... "	25	34½	20,000	38
Phila. & Boston ..... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	11½
Pittsburg & Boston "	25	5½	20,000	50
Pontiac ..... "	25	10	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	52
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	20,000	----
Rockland ..... "	25	12	20,000	9½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	8
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ..... "	25	½	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	½	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	½	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	2
Star ..... L. S.	25	11½	20,000	2
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) ..... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ..... Ariz.	100	----	60,000	----
West Minnesota ..... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ..... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	48
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire ..... N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ..... N. Y.	10	----	100,000	25c
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	160,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1½
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	60
Appleton ..... "	----	----	----	----
Ashburton ..... "	50	50	50,000	15½
Atlantic & G. C. ..Md.	----	----	----	1½
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ..... Pa.	50	50	100,000	2
Belmont ..... "	50	50	10,000	5
Big Mountain ..... Pa.	----	----	----	7
Boston & Pictou. N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ..... "	10	10	30,000	----
British American. N. S.	----	----	----	2½
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	53
Central ..... "	100	100	20,000	----
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	48
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	30c
Franklin ..... "	100	----	5,000	26
Fulton ..... "	5	5	60,000	----
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	64
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	44
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	21
Mammoth Vein	----	----	----	8
Maryland Anth ..... Md.	20	20	25,000	5
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	----	6
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	156½
Potomac ..... Md.	10	10	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ..... "	50	50	16,000	20½
Shamokin ..... "	----	----	----	----
Somerset I. & C. ..... "	----	----	----	----
Spring Mountain .. "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	4½
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia .W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	52
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	½
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ..... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	80c
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burloughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Gobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ..... Col.	100	----	50,000	17
Copalinesche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	----
Continental ..... "	100	----	20,000	----
Denver ..... Col.	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ..... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ..... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	100,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ..... "	10	----	60,000	----
Hope ..... "	25	----	80,000	1½
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ..... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	11½
Do. preferred ... "	100	100	57,744	85½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	200,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ..... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ..... Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	11½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ..... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	50,000	----
Morning Star ..... Idaho.	1000	----	5,000	----
Mount Vernon ..... Nev.	10	----	500,000	----
New York City ..... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	53
Santa Clara ..... "	100	----	80,000	7½
MISCELLANEOUS:				
American Tin ..... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	28½
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,320	6½	.....	27
30 Nov. '65	4.52	—	208	31	..	Broadway, Boston	324,225	350,000	—	7,297	104,680	10,130	5½	.....	43½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	.....	94
30 Nov. '65	3 75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	.....	—
30 Nov. '65	2.74	—	29	6	..	Lowell (Horse)	145,119	43,706	—	1,413	15,157	loss	—	.....	—
30 Nov. '65	12.50	—	167	32	..	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	.....	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		—	.....	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov. '65	33 74	—	340	151	..	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	.....	53
30 Nov. '65	3.87	—	255	41	..	Middlesex (Boston)	457,441	400,000	32,000	75,952	174,882	2,577	—	.....	47½
30 Nov. '65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	.....	—
30 Nov. '65	6.75	—	52	16	—	Salem & South Danvers	176,093	150,000	16,600	18,059	36,108	1,975	—	.....	—
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	.....	25
30 Nov. '65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	35,000	—	—	8,241	1,091	3	.....	—
30 Nov. '65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.		—	.....	—
30 Nov. '65	—	—	392	63	..	Union (Transportation)	242,809	160,000	20,000	130.743	307,780	loss.	—	.....	—
30 Nov. '65	1.53	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	.....	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	5,600	2,922	4	.....	—
30 Nov. '65	11.06	—	44	8	..	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	.....	—
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	43,000	103,215	37,585	—	100	.....
30 Sep. '65	10 75	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27.500	5.802	81,027	12.500	—	100	.....
30 Sep. '65	14.38	—	—	96	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	100,000	612,779	198,082	—	100	.....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	24,068	8,282	—	100	.....
30 Sep. '64	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,888	492,150	400,000	55,291	173,827	3,666	9	100	.....
30 Sep. '65	56 18	1.00	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	.....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,502	104,691	5,651	—	100	.....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187 200	164.000	20,000	3,200	—	—	—	100	.....
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	.....	.....	—	.....	.....
30 Sep. '65	24.00	—	—	116	—	Central P'k, N. & E. Riv. (N. Y.)	1,517,906	955,903	550,000	.....	528,090	74,05[illegible]	—	100	.....
30 Sep. '65	—	2.0	—	—	—	Clinton Avenue (Albany)	.....	2,500	—	—	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	—	—	—	—	—	—	—
30 Sep. '65	19.75	—	—	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	.....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50.000	298,714	80,362	—	100	.....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	—	—
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,263,915	1,000,000	160,000	.....	627,153	99.670	6	100	.....
30 Sep. '65	12.00	—	—	42	—	42d [illegible] & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	.....
30 Sep. '65	4.52	—	—	—	—	Grand St. & Newtown (W'g	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	.....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3.550	.....	.....	.....	.....	—	.....	.....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	.....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	.....	.....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,023	29,616	—	100	.....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	383,298	105	—	100	.....
30 Sep. '65	8.37	—	—	147	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	492,224	loss.	—	100	.....
30 Sep. '65	17.50	—	—	—	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211.243	9	100	.....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordham	975	975	.....	—	—	—	—	—	—
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope: by	T. & L.	R. R.	—	.....	.....
30 Sep. '65	—	—	—	—	—	Troy & Lansingburg	.....	.....	.....	—	—	—	—	.....	.....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	0	30,752	loss.	—	.....	.....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	—	12,839	808	—	.....	.....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7.370	.....	[illegible]	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	.....
31 Dec. '62	5.05	2.50	—	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281.550	300,000	20,950	105,358	29,459	—	50	.....
31 Dec. '62	5.80	—	—	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	.....	.....	.....	40	10	53½
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,977	10	50	.....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.0	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	—	.....	.....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	.....	158,806	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	.....	27½
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	.....	—	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	.....	9,000	6,726	3,562	—	25	.....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	69,179	—	50	18
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	—	25	11
31 Oct. '65	.....	—	.....	.....	.....	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,585	75,000	35,000	150	88,795	20,243	16	50	.....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66.440	54,000	22,600	—	67,040	14,278	14	50	.....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240.264	100,000	135,000	—	149,978	59,722	7½	50	.....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	33,781	6.494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,686	120,000	63,800	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	481	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	159,830	10	50	88
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,157	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	37½
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87.810	2½	50	63
31 Oct. '65	6.25	—	148	23	0	13th & 15th st. (Phila.)	.....	.....	—	—	143.038	38,455	5	50	21½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309.261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	.....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,918	150,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,867	50,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	3.62	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out. standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	ps	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	.....
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	.....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]: 1st Mortgage	57,200	7	J. & J.	1870	.....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	.....
Delaware County: 1st Mortgage	6,500	7	.....	.....	.....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	.....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street: 1st Mortgage	127,150	7	J. & J	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71–'72	90
Malden and Melrose: 1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	.....
Middlesex: 1st Mortgage	32,000	—	.....	.....	.....
Malden & Melrose bonds	29,451	—	.....	.....	.....
Real Estate	10,000	—	.....	.....	.....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	.....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy: Plain bonds	50,000	—	M. & S.	1868	.....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton: 1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	180,000	—	.....	.....	.....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	.....
Utica City: 1st Mortgage	100,000	7	.....	.....	.....
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken 1st Mortgage	80,000	7	M. & N	1877	.....
West Philadelphia: 1st Mortgage	100,000	7	J. & J	1869	.....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Sept. 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan & July.	1867	131
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	130
" " " ..... coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	99½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	104
" " " ..... coupon		5	" "	1871	105
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	111½
Loan of July 17, & Aug. 5, 1861 ..registered	264,808,800	6	" "	1881	111½
" " " " ..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ...registered	514,780,500	6	May & Nov.	1882	103½
" " " (5-20s) ..... coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ..registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s)...registered	161,642,300	6	May & Nov.	1885	105½
" " " (5-20s)..... coupon		6	" "	1885	105½
Loan of March 3, 1864, (10-40s)...registered	171,219,100	5	Mar. & Sept.	1904	93½
" " " ..... coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ...registered	8,202,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	.....	Due.	----
" June 20, '64 & Mar. 3, '65 1st series		7.3	Feb. & Aug.	1867	102½
" March 3, 1865 ..... 2d series	769,518,900	7.3	June & Dec.	1868	106
" 1865 ..... 3d series		7.3	Jan. & July.	1868	105½
Debt Certificates	18,868,094	6	At maturity.	Due.	----
Gold Certificates of Deposit	16,486,220	---	.....	.....	----
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	45,538,000	---	" " "	1 d y	----
United States Notes (greenbacks)	399,603,552	---	.....	.....	----
Fractional currency	26,488,998	---	.....	.....	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	6	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	685,000	6	" "	1876	----
" —Funded Interest Bonds ... "	.....	.....	.....	.....	----
Arkansas—State Bonds (issued to banks)	1,502,000	6	(In default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	115½
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan & July	'72-'90	99
" — " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	6	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'65-'86	109
" — " " ..... "	454,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97½
" — " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,196	6	" "	'60-'79	----
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " ..... "	1,778,677	6	" "	1877	----
" — " ..... "	241,050	6	" "	1879	----
" — War Loan	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	86
" — " ..... "	2,058,178	2½	" "	1866	----
" — War Loan ..... coupon	1,225,000	6	May & Nov.	1886	93
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'68-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,866,000	6	various.	'67-'90	100
" —Fu d'g Coupons ..... "	.....	6	.....	.....	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	93
" —War Loan Bonds ..... coupon	4,000,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	60
" — " " ..... "	1 727,000	6	"	1870	100½
" — " " ..... coupon		6	"	1890	----
" — " " ..... inscribed	3,192,763	6	"	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	1 2½
" — " "	244,900	5	Jan. & July.	'70-'74	100
" — " "	875,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100
" — " War Loan	6,429,000	5	" "	1894	100
" — " Scrip	297,000	6	June & Dec.	'68-'77	100½
" — " "	150,000	6	April & Oct.	1868	122
" — " "	1,024,000	6	Jan. & July.	'71-'75	103½
" — " "	2,030,000	6	" "	'76-'78	110
" — " War Loan	1,088,000	6	" "	1888	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'78-'83	----
" —Canal Loan ..... "	100,000	6	" "	1878	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	78½
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	80½
" — " " (Pac. R. R.) ... "	7,000,000	6	" "	'72-'87	78
" —New Sinking Fund Bonds	.....	7	" "	1895	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	97½
" —War Fund Bonds ..coupon	1,650 000	6	" "	'83-'85	100
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	----
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	106
" — " " ..... general fund	1,199,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	"	1886	----
" — " ..... general fund	500,000	6	"	1888	98½
" — ..... canal fund	3,050,000	6	"	1871	----
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98½
" — " " ..... "	2,250,000	6	"	1874	98½
" — " " ..... "	500,000	6	"	1875	99
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	90 ,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,560	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	91
" — " " ..... general fund	900,000	5	"	1875	----
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,386,500	6	Various.	'66-'91	82½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	66
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	----
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	98
" — " " ..... "	1,600,000	6	" "	1875	98
" — " " ..... "	4,096,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95½
" — " " ..... coupon	6,185,000	5	"	'77-'82	98
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds ..... "	3,889 000	6	Jan. & July.	'71-'94	99½
South Carolina—State Bonds (sterling)	454,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	.....	6	" "	.....	----
Tennessee—State Bonds ..... coupon	1,943,440	5	April & Oct	'76-'90	80
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans .... "	24,382,932	6	" "	long.	93
" —Funded Interest ..... "	878,513	6	" "	1892	72½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650.000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds ..... registered	21,888,593	6	Jan. & July.	'84-'95	42½
" — " ..... coupon	11,108,000	6	" "	'86-'95	70
" " (sterling). ..... "	1,585,000	5	" "	1872	----
" —Funded Interest ..... registered	.....	6	" "	'78-'96	----
" — " ..... coupon	.....	6	" "	'78-'95	----
West Virginia—State Bond ..... coupon	.....	6	.....	.....	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — ( ) certificates.	700,000	6	April & Oct.	'92-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	100
" — " "		6	Jan. & July.	1886	99
" — " "		6	quarterly.	1890	99½
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'63-'70	124½
" — " "		5	"	'71-'75	----
" — " "	7,846,026	5	"	'76-'80	101
" — " "		5	"	'81-'86	143½
" — " "		6	"	'67-'76	101½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	100½
" — " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'68-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	----
" —Improvement Loans ..... "		6	" "	'66-'95	----
" —Water Loans .... coupon	5,500,000	6	" "	'81-'97	97
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan .... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan .... "	1,184,000	7	" "	'72-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'73-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — "	4,714,000	6	" " "	'76-'78	----
" " — "	1,500,000	6	" " "	1883	----
" " — "	5,149,271	6	" " "	1887	----
" " — "	275,000	6	" " "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	6	F., M., A. & O.	'67-'69	----
" " — "	3,125,200	5	" " "	1870	94
" " — "	319,000	5	" " "	1873	----
" " — "	1,000,000	5	" " "	1874	----
" " — "	334,700	5	" " "	1875	----
" " — "	2,016,000	5	" " "	1876	----
" " — "	2,375,000	5	" " "	79-'80	----
" " — "	900,000	5	" " "	1890	----
" " — "	674,300	5	" " "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,800	6	" "	'66-'93	95½
" — " " (new)	7,893,717	6	" "	'66-'90	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,328	6	Various.	'66-'83	94
" —Railroad Bonds .... coupon	1,500 000	6	April & Oct.	66-'71	98½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan .... "	484.000	6	" "	'71-'83	94
" —Sewerage Loan .... "	425.000	6	" "	'79-'83	94½
" —Railroad Loans .... "	1,181,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,453	246,612	332,098	406,076	446,044	396,847	381,510	357,556	----
1865	289,400	327,269	399,870	343,408	399,364	429,669	472,483	527,798	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	583,480	394,533	451,477	474,441	462,674	528,618	------	------	---- --	-- ----	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	78,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	210,171	207,913	304,985	270,889	333,432	368,273	328,870	381,559	------	------	------	------	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,406	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	------	------	------	------	----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,294	------	------	------	---- --	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,243	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,399	118,610	116,293	91,584	1,108,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	104,331	------	------	------	---- --	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,145	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,555	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	------	------	------	---- --	----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,290	268,983	289,662	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,685	515,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	582,828	512,028	516,822	406,773	507,830	560,025	467,115	586,074	------	------	------	---- --	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	-- ----	------	------	------	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	120,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	133,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	176,555	228,020	310,595	226,840	110,664	1,965,712
1866	121,776	84,597	72,135	108,082	267,488	262,172	170,795	116,224	-- ----	------	-- ----	------	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,163
1865	363,996	366,361	413 974	365,180	351,489	337,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392.641	338,499	380,452	------	------	------	------	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	------	------	------	------	----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,021
1866	131,707	122,621	124,175	121,904	245,511	213,944	209,199	189,223	------	------	------	------	----
New York Central:													
1861	489,065	420,793	627,051	689,683	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	-- ----	---- ----	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,004	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	572,618	412,553	284,319	3,793,005
1866	267,641	246,109	326,236	277,424	283,130	253,924	247,262	305,454	-- ----	-- ----	------	------	----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	239,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,839
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	-- ----	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,733	654,390	606,078	672,628	644,573	554,828	641,848	------	------	------	------	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	------	------	------	------	------	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	139,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	159,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,788	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	------	------	------	------	----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	46,102	36,005	39,801	43,332	86,913	102,918	85,276	60,698	------	------	------	------	----

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1870	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1862	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1865	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1854	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	96
"	200,000	6	" "	"	1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅔ in '69, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73–'79	
Camden and Amboy:						
English debt (S. F.) £400,000	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,640	6	"	"	1867	99
" " $800,000	354,100	6	"	"	1870	92
" " $675,000	675,000	6	"	"	1875	89
" " $1,700,000	1,700,000	6	"	"	1883	90½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,420,100	6	"	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	106
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110½
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	92
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	"	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	81
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	370,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1890	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36,000		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	96½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	233,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1832	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1891	99
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	80
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1893	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1863	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,021,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	81½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	99
2d General Mortgage	2,253,500	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee, State Loan	98,000	6			1886	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,034,775	7	May & Nov.	New York.	1915	96
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	98
New London Northern:						
1st Mortgage	60,000	7	Jan. & Jul'y.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1890	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'k's [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	106
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	97
5th Mortgage	926,500	7	June & Dec.	" "	1888	96
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	247,000	6	Feb. & Aug.	New York.	'75-'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "		1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,491,000	7	April & Oct.	Boston.	1369	101
2d Mortgage (now stock)						62½
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	82
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	300,000	7				
1st Mortgage (1869-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	415,500	6	" "	"	1886	109½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	100½
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage	77 000	7			1868	
3d Mortgage	201,500	7			1875	
Six per cents	75,593	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1858	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1860	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				86
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	118
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	85½
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1853	144,500	6			1863	
Company's endorsed by State.	160,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other needs and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,239	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,772	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	33.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—		—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,060	95,000	731	.....	23.8	52,325	89,470	46,029	7	.....
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	317,844	517,808	134,509	—	.....
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,741	413,528	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	.....
31 Dec. '64	57.0	—	1.3	—	8	11	184	Naugatuck	1,464,127	*	—	1,100,000	300,000	29,149	.....	62.0	145,655	360,167	140,391	16	.....
28 Feb '65	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	161,182	274,887	loss.	—	117½
30 Nov. '64	84.8	8.8	9 3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	.....	.....	—	49,663	197,387	85,946	3½	.....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	6	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	111
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	107
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 500	56,500	22,751	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	8½	108½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,496	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	128
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820.750	1,802,272	—	56
31 Mar. '66	181.8	—	.....	—	65	71	1,306	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	121½
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231.600	—	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	122
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,981	111.0	224,563	580,333	250,186	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	483,558	—	37½
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	47½
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	283,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,031	28,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,369	527,863	268,156	—	.....
31 May, '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,484,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	2,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 873,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	260,813	412,156	162,268	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	136.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,462,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	695,293	52,300	71,669	514,636	79,000	8,644	729,257	29.0	236,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,518	20,947	1,675,258	65.1		389,171	108,903	5	60
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	933,047	4,314,540	2,172,516	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204	481,922	223,619	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	58.7	—	.....	135.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108.434	1,710,819	63.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipped	by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	.....
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	113½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,121,615	4,688,445	1,935,788	6	8 8
								MINNESOTA.													
31 Dec. '62	14.6	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,202	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	27.9	7	4	—	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	60.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,947	121,659	—	.....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,933,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	36½
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743 482	697,703	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,183	950,499	640,041	—	.....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	283.0	—	14.4	—	4	23	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	.....
28 Feb. '65	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,008,940	116,927	—	70,513	3,467,234	.....	3,883,402	114.0	100,582	197,744	1,895	—	.....
30 Sep. '64	86.5	3.6	8 2	—	16	12	319	*St. Louis and Iron Mountain*	5,487,063	360,099	—	1,971,252	3,501,000	49 558	6,362,109	90.1	236,189	390,291	229	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	367,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	150,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	160½
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,233	16,151,962	10,112,584	897,839	36,811,376	238.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	708,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	.....	—	7
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	107
31 May, '66	74.3	8.8	50.4	—	37	30	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,372	1,521,159	393,812	9	130
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	51.8	450,096	1,221,104	366,333	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	140½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	65½
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,462,999	362,965	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	108
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,807	3,950,961	93.4	457,261	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	276,000	*	—	247,900	2,000	4,270	301,200	14.0	87,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	104½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	3	124
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Op	er by B.	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	6.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,660	169,938	2,860,000	568,955	—	3,635,667	77.3	151,327	390,086	122,397	2	50½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,718	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	139½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,809	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '64	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,500,000	61.3	.....	821,995	136,049	8	66
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,896	82.0	387,789	615,728	215,973	9	105
30 Apr. '64	24.7	—	2.2	—	6	2	50	Sullivan	1,480,730	*	—	500,000	750,000	.....	.....	24.7	oper by	Vermo't	Central.	—	—
								NEW JERSEY.													
31 Dec. '64	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,386,236	*	—	997,112	2,193,000	252,584	3,442,697	75 2	.....	501,886	146,101	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,359	10	127
31 Dec. '64	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,881,444	*	—	1,082,243	1,035,276	123,930	2,221,449	60.2	.....	231,466	71,106	—	.....
31 Dec. '65	74.0	12	74.0	—	66	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	127½
31 Dec. '64	53.0	—	—	45.5	24	43	274	Morris and Essex	4,057,275	*	55,000	3,041,950	1,164,500	31,200	4,536,916	58.0	270,000	570,764	171,755	7	80½
31 Dec. '65	38.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '64	21 8	—	.....	—	2	6	17	Northern New Jersey	452,116	*	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec '64	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,566,481	*	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	.....	—	65
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,608,300	—	—	1,408,300	600,000	—	2,608,300	18.2	.....	272,695	118,183	5½	46½
31 Dec. '64	38.5	—	.....	47	—	—	—	W. st Jersey	1,461,219	*	—	588.400	700,000	—	1,288,400	—	—	207,952	91,544	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	283,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	75½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462 830	994,688	8	121½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	383,606	8	60½
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	554.9	5,804,048	13,975,594	2,694,714	6	106½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,848	—	.....
30 Sep. '65	116.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	69
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	308,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensse	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	385,000	"	"		"			6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,518	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	886,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	33,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,105	23,733	5	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,889,228	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	225,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	482,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	115
3 1 Oct. '65	95.5	—	32.5	7 1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,210,661	35	.....
0 Nov. '65	101 0	102.5	—	68	31	1,175	—	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,890,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	86½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	117½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	682,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	329,932	119,032	—	.....
31 Jun. '66	153.9	52.0	.....	—	30	19	388	Sandusky, Dayton and Cinc.	3,985,495	595 400	251,867	3,343,956	1,241,093	14,202	5,172,133	205.9	355,409	719,924	145,900	—	15½
31 Dec. '64	116.0	9.0	.....	—	7	8	213	Sandusky, Mansfield & New'k	2,428,910	*	—	886,909	1,292,000	144,994	2,810,780	125.0	209,011	3207	189,488	—	—
31 Dec 64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 653,858	—	10,243,015	250.0	1,244,358	2,050,322	945,192	8½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	.....
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,464,305	13,441,150	30,000,000	1,796,588	48,060,780	460.0	2,647,709	5,811,233	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	88½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	160
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	330,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	15	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '66	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	660,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	15	11	349	Erie and Pittsburg	1,896,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	66
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	906,000	73,555	3,624,655	(oper.	by Reading		R. R.)	3	37½
31 Oct. '65	130.5	—	65.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	57½
31 Oct. '65	55.6	14.2	13.9	—	23	22	630	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,586	6,529,199	69.8	318,861	875,064	412,353	—	40½
31 Dec. '65	354.8	33.2	450.6	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,459 169	4,189,111	10	56½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	336,376	8	60
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,692,766	—	—	5,069,450	12,000,000	2,000	18,071,450	(oper.	by Penn. R.R.	Co.)		—	83½
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,561,353	20 240.673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	57½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	545,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,242	197.0	981,466	3,884,609	1,046 894	10	53½
31 Oct. '65	59.5	—	31.4	89.5	12	11	84	Pittsburg and Connellsville	3,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,088	594,382	130,361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,073	8,489 062	3 2-3 547	10	106
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northn	Cen.	144,066	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	43
								RHODE ISLAND.													
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,000	—	.....	62.0	321,000	557,587	254,508	12	112
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,265	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,789	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	313,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	89.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,719	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	88,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,809	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,284	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,600	975,000	369,000	.....	70.0	162,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	490,577	175,993	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423.027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	826,269	941 045	262,887	—	7
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	oper	r. by Vt.	Central	.....	8	101
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	165.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	702,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,083,655	2,617,500	590,056	.....	167.7	270,846	450,427	222.214	—	.....
30 Sep. '59	128.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,651,500	775,142	8,711,091	191.7	.....	168,136	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279.945	145,386	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,943	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	.....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 55	—	52
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,890	8,755,527	285.9	915,288	1,985.511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	226,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	1a
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	1,368,510	1,164,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,935,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,049,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,135	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,589,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132 555	36,070	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	.....
								NEW GRANADA.													
31 Dec 63	8..	—	—	—	11	22	120	Panama	9,000,000	*	668	5,000,000	75,000	—	10 762 668	48.7	.....	7 137,438	1,823,924		262

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guaranti'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	----	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	----	8
Catawissa (preferred)	1,150,000	7	----	30
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	58
Chicago & Alton (preferred)	2,425,400	7	7	107½
Chicago & Northwestern (pref.)	12,994,720	7	7	67½
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1 67,300	10	10	65
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	43
Erie (preferred)	8,535,700	7	7	77
Hannibal & St. Joseph (preferred)	5,253,856	7	----	52
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	41
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,400,000	7	----	69½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	71½
Toledo & Wabash (preferred)	984,700	7	7	71½
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	----	----
" " " (2d pref.)	908,422	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	92½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	105
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	56½
Delaware and Hudson	100	10,000,000	10	153½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	56
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	95
" (preferred)	100	1,175,000	10	120
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	28½
" " (preferred)	50	2,888,988	—	36½
Susquehanna and Tide Water	50	2,048,280	—	14
Union	----	----	—	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	46 — @ 49 —	
Pig, American, No. 1		48 — @ 50 —	
Bar, Refined, English		100— @105 —	
Bar, Swedes, assorted sizes (in gold)		95 — @100 —	
		Store Prices.	
Bar, Swedes, assorted sizes		165 — @170 —	
Bar, English & American, Refined		— — @125 —	
Bar, English & American, common		— — @115 —	
Scroll, English		155 — @205 —	
Ovals and Half-round		150 — @160 —	
Band, English		— — @155 —	
Horse Shoe		150 — @160 —	
Rods, English		130 — @185 —	
Hoop, English		165 — @225 —	
Nail Rod	per lb.	— 10½@ — 11½	
Sheet, Russia	per lb.	— 23½@ — 25	
Sheet, English, Single, Double and Treble		— 7 @ — 9	
Rails, English (gold)	per ton	55 — @ — —	
Rails, American		85 — @ 90 —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½@ — 24
English Spring (1st & 2d qlty.)		— 11½@ — 13
English Blister (1st & 2d qlty.)		— 12½@ — 20
English Machinery		— 14 @ — 16
German		— 15½@ — 17½
American, Blister		— 11½@ — 13½
American, Cast, Hammered		— 18 @ — 22
American, Cast, Rolled		— 13 @ — 15
American Spring		— 11 @ — 12½
American Machinery		— 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— @ — 45
Sheathing, Yellow		— @ — 32
Pig, Chile		— @ — —
Bolts		— @ — 45
Braziers'		— @ — 45
American Ingot (cash)		31 @ — 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— @ — —
Spanish		6 75 @ 6 87½
German Refined		6 75 @ 6 87½
English		6 75 @ 7 25
Bar	per lb.	— @ 10 55
Pipe and Sheet		— @ 10 —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb.	— @ — 21½
Straits (gold)		— 22 @ — 22½
English (gold)		— @ — 22

	Gold.		Currency.	
Plates, I.C. Charcoal, p. box	— @	10 25	15 25 @	15 50
Plates, I. C. Coke	7 25 @	9 50	11 — @	14 50
Plates, Coke Terne	7 25 @	7 50	10 75 @	11 25
Plates, Charcoal Terne	10 — @	10 25	15 25 @	15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash)	per 100 lb.	— @ - 7 25
Clinch (cash)		— @ 8 75
Copper		— @ — 50
Ausable Horse, Norway Iron, Forged		— @ — 32
Zinc Nails (6 mos.)		— @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		27 @ — 27½
Refined, free L. S. to White		— 58 @ — 60
Refi'd, in bond, prime L. S. to White		— 43 @ — 44
Refi'd, in bond, Standard White		— 45 @ — 46½
Naptha, Refined (60@63 gravity)		— 28 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 19.

	Th 13	F 14	Sat. 15	M 17.	Tu. 17	W. 19
Atlantic M. S. S. Co.	111	----	----	114	114	115
At. & Gt. W. (O.) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	96
California 7s	----	----	----	114	----	----
Canton Co.	52½	52½	52½	52½	53½	55
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	105	106	----	109½	109	----
" " pref.	107	----	----	107½	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	93	----	----	----	----	93
Chicago, Burl. & Q.	138	----	138½	----	138½	----
" " 8 p.c.	----	----	----	----	----	110½
Chic. & Northwest'n	35½	34½	35½	35	36	36½
" " pref.	66	65½	66½	66½	67½	68½
" " 1st M.	88½	88	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	109	109½	109½	111	111½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	85½	86	86½	86	86½	87½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	115½	116	116½	117½	117½	117½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	46½	46½	46½	46½	47	48½
Del. & Hudson Canal	----	----	153½	----	153½	----
Del., Lack. & West.	----	----	----	----	----	150
" " 1M. 8p.c. '71-5	----	----	102½	----	----	----
" " 2M. 8p.c. '81	----	----	----	99	----	----
Erie	71½	72½	72½	73½	74½	74½
" pref.	----	----	----	75	76	----
" 1 M. 7 p.c. '67	----	----	103½	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	98	----	98	----
" 4 M. 7 p.c. '80	----	----	----	98½	----	96½
" 5 M. 7 p.c. '88	----	----	----	----	----	97
Hudson River	121½	122	----	122	----	121½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	102½
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	121½	121½	122½	121½	----	122
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	106	----	106	----
Marietta & Cin. 1st pref.	----	----	----	41	----	----
" " 2d "	----	----	----	20	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12	12	12½	12½	13½	14
Michigan Central	111	112½	114	113½	113½	----
" S F. 8 p.c. '82	----	----	----	----	----	112½
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	83	82½	84	83½	84½	84½
" guar'd	----	----	----	----	----	----
" " 1M. S. F.	99	----	----	----	----	----
" " 2 M.	93	93	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	100	----	----	----	----
" " 2d pref.	----	----	87	87	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	----	----	----	----	52	52
" " pref.	70	----	----	----	70	69½
" " 1st mort.	90	90	----	90	----	----
" " 2d mort.	----	----	----	----	----	82
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	77½	77½	77½	78	----	78½
" iss. to H. & St. J. R.	----	81	80½	----	----	----
" " Pacific	78	----	----	----	78	----
New York Central	106½	106½	107½	106½	107½	107½
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	95	96
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '78	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	83	----	83½	----	----	----
" ex-coupon. 63	----	----	63	63	64	64½
" new 63	----	62½	63½	63½	64½	64½
Ohio & Miss. cer.	29½	30	29½	29½	29½	29½
" " pref.	----	----	79	----	----	79½
Pacific Mail S.S. Co.	219½	----	224	220	220	----
Panama	----	----	----	----	----	262
Phila. and Reading	114½	114½	115½	115½	115½	115½
Pitts. Ft. W. & Chicago	104½	105	105½	105½	106	106½
" 1M. 102	----	----	----	----	----	----
" 2M.	----	----	96½	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	53½	52½	52½	52½	53½	53
St. L., Alton & T. H.	----	----	36½	----	37½	37½
" " pref.	----	----	----	----	----	71½
" " 1M.	----	----	----	----	----	91
" " 2M. pref.	81½	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	----	----	----	74½	----	73½
" new	71½	71½	71½	73	72½	----
Tol. Wab. & Western.	43½	----	43½	44½	44½	45
" Pref.	71	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" " 2M.	80	----	----	81	81	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	70	----	69½	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 19.

	Th.13	F.14	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	104	----	----	----	----	104
U. S. 5s, 1871, coup.	----	----	----	----	105	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	99½	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	98¼x	98½	98⅝	98½	99⅞	99½
U. S. 5s, 10-40s, reg.	----	----	----	98½	----	----
U. S. 6s, 1881, reg.	----	----	111½	111⅝	----	----
U. S. 6s, 1881, coup.	111	111⅜	----	----	111½	111⅝
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	130½	----	131	----	----	----
U. S. 6s, 1868, reg.	----	128	----	----	----	130
U. S. 6s, 1868, coup.	127½	128	128	----	----	130
U. S. 6s, 5-20s, c. 1862	110⅞	111½	111⅝	111½	111½	111⅝
U. S. 6s, 5-20s, c. 1864	108	108½	108½	108⅝	108⅝	108⅝
U. S. 6s, 5-20s, c. 1865	108½	108½	108⅝	108⅝	108⅝	108⅝
U. S. 6s, " reg.	108½	----	108½	----	----	----
7.30 Notes, 1st series.	105⅞	105⅞	106½	105⅞	106	106
" " 2d series.	105⅞	105⅞	106	105⅞	106¼	106
" " 3d series.	105⅞	105⅞	106	105⅞	106	106
American Gold	145	145½	144⅛	145	----	145½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 18.

	W.12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Cattawissa	----	----	----	----	----	----
" preferred	33½	----	33½	29½	23	31
Camden & Amboy	128	----	----	----	125½	126
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	90½
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	97	----	97½	----	97½	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mesport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	56	----
" " 6s,'84	----	----	----	92½	92½	92½
Lehigh Valley R. R.	65½	65½	65½	65⅝	66	66
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57¾	57¾	57¾	----	----	----
Morris Canal	85	----	----	----	----	----
" pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	40½	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	46½	----	46	46	46½
Pennsylvania R. R.	57	56½	56⅜	55½	56⅜	57½
" 1st m.	----	----	----	----	----	102
" 2d m.	----	----	93	----	99	----
Penn. State, 5s	----	95⅜	----	95½	95½	95⅜
" " 5s, coupon	----	----	----	----	----	96
" " 6s, W. L.	102¼	----	----	----	----	102¼
Philadelphia City, 6s	95½	95½	95½	95½	95½	95½
" " new	99½	99½	99½	99⅜	99½	99⅜
" " muno	99¼	----	----	99½	99½	----
Philad., Germ. & Nor.	----	----	----	60½	----	----
Phila. & Reading	57½	57⅜	57½	57	57	57⅜
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	33½	33½	33	----	33	33½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	95
Schuylkill Navigation	----	28⅜	----	----	----	28½
" " pref.	----	36½	----	36⅜	36½	----
" " 6s '82	85	----	----	85	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	14	14	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	18	17½	17½	18
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	88	----	88	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 18.

	W.12	Th.13.	F.14	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	----	----	100	100	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	99	99½	----	99½	----
Balt. and Ohio	114	114	----	----	----	114
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	97½	97½
" " " '80	----	----	98½	----	----	----
" " " '85	----	----	----	100	----	----
Northern Central	----	----	----	45½	----	45½
" " b'ds, '85	----	----	88½	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 19.

	Th. 13.	F.14	Sat 15.	M.17.	Tu.18.	W.19
Boston and Lowell	107	106½	107	----	----	107
Boston and Maine	----	----	131	----	----	130
Boston and Providence	140	140	----	----	----	----
Boston and Worcest.	----	----	----	----	----	140½
Cheshire, pref.	57½	----	----	----	58	58
Concord	----	68½	68⅝	68	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	108	----	----	----	----	108
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116	----	116	116	----	----
Manchester & Lawr'ce.	112	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	105	----	----	----
Old Colony & Newport.	104½	----	104½	104½	104⅝	104⅝
Ph., Wil. & Baltimore	55	55	----	----	54	55½
Portl'd, Saco & Ports.	----	----	----	100⅝	----	----
Vermont & Canada	102	----	103	----	101	101
Vermont & Mass.	----	49⅞	50	50	50	50½
Western	139½	----	140	----	139½	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	94	94⅞
Metropolitan "	----	52½	53	53	----	----
Middlesex "	----	----	----	47½	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	45	45	45½	44	44	43
Franklin "	52½	55	57	54	54	51
Huron "	----	----	48	----	----	----
Isle Royale "	----	----	13½	----	----	----
National "	----	17½	----	17	----	----
Minnesota "	16½	16½	17½	17½	18	19
Pewabic "	37	37	----	36½	36	35
Pittsburg "	54	----	54	54	51	50
Quincy "	52½	52	53	----	52	----
Rockland	10	10	----	----	9½	9½

London Stock Exchange.

The following were the closing prices for American Securities on the 31st of August.

United States 5-20 yrs., 1832, 6 per cent	73 @ 73½
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	44 @ 48
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	46 @ 48
Erie shares, $100 (all paid), 8 p. c	45½@ 46
Do., convertible bonds, 6 p. c	69 @ 71
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	79⅜@ 80½
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	60 @ 63
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, September 22, 1866.

Stock Exchange and Money Market.

The Money Market is remarkably stable. The supply keeps ahead of the requirements of borrowers, and rates rule steady. Call loans are quoted at 3@4 per cent. to the Government houses, and 4@5 per cent. to other leading stock firms, while strictly prime discounts range at from 5@6 per cent., and good to fair names, at 6½@8 per cent. per annum. Secretary McCulloch has formally announced his intention of liquidating the Clearing House Certificates of deposit, now bearing interest at the rate of four per cent. per annum. The announcement reads thus:

TREASURY DEPARTMENT, Sept. 14, 1866.

Notice is hereby given that the Treasury Department is prepared to redeem Certificates of Temporary Loan, known as "Clearing House Certificates," at the offices from which they were respectively issued; and that on and after the 25th of September, 1866, interest will cease upon fifty per cent. of each certificate, and on and after the 25th of October next, interest will cease on the remainder.

H. MCCULLOCH, Secretary of the Treasury.

Under this notice, disbursements from the Treasury Department will commence next Tuesday, the 25th inst., and will be completed by or about the 25th of October. It is not deemed probable that much of the money thus disbursed will pass into active circulation, as it must continue to be used, as it has hitherto been used, in one form or another, in the exchanges of the banks at the Clearing House. Yet, it is not apprehended that the prevailing ease in money will be disturbed for some time to come. The West is comparatively well provided with the means necessary for the prosecution of the fall trade, and the moving of the crops. Hence, it is not likely to draw heavily on the supply here, which is fully adequate to all the anticipated wants of financial and mercantile borrowers. The reduction of the outstanding volume of legal tender notes progresses on a safe and reliable scale. This cannot adversely influence the market, the smooth working of which is of such vital importance to the Treasury Department, in its efforts to fund and lessen the national burthens, with all practicable energy. The legal tender circulation on the 1st inst., stood at $555,115,732, including $155,512,140 in compound interest notes, and $399,603,592 in plain greenbacks. Nearly a fourth of the entire legal tender circulation is in the vaults of the Banks of New York, Philadelphia and Boston. The city banks, in their last weekly statement, show an increase, of $1,864,836 in loans, $854,083 in circulation, and $578,978 in legal tender reserve, with a decrease of $263,344 in the deposits, and $98,541 in the specie reserve. Their deposits are now $224,844,647. Their legal tender reserve amounts to $90,773,232. Their circulation now stands at $29,360,371. The loans now reach the extraordinary sum of $270,806,504. The Bank Exchanges at the Clearing House, through the past week, averaged $94,549,868 a day, against a daily average of $98,567,189 the preceding week; and $97,644,608 the week ending with Sept. 1. The current week's exchanges average about $97,000,000 a day.

National Bank notes to the amount of $641,470, were issued last week, making the total issue to 1,660 banks thus far $291,851,315. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $351,578,500.

The U. S. Sub-Treasury receipts, week ending with Sept. 15, were $21,568,121, including $3,105,457 from customs duties; payments, $19,047,273; balance at the close of the week, $87,048,843. against $84,563,995 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $3,213,414, and payments, $2,526,377, Tuesday, receipts, $1,590,426, and payments, $460,607. The balance at the close of business on Tuesday stood at $88,901,700, against $87,411,321 a week ago.

Government revenues continue quite heavy. Last week, the excises, yielded the sum of $8,092,994; customs at the port of New York, $3,105,457, and at the outports, at least $1,300,000 more, making the grand total income for the week equal to about $14,480,917 in currency, against disbursements of only $1,273,642 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $88,000,000.

An important exhibit of the aggregate income

and expenditures of the Government, during the last quarter of the fiscal year ending with the 30th of June, last past, has just been given to the public, by Mr. J. A Graham, Acting Register, of the Treasury Department. It is as follows; as officially set forth. The copy given by the local journals was grossly erroneous:

RECEIPTS.

Customs	$46,175,151 39
Sales of public lands	176,719 63
Direct tax	488,636 07
Internal revenue	63,857,838 92
Incidental and miscellaneous	18,342,516 66
Total receipts exclusive of loans	$129,040,762 67
Receipts from loans, &c., postage and other stamps, act of July 17, 1866	$12,600 00
Fractional currency, act March 3, 1863	4,278,297 00
Certificates of gold deposits	43,546,880 00
Six per cent. 20 year bonds, act of July 17, 1861	13,156 00
Temporary loans, acts Feb. 25, and March 17, 1862	106,146,819 25
Certificates of indebtedness, acts of March 1 and 17, 1862	412,183 75
Five-twenty year bonds, act of March 3, 1864	182,000 00
Do. do. act of March 3, 1865	192,392,330 00
Total receipts	$321,433,092 67

EXPENDITURES.

Civil foreign intercourse and miscellaneous	$11,853,339 55
Interior, Pensions and Indian	2,983,302 02
War	12,744,022 69
Navy	9,318,474 44
Interest on public debt, including Treasury notes	36,155,280 89
Total expenditures, exclusive of principal of public debt	$72,954,419 59
Redemption of Texan indemnity stock, per act Sept. 9th, 1850	$53,000 00
Payment of Treasury notes per act March 2d, 1861	400 00
Redemption of Treasury notes per act July 17th, 1861	111,452 50
Redemption of 7 3-10 three year coupon bonds per act July 17th, 1861	548,900 00
Reimbursement of temporary loan per acts Feb. 25th and March 17th, 1862	100,613,448 34
Redemption of certificates of indebtedness per acts of March 1st and 17th, 1862	34,933,000 00
Redemption of Treasury notes per act February 25th, 1862	21,630,391 65
Redemption of postage and other stamps per act July 17, 1862	857,542 31
Redemption of fractional currency, act March 3, 1863	4,574,300 52
Redemption of gold certificates, act March 3, 1862	51,454,920 00
Redemption of two years' five per cent. interest bearing Treasury notes, per act of March 3, 1863	5,500,000 00
Redemption of three years' six per cent. compound interest notes, per act of March 3, 1863	13,000,000 00
Redemption of three years 7 3-10 Treasury notes, per act of June 30, 1864, and March 3, 1865	16,152,450 60
Premium in the purchase of the same	58,476 51
Total expenditures	$322,442,701 42

Gold has experienced only slight changes, since our last. The extremes of the week have been 146⅛ on the 13th, and 144¼ on the 15th. These rates are 1¼@1¾ per cent. lower than the extremes of the preceding week. On Tuesday of the current week, the range was from 144⅝ to 145⅛. On Wednesday, the opening figures were 145⅜; the lowest quotation was 145. The speculative demand has been moderate. The customs inquiry has been active. We have had further considerable arrivals of specie (last week, equal to $1,653,900) from Europe, but no receipts from California, since our last. There have been no exports of moment. The customs demand last week, averaged $517,576 a day; thus far, this week, it has been equal to $400,000 a day. The total receipts of California gold at this port since Jan. 1, were $30,397,184, against $12,639,270 same time last year, showing an increase, in 1866, of $17,757,914. The exports of specie from this port, last week, were only $197,336, making the total outflow of specie from the port, since Jan. 1, $53,849,950, against $21,184,112 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, $262,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,614,165, against $25,355,134 same time last year.

The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $99,262,560, against $67,483,542 same time last year. The coin balances in the Treasury Vaults are rapidly augmenting. Secretary McCulloch, it is stated, confidently predicts that they will amount to $75,000,000 by the 1st of October, exclusive of the sum represented by coin certificates of deposit, and of course not the property of the Government. It is anticipated that customs alone will yield full fifty million dollars in coin to the National Treasury, for the quarter ending Sept. 30, the first quarter of the new fiscal year. About $24,000,000 gold interest on the public debt will be payable, Nov. 1st.

Government securities have improved in prices, and decidedly increased in demand, especially for some investment purposes, though there has been rather more of an export inquiry for the original Five-Twenties. The home orders now run largely on registered sixes of 1881, and registered Five-Twenties of 1865. Home buyers manifest less partiality for the Seven-Thirties, and more for the compound interest notes, which have also been in active request for banking purposes, in view of the impending redemption of the Clearing House certificates of deposit. The Ten-Forties have risen in favor, and in price, closing very firmly, as indeed, is true of all the interest-bearing national obligations, which yield so liberal a profit on investments in them. U. S. Sixes of 1881 closed 111¾; U. S. Five-twenties of 1882 at 114¼@111½; U. S. Five-twenties of 1865 at 108½, U. S. Ten-forties at 98⅞@99, and U. S. Seven-thirties at 106@106¼. The brokers are buying the compound-interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116½	May, 1865	111½
July, 1864	116	August, 1865	110
August, 1864	115½	September, 1865	109½
October, 1864	114½	October, 1865	109
December, 1864	113½		

There has been a further slight improvement in the foreign exchange market, under a livelier inquiry, and the pressure of a less extensive supply of prime bills. Bankers' sixty day bills on London are now quoted 106¾@107¼, and on Paris to 5.30@5.25; sight bills on London to 107¾@108¼; and on Paris to 5.25@5.22½. There have been few produce bills offering, consequent upon a reduced volume of exports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,782,215, against $3,033,039 same week last year. The exports since January 1, have been to the value of $139,950,607, against $111,204,359 same time last year.

An improved demand, largely for investment, prevails for all really desirable railway and miscellaneous property, prices of which are gradually advancing and are expected to rise much more. There has been a severe struggle between rival interests to obtain control of Erie common stock, with a view to the October election, which struggle has been fruitful of angry remarks in the street, and sharp comments in the newspapers.

In general business, there has been a good, healthy fall movement, affecting domestic produce as well as foreign goods, and prices have favored sellers, in most instances. The foreign advices have been favorable to increased shipments of Cotton, Breadstuffs, and Provisions. The week's exports of cotton have been 4,206 bales from this port, and 8,500 bales from all the shipping ports, leaving an available supply of 105,000 bales here. There has been a further increase of orders from distant markets for really desirable goods, prices of which has been quite firm and buoyant. Domestic Cottons have been specially active. Domestic Woolens have not been as urgently sought after. Foreign Dress Goods have been in fair request and held with firmness. The total imports of foreign dry goods, last week, were $2,914,072, and the total amount marketed $3,178,998. The value of foreign merchandise imported last week, was $3,256,437—making the grand total value of last week's imports of dry goods and merchandise, $6,170,509, and since January 1, $222,717,424, against $137,227,378 same time last year. The freight market is more active and firm with 529 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 5.	Sept. 11.	Sept. 17.
Consols	—@89¼	89¼	89¾
U. S. 5-20's	—@73	71¾	72½
Erie	—@46¾	44½	46½
Ill. Central	—@79	78½	78¾

The New York exports, exclusive of specie, for the week ending Sept. 18, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,033,039	$2,782,215
Prev. reported	108,171,320	137,168,392
Since January 1	$111,204,359	$139,950,607

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$2,154,004	$2,914,072
Gen. merchandise	1,984,002	3,256,437
Total for the week	$4,138,006	$6,170,509
Prev. reported	121,860,443	220,222,876
Since January 1	$125,998,449	$226,393,385

The balance in the Sub-Treasury on Wednesday was $89,971,866 94.

The following quotations of sales of Railway

and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 5s, 1874, 91⅞; do., 7s, Bounty Loan, 106; do., 6s, 1872@1874, 98⅝; Ohio 6s, 1870, 98; Illinois Canal bonds, 97½; Minnesota 8s, 102; Brooklyn 6s, Water Loan, 97; Chicago and North Western Interest bonds, 88; Chicago and Aurora 7s, 100; Gt. Western 2d mort., 72¼; Morris and Essex 1st mort., 96; New York and New Haven, 111; Long Island, 60; Chicago and Great Eastern, 47⅜; Ind. and Cin., 75; Stonington, 112; N. J. Central, R. R., 127½; Hannibal and St. Joseph pref., 52; Phillips petroleum, 0.25; Shade River, 0.30; N. Y. and Alleghany, 4.10; Buchanan Farm, 0.22; First National, 0.07; United States, 7.75; Liberty, 0.05; Brooklyn, 0.45; N. Y., Phila. and Balt., 0.15; Excelsior, 0.40; Bennehoff Run, 3.10; Smith and Parmalee Gold, 11⅞; Mariposa pref., 33¾; do., 1st mort., 36; Boston Water Power Co., 32⅜; Union Navigation, 105; Rutland Marble, 28½; Central Coal, 53; Spruce Hill Coal, 4⅝; Lehigh and Susq., 4¼; Pennsylvania Coal, 155; Western Union Tel., 56¾; do., Russian Extension, 100⅛; Phœnix Bank, 105; 4th National Bank, 106⅛; Bank of Commerce, 116; Corn Ex. Bank, 120; Central Bank, 113½; Am. Ex. Bank, 119; Importers and Traders Bank, 115; Shoe and Leather Bank, 112; Ocean Bank, 103; 9th National Bank, 107; Continental Bank, 103; Merchants' 115.

Philadelphia.—New Jersey 6s, 98¾; Westchester 7s, 98½; Pittsburg 5s, 75; Allegheny County coupon 5s, 76; Huntingdon and Broad Top 1st mort., 82½; Reading mort. 6s, 92¼; Warren and Franklin 7s, 80; Girard College R. R., 28; 13th and 15th streets R. R., 12½; West Philadelphia R. R., 70; Lehigh Valley scrip, 54; Lehigh Zinc, 48; St. Nicholas Coal, 2½; New Creek, ¾; N. Y. and Middle, 6; Green Mt., 3½; Fulton Coal, 7; Girard Bank, 58½; Mechanics Bank, 33; Bank of North America, 230; Commercial Bank, 57; Commonwealth Bank, 57; Union Bank, 65; Dalzell Oil, ¾; Caldwell, ¾; Ocean, 4⅞; Maple Shade, 2⅜. The latest quotations are: City 6s, 95½@95¾; do., new, 98¾@99; State 5s, 95½@95¾; do., coupon, 96@96¾; do., 6s, W. L., 102¾@103; Phila., Wil. and Balt., 53; Reading, 57¾@57⅞; do., 6s, 1870, 96@98; do., bonds, 92@94; do., con., 115@116; Camden and Amboy, 127@127¼; Penn. R. R., 56⅝@56¾; do., 1st mort., 101¼@102; do., 2d mort., 98½@99; Little Schuylkill R. R., 37½@38; Morris Canal, 83¼@85; do., pref., 119½@120; do., bonds, 90@96; Wyoming Valley Canal, 65@67⅜; do., 6s, 85@90; Susquehanna Canal, 13¾@14; do., 6s, 59@60; Sch. Nav., 28@29; do., pref., 36¾@36⅞; do., 6s, 1882, 84@85; Union Canal bonds, 20@23; Delaware Div. Canal 56@57½; do., bonds, 90@92; Elmira and Williamsport, 30@32; do., pref., 42@44; do., 7s, 1873, 98@99; do., 5s, 65@75; Lehigh Coal and Navigation, 56@56¼; do., bonds, 1884, 92@92¼; North Pennsylvania, 39¼@40½; do., 6s, 91¾@92½; Philadelphia and Erie, 33⅛@33¼; do., 6s, 93@96; Minehill, 57¾@58; Catawissa, 32@37; do., pref., 39½@29⅝; Lehigh Valley, 65⅜@66; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 46@47; Second and Third, 88@92; West Philadelphia, 70@71; Spruce and Pine, 36¼@38; Green and Coates, 30@31; Chestnut and Walnut, 53½@55; Thirteenth and Fifteenth, 21⅜@21¾; Girard College, 27@29; Tenth and Eleventh, 64@66; Union, 41½@42¼; Hestonville, 18@18¼.

Boston.—Ogdensburg 1st mort., 101; Vermont Central 1st mort., 118; do., 2d mort., 36½; Vermont Central and Vermont and Canada Chattle 8s, 103½; Cheshire R. R. 6s, 93¼; Rutland and Burlington 1st mort., 100½; do., 2d mort., 40; Boston, Concord and Montreal 6s, 1871, 94; do., 1889, 97⅛; Eastern R. R. 6s, 1874, 98¼; Old Colony and Fall River 5s, 1867, 98; Ogdensburg and Lake Champlain R. R., 69; Conn. and Pass. Riv. pref., 65; South Shore, 14; Boston, Hartford and Erie R. R., 7; do., 7s, 39¾; Boston Water Power Co., 32¼; Cary Imp., 13⅝; Short Mt. Coal, 20¼; Mammoth Vein Coal, 3; Gilberton Coal, 25; Montezuma Gold, 2.15; Peck Gold, 0.45; Caledonia Gold, 0.30; N. Y. and Nova Scotia Gold, 0.15; Colorado Gold, 2.50; Vermont Iron, 0.90; Revenue Extension Silver, 4; Oswegatchie Lead, 0.25; St. Louis 6s, 1871, 94; do., 1886, 86; Hallowell 6s, 1870, 98½; Chicago 7s, sewerage, 99¼; do., municipal 1881, 99½; Boston 5s, 1878@1882, gold, 100¼; do., 6s, 1876, currency, 101¼; Salem 6s, Water Loan, 10-50 gold, 108¾; Albany 6s, 1879, 98; Massachusetts 5s, 1883@1893, gold, 100; do., 6s, 1876, 110; Rhode Island 6s, 1882, 99¼; Everett Oil, 0.03; Massachusetts and Oil Creek, 0.30; Indian Spring, 0.25; New England, 8; Pittsburg and Boston, 0.15; Crescent, 0.30; Merchants' Bank, 121; Maverick Bank, 106; Chelsea Bank, 99; Bank of Commerce, 122¾; Traders' Bank, 102¾; Suffolk Bank, 118½; Union Bank, 122; Eliot Bank, 123¾; Bank of Republic, 129¾; Continental Bank, 117½; Mt. Vernon Bank, 119; Boston Mining Co., 87½c.; Bay State, 16; Concord, 5; Calumet, 22½; Dana, 3½; Evergreen Bluff, 17½; Hancock, 21¼; Humboldt, 4; Hanover, 3; Madison, 2⅜; Northwestern, 4½; Phœnix, 11½; Pontiac, 1½; Petherick, 6⅛; St. Clair, 8; Superior, 3½; South Side, 2.

Baltimore.—Virginia 6s, reg., 42½; N. W. Va. 2d mort., 95; Liberty Copper Co., 1.50; Santa Clara, 7½; Navasa, guano, 26; Maryland Anthracite, 5; Atlantic Coal, 1.05; Penna. Oil, 0.15; Exchange Bank, 96½; Howard Bank, 11⅞; Farmers' and Planters' Bank, 32; Third National Bank, 102½. The latest quotations are: Balt. and Ohio, 113¼@114; do., 6s, 1867, 99@100⅜; do., 1875, 96@98; do., 1880, 97@100; do., 1885, 99½@100; Northern Central, 45½@46; do., bonds, 1885, 87@88½; N. W. Va. 1st mort., 1873, 96½@97½; do., 2d mort., 90@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85@85½; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 96@97½; Maryland 6s, coupon, 1870, 102@104; do., Ins., 100@102; do., 1890, 101¾@102; Baltimore 6s, 1870, 96@100; do., 1873, 96@97; do., 1875, 99½@99⅝; do., 1886, 99@100; do., 1890, 99¼@99; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838–'70, 83@83; City Passenger R.R., 18@18¼; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@108; Santa Clara, 9@10; Balt. Chrome, 0.40@0.60; Bare Hill, 0.55@0.60; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.70; Baltimore Coal, 160@200.

A. B. Burton & Co.

We invite attention to the Advertisement of this firm in another column. Having been for eleven years members of the late firm of Stone, Quigley & Burton, to which they are successors, they place themselves before the public as experienced in the construction of Bridges of all kinds, and are prepared to execute any work at the shortest notice, and to the satisfaction of all parties. Address Messrs. A. B. Burton & Co., 424 Walnut street, Philadelphia, Penn.

Charleston and Savannah Railroad.

This road, with all the property and appurtenances thereunto belonging, consisting of rights of way, lands, with tracks thereon, rails, superstructures, bridges, viaducts, culverts, fences, depot grounds and buildings, station houses and grounds, engines, tenders, cars, tools, materials and machinery, and all other property, together with all rights, franchises, &c., &c., is to be sold by auction, under the direction of Trustees, at Charleston, S. C., on the 20th of November, 1866.

Panama Railroad.

The *Alta California*, of 17th ult., says that President Mosquera has disposed of the Panama Railroad to an English company, and the Congress of Colombia has approved the act, the sale to take effect upon the expiration of the present contract nine years hence. Gen. Mosquera first obtained a loan in England for $7,500,000, giving a mortgage of the railroad as security. The money is to be used for revolutionary purposes. The *Alta* says: "We have no doubt that the subject will receive the immediate attention of our Government, in order that Colombia may be given to understand that a sale so prejudicial to the interests of the United States, and made in such violation of good faith with the present railroad company, will not be allowed. If we can afford to say to France that her troops cannot remain in Mexico, we can tell Mosquera that he must not dispose of the Isthmus transit to an English Company."

☞ The Commissioners of the Troy and Greenfield Railroad and Hoosac Tunnel will receive proposals until the 26th inst., for the completion of the railroad from Greenfield to the Hoosac Tunnel—a distance of 30 miles. Address Alfred R. Field, Chief Engineer, at Greenfield, Mass.

☞ The aqueduct over the Potomac at Georgetown, D. C., has been turned over, by order of the War Department, to the lessees of the Alexandria Canal. This will enable the lessees to resume the work of repair upon the canal immediately, and put the structure in order in time, it is hoped, to secure a portion of the fall trade of the Chesapeake and Ohio Canal.

☞ The Smyrna (Del.) *Times* says: "A railroad is projected from Middletown to Elkton. It is intended by this road to go direct from any part of Delaware and Eastern Shore of Maryland below Middletown. The present route is by Wilmington. The new road would be about eighteen miles, saving about twenty-five miles."

☞ The railroad bridge over the Chattahoochie at Columbus, Ga., is finished, completing the railway connection between Georgia and Alabama.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Sept. 14th, 1866, were $62,367 47
Corresponding week of 1865 ..... 79,299 46

Decrease $16,931 99

The earnings of the Grand Trunk Railway of Canada for the week ending Sept. 8th, 1866 were $127,475 00
Corresponding week of previous year.. 139,604 00

Decrease $11,129 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Sept., 1866 .. $24,336 00
Corresponding week previous year.... 30,494 75

Decrease $6,158 75

The earnings of the Western Union Railroad for the week ending Sept. 14, 1866 . .. $19,154 35
Corresponding week previous year.... 18,139 87

Increase. $1,014 48

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Sept., 1866, were $100,650 00
Corresponding week of 1865 ..... 98,518 00

Increase. $2,032 00

The earnings of the Detroit and Milwaukee Railroad for the second week in Sept., 1866, were $41,591 00
Corresponding week of 1865..... 42,339 00

Decrease $478 00

The earnings of the Chicago and Great Eastern Railway for 1st week in Sept. were ... $28,499 13
Same period last year 26,947 01

Increase in 1866. ..... $1,552 12

The earnings of the Chicago and Rock Island Railroad for the 1st week in Sept., 1866, were $110,811 00
Corresponding week of previous year.. 105,959 00

Increase $4,853 00

The earnings of the Michigan Central Railroad for the 1st week in Sept., 1866, were .. $99,524 21
Corresponding week of previous year.. 103,416 95

Decrease $3,892 74

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of Aug., 1866, were:

Erie Railway.....	$1,212,295 68	
Buffalo Division....	78,034 33	$1,290,330 01
Aug., 1865—		
Erie Railway.....	$1,331,046 00	
Buffalo Division....	87,696 52	1,418,742 52
Decrease on Erie Railway and Buffalo Division....		$128,412 51

The earnings of the Erie Railway (including the Buffalo Division) for the first eight months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1866.		
January...	$1,070,890	$1,187,188	Inc.	$116,298
February..	1,011,735	983,855	Dec.	27,880
March	1,331,124	1,070,434	Dec.	260,690
April	1,538,313	1,153,295	Dec.	385,018
May.....	1,425,120	1,101,668	Dec.	323,452
June	1,252,370	1,243,143	Dec.	9,227
July.....	1,274,558	1,203,462	Dec.	71,095
August ...	1,418,742	1,290,330	Dec.	128,412
Total decrease				$1,089,476

Development of the Northwest.

The rapid progress which the Northwestern States of the Union are making, as regards population, the development of resources, and all the concomitants that go to constitute material prosperity, is among the marvels of the time. The States which are attracting the attention of capitalists and immigrants, more than others, perhaps, are Minnesota and Iowa, where the same judicious system of railroads and other internal improvements that has done so much for the States further East, has been adopted and is now being prosecuted with good results. The onward progress of Minnesota, in particular, challenges universal admiration. Sixteen years ago the population of that, then, territory was only 5,330. Six years ago its inhabitants numbered 172,022, and the population has since rapidly increased—how rapidly, we regret we have no data to tell precisely; but it is safe to say that the population reaches 300,000, or about half as many as Iowa which, as a State, is many years her senior. It is estimated that Minnesota has received no less than 200,000 immigrants, native and foreign, since 1860. These settlers, according to the estimate of some of our political economists, (valued at $1,000 each), are worth to the State $200,000,000. What the result of the industrial efforts of all this bone and sinew is likely to be within the next few years, we can form a tolerably correct idea by the material progress made and making by the new and adjoining States bordering on the Mississippi, States whose industrial development has been brought about by similar agencies. The wheat crop of Minnesota the current year, is estimated at 16,000,000 bushels. As an indication of the rapid strides making by this young and enterprising commonwealth in point of agriculture, we may state that, while she imported bread stuffs in 1858, it is estimated, by competent authorities, that she will have a surplus of 15,000,000 bushels in 1868!

Already we observe an active rivalry between Chicago and St. Louis for the control of the growing commerce of Northern Iowa and Minnesota, and to this end several important additions are projected to the railroad facilities of both cities. St. Louis, through the North Missouri and Iron Mountain roads, is endeavoring to connect with the Iowa roads, leading to Minnesota, in order to receive a share of the trade that now goes to Chicago; while the latter city is deeply interested in the early completion of the St. Croix and Lake Superior road, which, when completed, will afford an important outlet for the products of Northwestern Wisconsin, Minnesota and Northern Iowa. This company comprises some of the leading men in this city, who, we understand, are about negotiating a loan here to carry the enterprise promptly forward to completion.

New York and, in fact, the whole country is deeply interested in these enterprises. The great food, wool, and other crops of the West are the chief reliance of our Eastern commerce and hence it should be the aim and policy of New York, and the seaboard States generally, to co-operate with every enterprise calculated to increase their volume and facilitate their passage into the channels of trade. Capitalists should bear in mind that whatever will benefit the agricultural interests of the West, by rendering them more remunerative and enlarging their sphere, will co-equally benefit the commerce and industry of the East. The foundations of the prosperity of New York and the other leading seaboard marts, are laid, not only in the commercial enterprise of their citizens, but in the virgin soil of the great Western prairies. If we would erect our fabric securely, we must build on both of these foundations. Every fresh acre of soil which is put under cultivation, and every additional mile of railroad opening up that fertile region to trade, and bringing it so much nearer the great commercial centres of the East, adds to the profits of our commerce and enlarges the market for Eastern manufactures.

Hence, all efforts to open up commerce and industry in the far West, whether originating in St. Louis or Chicago, should be warmly seconded by our capitalists. Both those cities are already the centre of a vast system of railroads which radiate in almost every direction. But their commercial ambition is not yet satisfied, and will not be so long as there is a source of trade undeveloped. They are no longer mere outposts upon the borders of civilization, but great central luminaries, about which the lesser lights revolve. They are the way stations which mark the track of Anglo-Saxon enterprise across the Continent; and while holding fast to the East, are now stretching out their iron attenae towards the great West beyond the Mississippi. It is the mission of these enterprising cities to stand as the connecting links between that portion of the West, so recently to all intents and purposes a *terra incognita*, and the Atlantic seaboard.—*Commercial List.*

New Coal Route from the Wyoming Valley to South Amboy.

The Plymouth Coal Company, whose location is at the base of the Shawnee Mountain, on the north side of the Susquehanna river, in the Wyoming valley, are building a railroad bridge across the river about 1½ mile below the toll wagon bridge at Wilksbarre, and on its completion will lay down a locomotive track upon it, to a point where the Lehigh Valley Railroad and the Lehigh Canal Company's Railroad will both be connected with it, in a way to form, at the same time, a connection with the two Lehigh outlets and also with the Lackawanna and Bloomsburg Railroad.

The Plymouth Coal Company now have outlet to market down the Susquehanna valley by the Wyoming Canal, and up the Lackawanna and down the Susquehanna over the Lackawanna and Bloomsburg Railroad; and in addition to these they will soon have communication with tidewater *via* the two lines down the Lehigh.

But notwithstanding the alternative routes open from the colleries of the Plymouth Coal Company to market, the line of main future reliance will be we are told, by rail *via* the Lehigh Valley, Belvidere Delaware, and Camden and Amboy Railroads to South Amboy, on Raritan bay, distant about 197 miles from the Plymouth mines and 30 miles from New York City.

A link of road has been built from Dean's Pond on the Trenton and New Brunswick road, 17 miles from Trenton, to Jamesburg on the Bordentown and Amboy Railroad, 14 miles from South Amboy. Coal shipping piers are to be erected at South Amboy and soon also, it is predicted, coal shipping facilities will be provided at tidewater on the Raritan river at New Brunswick, to which latter place the distance is 9 miles from Dean's Pond, or 17 miles less than from Dean's Pond to Amboy. In other words, the distance by rail from the Plymouth mines *via* White Haven, Easton and Trenton is 180 miles to New Brunswick and 197 miles to South Amboy.

The Belvidere Delaware Railroad has always had ardent friends among Lehigh coal operators as an eligible coal route, a use to which its owners seem at last determined to put it on larger scale than heretofore, by providing shipping piers on Raritan Bay, at Amboy, in addition to the chutes and pockets at the canal basin in Trenton.—*U. S. R. R. and Mining Register.*

☞ The exports from the port of Savannah for the fiscal year ending June 30, 1866, amount to $17,925,500, and the imports in the same time to $350,745—leaving a balance in favor of exports over imports of $17,574,755. The tonnage employed in this business has been near 4,000,000 in the foreign trade, and over 35,500,000 in the coastwise trade.

☞ The construction of a railroad leading from Wilkesbarre to connect with the Delaware and Hudson Railroad at Scranton, for the purpose of sending coal from that portion of the Wyoming region directly to Rondout above New York, is soon to be commenced.

Union Pacific Railroad.

The Secretary of the Interior has received from the commissioners appointed to examine and report upon the condition of the Union Pacific Railroad a report of an inspection of the sixth section of forty-five miles of that road, commencing at the one hundred and sixtieth and terminating at the two hundred and fifth mile post. In this section there have been constructed nineteen bridges, the largest being one of a single span of 100 feet, of the Howe truss construction. A passenger and freight house has also been erected at Kearney Station. The rolling stock of the road at present comprises 15 engines, 127 flat cars, 46 box cars, 5 passenger cars, 2 baggage cars, and 30 hand cars. A telegraph line has been constructed along the entire length of the road, connecting with the lines east of the Missouri river. The commission reports the alignments, curves, grades, embankments, cuts, and ditches, unexceptionable; the ties 8 feet long, 8 inches thick, and if sawed 6 inches face, if hewn, 8 inches; the bridge structures substantial, and the whole road in good running condition, enabling trains to run at a speed of 38 miles per hour with perfect safety and ease.

The commissioners report the whole road and telegraph lines as ready for immediate service, and supplied with all the necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering-places, depots, equipments, furniture, and all other appurtenances, of a first-class railroad; the rails and all other iron used being of American manufacture of the best quality, and they, therefore, have recommended the acceptance of the section and the issue of bonds and lands as contemplated by law.

At the date of the report (September 1) 205 miles were completed, but as the rate of laying averages about 1½ miles per day, the railroad is probably now completed to a distance of 238 miles west of Omaha, the eastern terminus of the road.

Interest and Dividends.

The Chicago, Rock Island and Pacific Railroad Company has declared a semi-annual dividend of five per cent., free of government tax, payable on the tenth day of October next.

The Chemung Railroad Company will pay, on demand, a dividend of two per cent., at their office, No. 9 Broad street.

The Philadelphia, Germantown and Norristown Railroad Company announces a semi-annual dividend of 5 per cent., free of tax, payable on the 1st proximo.

The Wyoming Valley Canal announces its second 4 per cent. dividend since the opening this season, payable, free of tax, on the 25th instant.

The Indianapolis and Cincinnati Railroad Company has declared a semi-annual dividend of four per cent.

The Coupon Bonds issued by the Baltimore and Susquehanna Railroad Company for $150,000 and due October 1st, 1866, will be paid on that date at the Banking-House of John S. Gittings & Co. All interest on the Bonds will cease from that day.

☞ The case of the City of Cincinnati against the street railroad companies has been decided by the Superior Court in favor of the former. It is held that the contract between the companies and the city is binding, that the companies are bound to sell twenty-five tickets for one dollar and three cents, and that tickets must be kept for sale on the cars.

Rules to Prevent Smuggling.

The Secretary of the Treasury has issued the following letter of instructions to customs officials in reference to the examination of passengers and their baggage, upon their entrance into the United States from the British North American Provinces:

1. With a view to prevent the smuggling of dutiable goods into the United States by means of concealment about the persons or in the baggage of persons arriving from a foreign contiguous country, all such persons and their baggage shall be examined on arrival in the United States by a proper officer of officers or customs. At Buffalo, Detroit, Port Huron, Ogdensburg, and other points in the United States, where connections are made between American and Provincial railways by means of ferry boats, passengers and their baggage arriving from a foreign contiguous territory shall be inspected and examined upon the boat; and passengers shall not be permitted to land, nor their baggage to be landed, until such inspection or examination shall have been concluded to the satisfaction of the officer making the same.

2. At such ports as Suspension Bridge, Rouse's Point, St. Albans and Island Pond, where railway connections are made by land, cars containing baggage shall be kept closed, and no passengers shall be permitted to leave the passenger cars, nor any baggage to be taken out of any car, until a full and satisfactory examination of said persons and baggage shall have been made.

3. Women shall be employed at all ports where a necessity for their employment shall exist, whose duty it shall be, under the direction of the collector or other proper officer of the customs, to make all proper examination, to prevent females arriving from foreign countries from smuggling dutiable goods or merchandise into the United States.

Newark and New York Railroad.

The Chief Engineer of the Newark and New York Railroad has submitted his report to the Board of Directors. The route adopted is a direct line between the termini, and the distance is claimed to be ten per cent. shorter than this portion of the Morris and Essex Railroad, seventeen per cent. less than the New Jersey, and twelve per cent. less than the plank road, the distance by the Newark and New York Railroad line, from their ferry at Communipaw, to Broad street, Newark, being seven miles and a half. The cost of constructing the road is estimated at $906,950. It is stated that proposals for grading the track were closed on Wednesday last.

Columbia and Port Deposit R. R.

This company have commenced operations at Port Deposit, Md. Ground was broken about three week's since. When completed, says the Cecil *Whig*, "this road will be one of the greatest coal roads in the country. In addition to the advantages to this county, flowing directly from the trade of the road, the old Maryland canal, which, as a canal, has been entirely useless for several years, will be converted into one of the most important water powers in the State."

☞ The great lake tunnel at Chicago, will, in all probability, be completed next month, and preparations are now making for its formal opening. Ceremonies appropriate to the completion of so stupendous a work will be gotten up on a scale of great magnificence.

☞ A railroad project has been started at Toledo, Ohio, to connect that city by railroad with Galion, Michigan. The distance is only about seventy-five miles.

Buffalo and Warren Railroad.

A company has been formed at Warren, Penn., under the name of the Buffalo and Warren Railroad Company, for the purpose of constructing a railroad between those two places—a distance of eighty miles. A proposition has been made by a reliable railroad contracting company, to build and equip the road for one-third cash, one-third stock, and one-third bonds, running twenty years at six per cent. interest. The construction of this road will make Warren the junction of two most important thoroughfares, and establish an intimate connection with the Baltimore and Ohio Railroad on the South. The importance of such a road to Buffalo cannot be overestimated. In the vicinity of Warren there is abundance of coal, oil, iron and timber, which would find a ready sale in the Chicago markets. The directors of the company are W. D. Brown, O. C. Allen, Jno. H. King, M. W. Hull, J. D. James, J. F. Davis and Thos. Chase; and the officers are: President, J. D. James; Secretary, O. C. Allen; Treasurer, M. Beecher, Jr., all of Warren.

Virginia and Tennessee Railroad.

The receipts of the Virginia and Tennessee Railroad since the 1st of July have been $125,402 87 against $44,239 07 for same period of last year, an increase of $81,163 80. For the first week in September the earnings were $16,673 78, against $8,547 92 in the corresponding period of the previous year, an increase of $8,125 86.

Manassas Gap Railroad.

The work on this important road is progressing slowly but surely, and it is confidently expected by the officers of the company that the rails will be laid and the cars again running as far as Piedmont by November or December next.

☞ The Chicago and Northwestern Railroad Company have nearly completed a negotiation that will give them about two millions of dollars of additional rolling stock, to be paid for gradually in cash. The friends of the road claim that this addition to their facilities will run the earnings of the fall to a million and a quarter per month.

☞ Work has been commenced upon the Huron and Lake Ontario Canal, a small contract having been given to Messrs. Beachell & Ellis. The object, however, was to prevent the charter expiring, which it would have done some time this month had the work not been commenced.

☞ At a meeting of the directors of the Western Union Telegraph Company, it was resolved to give the stockholders in the Russian Extension the option of exchanging their stock in that line, at any time within six months, for bonds of the Western Union Company, at 90 per cent.

☞ The track of the Iowa line of the Chicago and North Western Railway Company is laid to within 85 miles of Omaha. The grading is well ahead of the track-layers, and will be finished in November, as it is being laid at the rate of about a mile a day.

☞ Phillips County, Arkansas, has voted to subscribe $500,000 in bonds for building the "Iron Mountain and Helena Railroad" through Phillips County. Only ten or a dozen votes were cast against the proposal.

☞ R. N. Brown, has been appointed Superintendent of the Buffalo and Erie Railway Vice J. Lewis Grant resigned.

☞ The latest accounts of the Russo-American telegraph state that the Collins Russian telegraph line has been completed to Fraser Lake, and that the work was being pushed vigorously. Starting from the Salt Lake, it passes through British Columbia and Russian America to Behring's Straits, which it crosses by a submarine cable of 40 miles in length. Having reached the opposite side, the line proceeds towards the River Armor, through Siberia to St. Petersburg, the whole line being about 6,000 miles in length.

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8t31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

FIRST MORTGAGE BONDS

OF THE

Central Pacific Railroad Company,

OF CALIFORNIA.

Interest at the rate of Six per Cent. per Annum, payable Semi-Annually.

Principal and Interest payable in U. S. Gold Coin in the City of New York.

Amount of Issue, $7,336,000.

IN COUPON BONDS OF $1,000 EACH.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is *declared by Act of Congress to constitute a lien prior and superior to that of the United States Government.*

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the Road, together with nearly $7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 73 miles, and the earnings for the three months ending August 1st were as follows, viz.:

May, 1866	$65,115 83
June "	67,429 78
July "	85,000 00

IN GOLD.

The earnings are steadily increasing, and are estimated at over $100,000 in Gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward, and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over $13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over $1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of $100,000 per month in Gold, only about 25 per cent. of which is required for operating expenses.

The interest is payable on the first days of January and July, at our office in the city of New York.

The Bonds are offered at 95, and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks or Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,

No. 5 Nassau St., New York.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 29, 1866.

Southern (Miss.) Railroad.

In the present number, will be found copious extracts from the last Annual Report of M. Emanuel, President of the Southern Railroad Co.

This, like many other unfortunate railroads in the South, was a serious sufferer from the scourge of war, and it will require the use of money and handiwork, combined with good management, to bring it up to that high rank among paying roads which its location and connections clearly entitle it to.

It is a plain proposition, that the bondholders and creditors of all these war crushed roads, will have to rely on the business success of the roads for the payment of their interest instalments, and the ultimate payment of the debt, therefore it will be wise and politic in the creditor to extend to these disabled roads not only a patient indulgence, but they should stretch out a helping hand in the way of judicious pecuniary aid, to put them fairly in a condition to secure all the business they can do—and do all the business they can secure—all the money aid now given to railroads is in a depreciated currency. Railroad bonds having 15 and 20 years to run, will in the end no doubt be paid in gold. In regard to the future importance and value of the Southern Railroad, there can be no doubt; a glance at the map shows its position as one of the links in a great trunk line that is destined, before the lapse of many years, to connect the Atlantic seaports with San Diego on the Pacific by the great Southern route through Texas *via* El Passo on the 32d parallel of latitude.

The Vicksburg, Shreveport and Texas Railroad, starting from the west bank of the Mississippi opposite Vicksburg, was built 75 miles to Monroe and in operation before the war; and in a few months the trains will be again running between those points. The remainder of the road to Shreveport must, from its great importance to the owners, be also soon built. The road from Shreveport to Marshall in Texas *is built*, and now in full operation. When the gap between Monroe and Shreveport is closed, there will be an immense travel over this line between the Atlantic States and Texas.

In regard to the Eastern and other connections of the Southern Railroad: at Jackson 45 miles from Vicksburg, it crosses the New Orleans, Jackson and Great Northern Railroad, at Meridian the terminus of the road, 140 miles from Vicksburg, it connects with the Mobile and Ohio Railroad running north and south, it also connects these with the Selma and Meridian Railroad, running east and west, 105 miles to Selma. There is an unfinished gap of 44 miles between Selma and Montgomery, and parties who are interested in its completion, say it will be built during the ensuing year. With the completion of that short line, the Southern Railroad will have an unbroken connection with the main lines in every Southern State east of the Mississippi River, and with every Atlantic seaport.

From Selma, the Alabama and Tennessee Railroad runs northeast about 140 miles in the direction of Dalton, Georgia, to which point that road is now being built, and is to be completed in about two years from the present time. When Dalton is reached, the friends of that road say, that the distance between New York and New Orleans will be upwards of forty miles shorter by that route than by any other existing line, leaving the Virginia and Tennessee line at Cleveland, thence *via* Dalton, Selma, Meridian, and Jackson, Miss., to New Orleans. If this line is the shortest and quickest it will certainly be the preferred line, and in that event the Southern Railroad as well as all the other roads on that line will be greatly benefitted.

There being now a continuous railway between Vicksburg and Selma, 245 miles, it is reasonably expected that the western freight from St. Louis and Louisville destined for Alabama and Southwestern Georgia, will stop at Vicksburg to be forwarded by rail to Selma, instead of making the long voyage to New Orleans, Mobile and up the Alabama River. The time being so much shorter by rail *that* will be the preferred route if the condition of the road and rolling stock will enable the company to receive and convey all that will be offered. This is a newly developed trade for this road, and will become permanent and of increasing magnitude, if the facilities of transportation are adequate to the demand.

We have before us a published letter to the President of the company, written by General J. D. Webster, Special Agent of the War Department, and E. G. Barney, Esq., Special Agent of the Post Office Department, charged with the examination of all the Southern Railroads to report on their adaptation and condition for military and postal service, and their statements are accordingly entitled to the fullest credit.

Washington, D. C., September 8th, 1865.

MORRIS EMANUEL, ESQ.,
President Southern R. R. Co.

SIR:—In passing over the Southern Railroad and its connecting lines, we have been much satisfied in witnessing the prompt alacrity with which your company have addressed themselves to the task of restoring the road to its former condition.

Your line is too important to the country at large to be allowed to pass out of existence, even had the local energies of your people been wholly paralyzed.

Great as the local value of your road may be, its National value is immeasurably greater.

The entire population of the Atlantic Seaboard from Maine to Florida, will with the completion of two short lines, find the *Southern Railroad the shortest and best route to the South and Southwest.*

With returning prosperity in your section, but a short time will be required to complete the lines unfinished, and restore the old ones to their former usefulness.

The nearest parallel road north of yours is 200

miles distant, and from the nature of the country it is not probable any competing line will ever be projected.

On the south the same reasons exist for saying your line can have no competitor from Vicksburg to the Gulf.

At right angles to your route, are two trunk lines and a mighty river as tributaries from the North, Northwest and South.

Eastward, nearly every line pointing toward the West, sends its promise of future contributions.

Westward, Southern Arkansas, Louisiana and Texas, with their rich products and future teeming population, will find in the Southern Railroad an *indispensable means of communication with the Atlantic Cities.*

An intimate knowledge of the rich agricultural resources of the South, the recuperative energies of her people, the inexhaustible beds of Minerals yet undeveloped, justifies us in predicting a higher degree of prosperity for all the interests of your section than the most sanguine mind has yet conceived.

We believe any road, situated as yours is, *will pay liberal dividends on a cost of forty thousand dollars per mile.*

J. D. WEBSTER,
Brev't Maj. Gen'l U. S. V.
E. G. BARNEY,
Special Agent, P. O. Dep't.

The change of policy by the United States authorities in Mississippi, in regard to the rebuilding of the destroyed track between Jackson and Big Black River, 32 miles, and the rebuilding of the bridge and trestle, was a very injurious and unfortunate disappointment to the company. The commanding General regarded a railroad connection between Jackson and Vicksburg as a military necessity, and ordered the work done. Two regiments of colored troops were set to work at it, and the engineer in charge of the work wrote the President a letter, dated Aug. 2, 1865, "that the road would be in running order to Big Black River, and the bridge and trestle completed so as to make connection with Vicksburg by the 1st of October, 1865." After working a short time on the Jackson end of the road, a change of Generals was made, and the orders to repair the road and build the bridge were countermanded, and as stated in the report, the labor and enormous expense of rebuilding the road and bridges so as to open communication with Vicksburg was cast upon the company in its darkest hour of financial embarrassment. Instead of having the work completed for them by the 1st of October, 1865, it had to be done by the company, and it took them until August, 1866, before through trains passed over the road. By this delay, the company lost the freight on many thousand bales of cotton that would have gone to Vicksburg. The loss of the use of the road for so many months when there was so much cotton to be shipped in one direction, and freight in another, was a serious financial disaster. Losing the earnings of the whole business season, and having to expend all its receipts, besides going heavily in debt to rebuild the road, bridge, &c., has placed the company in an attitude which compels it to ask favors of its bondholders and other creditors, and as there can be no fault imputed to the company, or to the management of its affairs, we trust that those who are interested in the future welfare of the road, will aid in putting it in good working condition so that if a heavy business offers it may have the ability to do it.

We have received from N. G. Bryson, Secretary of the company, the following statement of the receipts of the road from May 10th, 1865, to September 1, 1866:

Passenger earnings		$284,541
Government passenger transportation		90,766
		$375,307
Freight receipts	$291,055	
Government freight	80,781	
		371,836
		$747,143

Giving for 15 months and ⅔ nearly $50,000 monthly receipts. All this money and more besides was expended in the repairs, equipment and expenses of operating the road. We understand that only a small portion of the Government dues has been paid. In the broken down condition of the road while under repair the tariff must have been very high to have yielded such receipts. But it speaks very favorably for the money making capacity of a road of only 140 miles in length, with the loss of the use of so much of its main track for several of the heaviest business months in the year. We hope to see not only the *Southern Railroad*, but *all the Southern Railroads* fairly launched again on the full tide of prosperity and usefulness, and such as have real merit, as we think the road which heads this article has, will we trust receive generous treatment from their creditors. The restoration of Southern Railroads will have an important bearing upon the unity and prosperity of the whole country.

Hudson River Railroad.

This road is 144 miles in length, extending from New York to Albany. It has 128¼ miles of double track, including sidings. The weight of rail per yard on main track is 70 lbs. The equipment consists of 75 locomotives, 121 first class, 13 2d class and emigrant, 28 baggage, mail and express, and 711 freight cars. The company have also 3 dummies and 30 city cars; and 4 locomotives and 3 first class passenger cars on the Troy and Greenbush railroad. Number of accidents reported, from October 2, 1864, to September 27, 1865, 40. The total number killed, 30; injured, 26. Of the former 1 was a passenger, 7 employees and 22 others; of the latter 10 were passengers, 8 employees and 8 others.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$1,921,277 45	$2,009,030 14
" freight	2,134,669 31	2,189,371 88
" rents	12,473 82	16,292 94
" telegraph	1,500 98	1,254 77
" mail service	32,400 00	32,400 00
" interest	20,535 17	289 93
Bounty taxes refund'd	.....	1,711 75
Miscellaneous	1,424 90	76,448 97
Totals	$4,124,281 63	$4,326,800 38
Payments, other than for construction:		
Transportation exp.	$2,545,306 88	$3,176,612 45
Interest	594,487 92	587,613 16
Roadway, grading, bridging, etc	.....	281,100 00
For dividends on st'k, 8 per cent	499,286 80	329,405 25
Payments to surplus fund	43,270 03	.....
Scrip issued payable with int. at 6 p. ct.	441,930 00	.....
Cash on hand	.....	2,069 52
Totals	$4,124,281 63	$4,326,800 38

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$1,921,964 13	$2,099,951 72
" freight	2,142,301 05	2,224,030 08
" other sources	68,334 87	128,398 36
	$4,132,600 05	$4,452,380 16
Expenses, viz:		
Repairs of road	$226,650 49	$317,842 86
Cost of iron	346,930 38	378,286 59
Repairs of buildings	51,874 25	50,866 59
" fences, etc.	6,726 24	10,774 54
Taxes on real estate	51,376 17	123,655 64
Repairs of engines	130,336 44	212,320 73
" cars	89,135 46	219,856 01
" tools, etc	14,130 13	17,495 32
Incidental expenses	29,641 16	29,605 86
Office expenses	2,346 33	8,705 86
Agents and clerks	107,201 27	124,070 45
Labor, handling freight	99,315 04	92,853 50
Porters, watchmen and switch tenders, etc	132,048 52	156,877 59
Wood and water station attendance	16,099 54	18,697 72
Conductors, etc	68,433 61	98,782 86
Engine and firemen	81,565 23	90,028 18
Fuel and preparing	344,275 15	430,430 68
Oil and waste	34,318 21	49,805 88
Loss and damage	32,893 43	35,880 87
Revenue stamps	538 75	3,579 90
General superintend'ce	4,999 94	7,782 15
U. S. tax on passenger receipts	56,198 70	48,464 78
U. S. tax on freight receipts	9,610 83	55,557 94
Contingencies	647,486 53	556,596 24
	$2,584,131 70	$3,138,818 69
Earnings less exp.	$1,548,468 35	$1,313,561 47

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	$5,636,161 89	$5,677,776 10
Bridges	306,906 89	309,589 49
Superstructure, including iron	2,555,869 17	2,591,437 61
Passenger and freight stations, engine & car houses, machine shops, etc	1,349,415 08	1,450,421 57
Land, land damages and fences	925,664 19	941,659 74
Locomotives and fixtures and snow plows	730,925 29	955,189 08
Passenger & baggage cars	308,203 44	371,283 43
Freight & other cars.	577,284 84	642,861 82
Engineering and agencies	2,279,416 23	2,279,416 23
Horses	.....	38,461 00
Harness and stable equipment	.....	6,490 50
Totals	$14,669,847 02	$15,264,586 57

STOCK AND DEBTS.

	1864.	1865.
Capital stock	$6,218,041 89	$6,563,250 38
Funded debt	7,737,680 00	7,762,840 00
Floating debt	1,167 00	1,167 00
Totals	$13,956,888 89	$14,327,257 38

The number of miles run by passenger trains in 1865, was 698,226; by freight trains, 588,315; by gravel trains, 59,538; by city cars, 256,200—total, 1,602,279, against 1,396,293 in 1864, a increase of 205,986. Number of passengers carried in 1865, 2,068,245; do., carried one mile, 85,778,513. In 1864, the number carried was 2,017,840, and the mileage of do., 98,853,821—an increase in passengers of 50,402, and a decrease in mileage of 13,075,308. The number of passengers carried in the city cars in 1865, was 1,137,558, and the

mileage of do., 2,275,116. Tons of freight carried in 1865, 491,850; mileage of do., 53,738,444. In 1864 the tonnage was 601,824, and the mileage 72,720,351—showing a decrease in tonnage of 109,974, and in mileage of 18,981,907.

Sandusky and Cincinnati Railroad.

We have received a copy of the report of this company, embracing the operations of the road for the fiscal year ending June 30, 1866. The reorganization of the Sandusky, Dayton and Cincinnati Railroad Company, under the plan of capitalization agreed upon by the different interests, having been finally consummated, the new company has assumed the corporate name of the "Sandusky and Cincinnati Railroad Company."

The earnings and expenses of this road for the fiscal years ending June 30, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$242,274 87	$228,442 23
" freight	435,801 54	423,613 66
" mail	16,080 00	16,080 00
" express	16,128 07	.....
" storage	1,966 03	18,742 42
" car mileage	7,673 64	7,642 19
	$719,924 15	$694,520 50
Expenses, viz:		
Machine shop	$35,574 22	$15,196 34
Maintenance of way	167,613 23	141,361 15
Locomotive power	163,903 94	165,701 58
Train expenses	84,213 07	100,438 42
Station "	75,156 87	62,760 13
Office establishment	38,468 34	24,539 18
General expenses	7,269 69	10,429 03
Loss and damage	1,824 84	1,926 72
Totals	$574,024 20	$522,352 55
Net earnings	$145,899 95	$172,167 95
Interest and taxes	141,326 45	157,520 59
Balance	$4,573 50	$14,647 36

The earnings of 1865-'66, show a decrease as compared with those of the previous year, of $25,403 65; with a decrease in operating expenses, and taxes, of $49,154 20—showing an improvement of $13,750 55. The balance of earnings applicable to the payment of interest and dividends, is $134,080 60. The interest on the funded debt as capitalized, and dividends on preferred stock, amount to $119,433 24—leaving a balance, as above, of $14,647 36. The report says:

With the failure of the grain crop last year, and the change in the current of business incident to the close of the war, the result shown by the foregoing statement is entirely satisfactory, and is much better than the business of the first months of the fiscal year led us to expect. The falling off in gross receipts, to wit, $25,403, is more than accounted for in the single item of wheat delivered at the lake in ordinary seasons. We may therefore congratulate ourselves on the evident increase of business naturally coming within our lines and falling under our control.

Since the date of our last annual report, the plan of capitalization set forth in the agreement of Nov. 13, 1863, and the supplemental agreement of March 1, 1865, has been duly carried out according to the provisions of the law passed April 11, 1861. By the terms of these agreements, the bonds due Feb. 1, 1866, for one million dollars, bearing seven per cent. interest, were extended to the year 1900, with new coupons, at six per cent.; and a sinking fund of ten thousand dollars per annum, providing for the gradual redemption of these bonds, was established. The second mortgage, due Feb. 1875, for one million dollars, was converted into six per cent. preferred stock, at forty cents of the par—of which preferred stock an amount not exceeding $475,000 was created, into which, in addition to the bonds due in 1875, all the unsecured obligations of the company might be converted, at ten per cent. of their par value. This portion of the programme has been in operation since Feb. 1, 1864, and all its conditions have been fulfilled.

By the terms of the supplement agreement of March 1, 1865, John P. Yelverton, Jacob W. Pierce and Israel M. Spelman, were constituted Trustees to carry out the agreement of Nov. 13, 1863.

A suit of foreclosure for non-payment of interest having been commenced by the surviving Trustee, under the mortgage falling due in 1866, a decree was entered up at the October Term, 1865, in Erie County, and an order for the sale of the road and property was made. A receiver was appointed to take charge of the property, at the same term of Court. Under this order, a sale took place on the 5th day of January last, and the Trustees before named became the purchasers. Subsequently, having fully complied with the provisions of law of 1861, to wit, on the third day of May, 1866, the "Sandusky and Cincinnati Railroad Company" was duly organized, and put in possession of the franchises, roadway, and property of every kind, of the old corporation.

This detail is made necessary in answer to numerous inquiries made by stockholders and other parties interested, and that all may be enabled, by reference to the law of 1861, to understand their position in the new corporation.

No material change has taken place in our relations with other roads. Our facilities for shipment by lake, both east and west, are materially better than last year. No opportunity should be allowed to pass for still farther improving our water communications.

The operations of the road have been carried on with great regularity, for which we are indebted to the care and attention, in their different departments, of the servants of the company.

The receipts and disbursements during the year ending June 30, 1866, were as follows:

RECEIPTS.

Balance on hand, June 30, 1865	$48,186 49
Receipts for transportation	687,067 08
	$735,253 57

DISBURSEMENTS.

Operating expenses	$432,103 80
" S. & C. R. R	10,371 13
Renewals of iron and spikes	22,139 59
" rolling stock	49,271 24
Taxes—State and County	18,667 25
" United States	19,420 10
Coupons 1900 year bonds	63,420 60
Dividends, preferred stock	25,585 88
Interest on bonds	23,156 50
Trustees sinking fund	15,000 00
Interest and exchange, etc	3,375 50
Portland Township bonds	300 00
Capitalization expenses, in part	11,242 00
Profit and loss	596 46
Forfeiture on contract—one half	2,500 00
Cash on hand to balance	38,103 52
	$735,253 57

The company have 12 locomotives in first class order; 9 in second class, requiring an estimated outlay of $27,000 to put them in first class order. One new locomotive in process of building, which was commenced in May, 1865, estimated cost, when completed, $14,000; and 3 are being rebuilt at an estimated expense of $4,500 each. The rolling stock consists of 17 passenger, 9 baggage, mail and express, and 414 freight, etc., cars. Mileage of engines 346,671. Tonnage of through freight, 39,735; do., way freight, 106,047—total, 145,782.

CONDENSED BALANCE SHEET, JUNE 30, 1866.

Cost of road		$3,195,994 00
Cost of stations		789,359 66
Cost of equipment		595,400 00
Bonds of the company on hand		79,000 00
Bonds and stock of other companies		7,365 00
Bills receivable		1,490 40
Lands		274 00
Materials on hand for use of road		109,964 21
Cash		87,961 74
Springfield and Columbus R. R. Co.		66,114 47
Trustees sinking fund		25,000 00
Balances due from sundry parties, mostly of little value or offset by claims		14,822 30
		$4,972,745 78
Capital stock		$2,989,090 00
Preferred stock		393,072 70
1st mortgage bonds due in 1900		981,000 00
Bonds due in 1866		16,000 00
" 1875		148,000 00
Due in 1860-'62 (dividend bonds) Due in 1878		73,972 31
Dividends of 1850-'51 and 1852, unadjusted		9,241 50
Bills payable		18,403 86
Balance earnings account		160,501 19
Dividend preferred stock		3,515 42
Coupons, 1900 year bonds		5,688 80
Taxes, 6 months estimate		15,000 00
Pay rolls for June, (since paid)		25,305 00
Profit and loss		101,291 10
Due individuals on account, (partly paid)		31,796 83
Coupons, S. C. & I. R. R		420 50
F. V. Follett, G. T. A., balance due on pass. account		496 57
		$4,972,745 78

President.—O. FOLLETT.

Directors.—Jacob W. Pierce, Israel M. Spelman, Theodore A. Neal, John P. Yelverton, Elisha C. Litchfield, F. P. James, Oran Follett, Rush R. Sloane, William Wilshire, Abraham Cahil, William Warder, Isaac S. Gardner, R. W. Shawhan.

Secretary and Treasurer.—L. H. LATHAM.

Superintendent.—JAN'A H. POTTER.

Philadelphia and Baltimore Central R. R.

At a meeting of the citizens of Harford and Baltimore Counties at Belair on the 8th inst., the following resolutions were adopted:

Resolved, That the subscriptions to the Philadelphia and Baltimore Central Railroad Company, by the citizens of Baltimore and Harford Counties, be subject to the condition that at least five miles of road between Stemmer's Run and the Susquehanna River shall be completed in each year, and that the said subscriptions shall be paid in the following manner: one-seventh of the amount subscribed shall be paid on the completion of each five miles of the road, as aforesaid.

Resolved, That the road, as surveyed, shall be divided into eight sections, and that three persons for each section shall be appointed, to canvass the people resident within its limits, to procure subscriptions, as aforesaid, and releases of the right of way; and that the persons so appointed shall report the result of their efforts to a meeting to be held at Belair, on the 6th day of October next.

The meeting then proceeded to divide the line of the road into sections, and to the appointment of a committee for each section.

☞ United States Commissioner Rollins has just decided that no internal revenue stamp is required upon documents, certificates or transfers of stocks made by city, county, State or other municipal officers. As the reverse of this is understood and practiced by some persons, this official notification is important.

☞ The grading of the track of the Wabash, Western and Vincennes Railroad, of Indiana, is nearly completed to Laurel, and the track is laid as far as Matamoros. Work, however, has stopped at present for the want of iron.

☞ The construction of the track for the extension of the Sussex (N. J.) Railroad to Branchville has been commenced.

Southern (Miss.) Railroad.

The earnings of this road from May 10, 1865—the date from which the receipts of the road were paid in Federal currency—to the 28th of February, 1866, the close of the last fiscal year, embracing 9 months and 20 days, have been as follows:

From passengers	$187,758 40
" freight	170,888 42
" U. S. Government transportation	84,900 04
	$443,546 86

And the expenses was:

Cost of transportation	$52,799 74	
Maintenance of way	155,119 86	
Motive power	102,041 32	
Maintenance of cars	26,932 68	
General expenses	16,460 00	
		353,353 60
Leaving		$90,193 26

It will be seen that the expenses for repairs of road and machinery, and conducting transportation, have been $336,893 60; of which there are properly chargeable to construction the following amounts:

For labor on track	$19.067 97
" tools and machinery	17,226 09
" re-building bridges	18,294 00
" cross-ties and construction trains	10,000 00
" spikes	1,500 00
" depot buildings, etc	2,000 00
" re-building locomotives	12,060 00
" construction of cars	7,000 00
Making	$87,148 06

—which deducted from the total expenses, shows the operating expenses to have been $249,745 54, or about 56 per cent. of the gross earnings. From this it appears that a large portion of the expenditures was for permanent work and extraordinary repairs required to make the road available for immediate use, as soon as it was placed in possession of the company, at the close of the war, by the military authorities.

Of the amount shown in the annexed statement as due by express companies, the sum of $6,797 66 is against the Pioneer and Commercial Express Companies, both of which have ceased to exist.

The receipts and disbursements of the company during the period covered by the Report have been as follows:

Receipts:

From earnings of the road		$443,546 53
Less due by agents	$10,557 63	
" U. States	84,900 04	
" Express Co	7,121 51	
		102,579 18
		$340,967 35
Incidental receipts		$5,486 74
Cotton sold		32,312 82
Earnings of G. P. Theobald		36,848 92
Overpaid by conductors		92 46
State of Mississippi		79 05
Interest account		12 00
Bills payable issued		7,827 00
		$423,626 34

Disbursements:

For operating road	$249,745 60
Re-constructing road	87,148 06
	$336,893 66
Less due on pay-rolls, etc	6,132 84
	$330,760 82
G. P. Theobald	32,986 30
Mobile and Ohio Railroad Co	20 00
Expenses on cotton sold	742 05
Advances on cotton purchased	1,479 30
Contingent expenses	4,425 64
Interest account	1,109 33
Bills payable	4,627 00
" receivable, etc	142 00
General salaries	3,333 33
U. S. tax	8,701 03
Construction—old account	952 23
Notes issued to circulate as money, (cancelled)	3,291 25
Cash on hand	31,056 06
	$423,626 34

The total amount of losses and injuries which the company sustained by the war is stated at $1,584,946. In addition to which, the destruction of the books and papers of the company by the burning of Vicksburg, Jackson and Morton depots, have been very embarrassing, and in a great measure will be irreparable. The President in his report says:

During the war it was impossible for us to pay any portion of either the principal or interest of our European or Northern debt; and but very few of our Southern creditors were willing to receive Confederate currency in payment of their claims. This state of things rendered our financial condition at the close of the war extremely perilous. The arrearages of interest, when added to our stated debt, calculated up to the 1st of July, 1865, made the aggregate amount of $2,922,197 70, of which $1,975,054, was part due, and the remainder maturing within three years.

The company was placed in possession of that portion of the road held by the Federal authorities, between Vicksburg and Big Black, on the 1st of June, 1865, and also all the balance of the road east of the Big Black river. The latter portion, as far as Jackson, required heavy and immediate expenditures for the re-building of Big Black bridge and the expensive trestle connected with it, besides the extensive and thorough repairs needed for the whole distance from the river to Jackson. The destroying hand of both armies had fallen heavily upon that section of our road, and no trains had been run over it for upwards of two years. All the bridges, trestles and cross ties had either been burned or were rotten, and much of the iron had been heated, bent and twisted; we therefore in great part had only a road-bed left in a very rough state, upon which to build a new track of 33 miles.

The company was entirely without the money necessary for these costly repairs, and knew not where to raise it. They had an enormous debt standing against them, secured by a mortgage on the road and the lands belonging to the company, with a large portion of the debt endorsed and guaranteed by the principal holders of the original stock.

It was thought by some a very hazardous enterprise to attempt to repair and operate the road, under the existing difficulties and the gloomy prospects ahead. A board of managers was convened on the 1st of July, 1865, and after mature diliberation, clothed me with full power and authority with instructions to see in person, all our principal creditors residing both in the United States and Europe, with a view to negotiate, if possible, for the postponement of the obligations of the company, to a reasonably distant period. In pursuance of those instructions, the President of the company had interviews with the leading creditors living in the Southern States, and then with those in the Northern cities. At Philadelphia he published a circular informing the creditors of the prostrate condition of the road, and asking them to postpone to a reasonable time, the payment of the bonds and other obligations of the company. The result was a general meeting of the creditors at the Girard National Bank on the 26 Sept., 1865, at which the following resolutions were unanimously adopted:

"*Resolved*, That it is the sense of this meeting, representing a large number of the bondholders and other creditors of the Southern Railroad Company, that the proposition made by the President of the company to fund the arrears of interest now due, and to become due until the 1st of January, 1867, to extend the time at which the bonds are to be payable till 1890, and, if practicable, preserving existing liens and their priorities—to consolidate the indebtedness of the company into a seven per cent. mortgage and bonds, payable in 1890 is approved.

Resolved, That a copy of this resolution be furnished to the President of the company, to be submitted by him to the European creditors, as an evidence of the wishes and views of the American creditors.

Resolved, That a committee of five, representing each class of creditors, to act together with the Agent of the Southern Railroad Company, be appointed to draft the form of a mortgage contemplated by the first of the foregoing resolutions."

The committee consisted of James Magee, Charles Macalister, Samuel Harlan, Jr., and John Clayton, to which, on motion, the chairman was added. The committee appointed to prepare the mortgage, proceeded to their work without delay. The committee, at a subsequent meeting, October 2d, 1865, made the following report:

The committee appointed at a general meeting of the creditors of the Southern Railroad Company, held at the Girard National Bank, in the city of Philadelphia, September 26th, 1865, to prepare a mortgage in conformity with the resolution then adopted, report:

That they have examined the draft of a mortgage prepared by counsel, and submitted by Dr. Emanuel, President of said road, and do approve of the same, and recommend it to the favorable consideration of the creditors.

Encouraged by the liberal action of the American creditors the President proceeded to Europe, and fully succeeded in obtaining from all the European creditors their sanction to the postponement asked for by the company.

The liabilities of the company, with all arrearages of interest funded up to 1st January 1867, will be about $3,000,000. Under the re-organization of our debt the classification of the mortgage debt will be as follows:

1st Mortgage debt	$800,000
2d " "	850,000
3d " "	85,000
4th embracing the interest funded; and debts having no mortgage security	1,265,000
	$3,000,000

The whole bearing seven per cent. interest, and payable on the 1st January, 1890.

The assets of the company, consist of

140 miles completed railroad, with rolling stock and machinery	$4,500,000
Lands belonging to the company	700,000
	$5,200,000

The new mortgage is so drafted, as not to modify or lessen in the slightest degree, the character of the existing securities, or the priority of lien contained in the previous mortgages.

The bonds and coupons are to be payable at the Girard National Bank of Philadelphia. The coupons belonging to the bonds having prior liens, (and so endorsed) are to be paid on the 1st of July and January, of each year, commencing 1st July 1867, and those belonging to bonds having no endorsement, will be paid on the 1st October, and 1st of April, commencing 1st October, 1867.

The President saw Gen. Canby after the surrender, who ordered the restoration of the road to the company.

This conciliatory course of Gen. Canby, and the prompt restoration to the company of its property, operated as a stimulus to our efforts, and was a great public benefit in opening the way of travel and business along the line of our road, into the interior of the State, and to a partial resumption of our long suspended personal and commercial intercourse.

The track between Jackson and Big Black (32 miles) had been so often and so seriously damaged during the war by the contending armies, in the burning of bridges and the destruction of track and depot buildings, that very extensive and costly repairs were required to put it in running order.

As soon as Maj. Gen. Osterhous was assigned to the command of this Department, I applied to him for Government aid in the re-building of Big Black Bridge and repairs of track between Big Black and Jackson, upon the ground that Jackson was the seat of the State Government and also the military headquarters of the Department commander, and as Vicksburg was then the only available source of supplies for the several military posts of the interior of the State, I thought he would admit there was a military necessity for the speedy restoration of railway facilities between two such important points; and I further informed him that the Railroad Company having no money in hand, was utterly unable to do the work. He admitted the military importance of the road, and said that if the company was not able to repair it and build the bridge at Big Black, the military authorities would have to do it.

When I left Mississippi, on my trip to the North and Europe, on important company business, I thought it would be serviceable to have with me a written assurance from the Government authorities of the early completion of Big Black bridge, and through Gen. Osterhaus I obtained the following letter from the engineer in charge of that work:

"Head Q'rs. Dept. of Mississippi,
Office of the Chief Engineer,
Jackson, August 2, 1865.

Dr. M. Emanuel, Pres't Southern R. R. Co.—

Sir:—In reply to your enquiries relative to the completion of the road from Jackson to Big Black river, I would say, that in three weeks we will have the road in running order to Big Black river, and the bridge and trestle completed so as to make connection with Vicksburg by the first of October next. I think this may be relied on if nothing at present unlooked for, should occur to prevent.

Very Respectfully Yours &c,
Adin Mann,
Maj. 124 "Ill. Vols. & Engineer in charge."

The exhibition of this letter to parties interested, strengthened their confidence in the speedy opening of the road, with increased earnings, and facilitated my arrangements, but unfortunately for the company and the public—the successor of General Osterhaus, (General Slocum) acting under the influence of a change of circumstances, did not consider that the building of the bridge was then a military necessity, and threw the burthen and enormous expense of the undertaking entirely upon the company, in its darkest hour of financial embarrassment.

The company had no alternative left and undertook the rebuilding of the road, and the construction of an iron bridge over Big Black with 3,100 feet of connecting trestle work.

When the company was put in possession of the road, we had to re-build and repair many bridges, the road bed required a great deal of work; and a hundred thousand cross ties were needed to make it safe—station houses and platforms had to be built—rolling stock had to be supplied—important and costly machinery, both for the machine and car shop, had to be purchased, and we were without money to accomplish these important ends.

Until the latter part of November, 1865, we only worked the trains between Jackson and Meridian, and between Vicksburg and Big Black, there being no railroad connection up to that period between Jackson and Big Black. On the 20th November the track was laid, and the cars ran to the east side of Big Black river. A contract was then made with Maj. Theobald for transfering freight and passengers between the trains, on the opposite sides of the river.

The company having to rely solely on its monthly earnings to carry on the extensive repairs, and meet the heavy outlays of money for the purposes already spoken of, and as a matter of necessity and policy, a high tariff was a positive necessity. Both the company and the public, were deeply interested in the speedy building of Big Black bridge, and putting the road in safe working order between Vicksburg and Meridian.

We have about fifty miles of light iron on the western end of the road, some of it very much worn, the safety of the track, and the business success of the road would be much improved by laying some portions of it with a heavier rail, and other portions of it by using a stringer track. Efforts are being made to barter the old iron for new, paying in money the difference of value.

With the three new Engines bought from Messrs. M. W. Baldwin & Co., which are to be finished and delivered some time in June or July in anticipation of the completion of the bridge, we shall have 18 engines in good running order, ready for a heavy business. As soon as it was practicable, after the surrender we commenced operating a car shop for the repairs of old cars, and the building of new ones, and have since added to it valuable tools and various pieces of machinery and now we have the assurance of the master of the car shop that by the 1st of August we will have fifteen new box cars ready for use, and will turn out, ten a month after that time.

The Southern Railroad starting from the banks of the Mississippi, at Vicksburg, and running due East one hundred and forty miles to Meridian, is to that extent a link in the shortest and therefore the most important trunk line between the Mississippi river and any of the Southern Atlantic seaports. It is 670 miles by Rail from Vicksburg to Savannah, all of which is now in full operation except a gap of 44 miles between Selma and Montgomery—the distances are as follows:

	Miles.
Vicksburg to Meridian	140
Meridian to Selma	105
Selma to Montgomery	44
Montgomery to Opelika	64
Opelika to Columbus	28
Columbus to Macon	99
Macon to Savannah	190–670

I had the pleasure of hearing from Col. C. T. Pollard President of the Montgomery and West Point Railroad Co., that he confidently expected that the short line of railway between Montgomery and Selma would be completed and in operation before the end of 1867.

The Geographical position of Vicksburg, and also the Southern Railroad, starting as the railroad does from the east bank of the Mississippi river running east to Meridian, 140 miles—there connecting with the Selma and Meridian Railroad, also running east 105 miles, to Selma, thence by the Western Railroad due east 44 miles to Montgomery (when that short gap is finished,) marks that line as the natural and cheapest channel for the transportation of freight from the western cities, bound for east Mississippi, middle and south Alabama and south western Georgia. Vicksburg is 850 miles from St. Louis, by the river, and will be but 289 miles by railroad from Montgomery. No other route can successfully compete with it for that trade.

The value of our connection with Shreveport and Texas, by the early completion of the Vicksburg, Shreveport and Texas Railroad, cannot be over estimated. When that important road is built then our road will inevitably be the chosen railroad route for all Texas travel from and to the Atlantic States.

By the extension of the Alabama and Tennessee Railroad, to Dalton Georgia, by the construction of one hundred miles of new road, now being vigorously pushed forward, with a prospect of completing it in two years—it will shorten the line between New York and New Orleans to such an extent as to make it the shortest and fastest and therefore the preferred route—and our line from Meridian to Jackson of 95 miles will constitute a portion of the main line between New Orleans and New York.

From Charlotte North Carolina, there are also new roads being built westward which will shorten the distance considerably between Richmond and Montgomery and will draw eastern and western travel to our road.

When the bridges on this road, and the Selma and Meridian Railroad are completed and both roads put in good running order so that the trains will run through between Vicksburg and that city without interruption, which I trust will be the case by August or September next, I then anticipate a heavy business, in western freights for Selma and Montgomery, and perhaps Columbus, Ga., over our road, which will materially increase our earnings derived from hitherto undeveloped sources. There is also a good prospect for return freights from Selma. Coal and iron abound on the A. and T. R. R., and can be delivered at Selma, at rates that will justify transportation over our road. And I anticipate large shipments of merchandise from New York to Vicksburg, and other places on the line of our road, *via* Savannah and Montgomery. In addition to these new sources of business, which I confidently expect our road to enjoy, there will be a heavy lumber trade carried on from the numerous saw mills that will be erected on the line of the road.

It is the real interest of our company to hold out incentives to draw to the line of our road, an industrious and enterprising population, their productions will add to our freights, and their business will compel them to travel on our cars. I recommend a liberal policy in the disposition of the railroad lands. The prosperity of our railroad, depends upon the population, wealth and enterprise of the country through which it runs—every encouragement should therefore be held out to induce the right kind of people to settle on our lands. Manufactories of various kinds are now the hope of our country. There cannot be too many cotton manufactories started, for the good of the State; the rapid increase of its population and wealth, in this way is the only means by which our people can be made to forget their misfortunes and re-achieve their independence.

It affords me pleasure to speak in terms of sincere commendation of the officers of the company, their devotion and zeal, their integrity and sobriety entitle them to the approbation and thanks of the company.

Balance Sheet, February 28th, 1866.

Cost of road	$3,049,267	88
Cotton purchased	177,299	64
Bills receivable	9,436	34
N. E. and S. W. Alabama R. R. Co.	3,291	15
Railroad expenditures since 10th May, 1865	364,509	17
Cash	31,056	06
	$3,634,860	24
Capital stock	$357,407	69
Bonds of all classes outstanding	1,987,864	52
Notes issued to circulate as money	128,240	05
Robert McDowell	12,144	09
Bills payable	176,937	11
Railroad receipts since May 10, 1865	415,987	34
Profit and loss account	556,479	44
	$3,634,860	24

President.—M. Emanuel.

Vice President.—T. Rigby.

Directors.—M. Emanuel, Thos. Rigby, A. B. Reading, Wm. Crutcher, Shepherd Brown, Peter Anderson, Thos. M. Smedes, James R. McDowell, Thos. S. Dabney, B. F. Dancy, D. W. Flowerree.

Sec. & Treasurer.—N. G. Bryson.

Engineer and Gen'l Sup't.—R. C. Slaughter.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	5
Algomah ..... "	25	3	20,000	1⅜
Allouez ..... "	25	1⅜	20,000	----
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	16½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	25c
Black River ..... "	25	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	
Brooklyn ..... L. S.	25	2½	20,000	
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	⅝	20,000	6c
Canada ..... Vt.	4	1	100,000	----
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	49½
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	5
Concord ..... "	25	¼	20,000	----
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	45½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	17½
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	?	20,000	----
Forest Shepherd ..... "	25	(	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	58
French Creek ..... Pa.	5	----	100,000	65c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	21½
Hanover ..... "	25	1½	20,000	3½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	⅛	20,000	----
Humboldt ..... "	25	5	20,000	4½
Hungarian ..... "	25	1	20,000	1½
Huron ..... "	25	19	20,000	43
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	13½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25		20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25		20,000	----
Lennoxville ..... Ca.	5		100,000	----
Logan ..... "	3		100,000	----
Lower California ..... Mo.	50		40,000	----
Lyster ..... Ca	2		200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	9½	20,000	4
Manhattan ..... "	25	5½	20,000	
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5			----
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25		20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25		20,000	----
Mesnard ..... "	25	8	20,000	3½
Meteor ..... "	25		20,000	----
Michigan ..... "	25		20,000	----
Middlesex ..... "	25		20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	17½
Missiaquoi ..... Ca.	2		150,000	----
Morrison ..... L. S.	25		20,000	----
Nashua ..... "	25		20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	3
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25		20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10		100,000	----
Newton ..... Ca.	1		200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5		100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	5
North Western ..... "	25	11½	20,000	
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5		100,000	----
Ontonnagon ..... L. S.	25		20,000	----
Ottawa ..... Ca.	1		200,000	----
Pacific ..... L. S.	25		20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	6½
Pewabic ..... "	25	3½	20,000	36½
Phila. & Boston ..... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	11½
Pittsburg & Boston "	25	5½	20,000	50
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100		100,000	----
Providence ..... L. S.	25		20,000	----
Quincy ..... "	10	10	20,000	52½
Reliance ..... "	25		20,000	----
Republic ..... "	25		8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	9½
Roscoe ..... Ca.	1		200,000	----
St. Clair ..... L. S.	25	3	20,000	8½
St. Flavien ..... Ca.	25		100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5		200,000	----
St. Mary's (L. & M.) L. S.	25	6½	20,000	1
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	4
Sharon Consol ..... "	25	½	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25		20,000	----
Silver Valley ..... "	25		20,000	----
Societes Francaise, "			10,000	----
South Bedford ..... Ca.	2		200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	2
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2		100,000	----
Suffolk ..... L. S.	25		20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25		20,000	----
Sutton ..... Ca.	5		100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25		20,000	----
Vermont ..... Vt.	5		100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25		20,000	----
Wauba Yuma ... Ariz.	100		60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiskopee ..... "	25		100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	.....	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "			.....	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.			.....	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y			.....	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.			.....	48
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.			.....	1½
Warren ..... N. H.			.....	----
White Mountain. "			.....	----
Coal & Antheracite:				
American ..... Pa.	25	----	60,000	60
Appleton ..... "			.....	----
Ashburton ..... Pa.	50	50	50,000	18½
Atlantic & G. C. .. Md.			.....	1½
Baltimore ..... "	100	100	.....	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2
Big Mountain ..... Pa.			.....	5
Boston & Picton .. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N. S.			.....	----
Cape Briton ..... N. S.	2½	2½	200,000	2½
Cameron ..... Pa.	50	----	50,000	53
Central ..... "	100	100	20,000	----
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "			.....	----
Consolidation ..... Md.			.....	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	54½
East Mahanoy ..... Pa.			.....	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	70½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	.....	64
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50		.....	11½
Lehigh & Susq ..... "	50	50	.....	44½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	24
Mammoth Vein			.....	3½
Maryland Anth ... Md.	20	20	25,000	5
Metropolitan ..... "	100	100	.....	----
Mt. Pleasant ..... Pa.			.....	----
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fl'da. Pa.			.....	5
North Carbondale ... "			.....	----
Pennsylvania ..... "	50	50	64,000	156½
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ..... "	50	50	16,000	20
Shamokin ..... "			.....	----
Somerset I. & C. ..... "			.....	----
Spring Mountain ... "	50	----	.....	----
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.			.....	2½
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.			.....	----
Wilkesbarre ..... Pa.	100	100	21,750	55½
Wolf Creek ..... "			.....	----
Wyoming Valley ... "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore .... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	.....	80c
Bates & Baxter ... "			.....	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	35c
Consol Gregory ... Col.	100	----	50,000	17
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	6
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	----
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	2½
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.		----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	14½
Do. preferred ... "	100	100	57,744	32½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	800,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City .... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	11½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	55
Santa Clara ..... "	100	----	30,000	7½
Miscellaneous:				
American Tin ... N. H.			.....	----
Rutland Marble ... Vt.	25	25	40,000	31½
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	....	27
30 Nov. '65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	104,680	10,130	5½	....	43½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '65	3 75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro poli'n)		—	....	....
30 Nov. '65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,706	—	1,413	15,157	loss	—	....	....
30 Nov. '65	12.50	—	167	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	....	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		—	....	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov. '65	33 74	—	340	151	—	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	....	55½
30 Nov. '65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,477	—	....	49
30 Nov. '65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	....	....
30 Nov. '65	6.75	—	54	16	—	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	....	....
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	....
30 Nov. '65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.		—	....	....
30 Nov. '65	—	—	392	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	....
30 Nov. '65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	5,600	2,922	4	....	....
30 Nov. '65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	8.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	3.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	0	Albany	85,544	50,000	31,000	—	65,155	501	—	....	....
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	45,000	103,215	37,588	—	100	....
30 Sep. '65	10 73	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	155,178	100,000	80,000	71,180	24,088	8,282	—	100	....
30 Sep. '64	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56 18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.230	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep. '65	24.00	—	—	116	—	Central P'k, N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74,05[illegible]	—	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	—	....
30 Sep. '65	19.75	—	—	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,382	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	.....	.....	—	—	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand St. & Newtown (W'g'b	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	.....	.....	—	—	....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	—	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	103	—	100	....
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	—	100	....
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,130000	115,000	1,024742	211,243	9	100	....
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordham	975	975	.....	.....	.....	.....	—	—	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope: by	T. & L.	R. R.	—	—	....
30 Sep. '65	—	—	—	—	—	Troy & Lansingburg	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	.....	.....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,300	20,950	105,358	29,459	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	.....	.....	.....
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	53½
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.38	—	262	40	0	Frankford & Southw'k (Ph.)	766,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '66	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,782	8,227	.....	.....	.....
31 Oct. '66	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '66	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	191,195	49,561	—	—	28
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	27
31 Oct. '66	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	....
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	155,313	39,179	—	50	17½
31 Oct. '66	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	.....	.....	.....	.....	.....	Oakland (Pitts'burg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '66	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '66	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,500	—	437,562	158,830	10	50	89
31 Oct. '66	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	37½
31 Oct. '66	7.00	—	210	36	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	67,810	9½	50	63
31 Oct. '65	5.25	—	143	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	21½
31 Oct. '66	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	16,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg] 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br., Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-72	90
Malden and Melrose: 1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex: 1st Mortgage	32,000	—	.....	.....	-
Malden & Melrose bonds	49,451	—	.....	.....	....
Real Estate	10,000	—	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	400,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	125,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Sept. 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	133¼
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	130½
" " " coupon		6	" "	1868	130½
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	100
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	104½
" " " coupon		5	" "	1871	105
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	103
" " " coupon		6	July.	1881	109
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	111½
" " " coupon		6	" "	1881	111½
Loan of July 17, & Aug. 5, 1861 registered	264,303,800	6	" "	1881	111½
" " " " coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	108½
" " " (5-20s) coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) registered	161,642,300	6	May & Nov.	1885	108½
" " " (5-20s) coupon		6	" "	1885	108½
Loan of March 3, 1864, (10-40s) registered	171,219,100	5	Mar. & Sept.	1904	99
" " " " coupon		5	" "	1904	98½
Pacific R. R. Bonds of (currency) registered	8,202,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	---	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	769,518,900	7.3	Feb. & Aug.	1867	10
" March 3, 1865 2d series		7.3	June & Dec.	1868	105½
" " 1865 3d series		7.2	Jan. & July.	1868	105½
Debt Certificates	18,868,094	6	At maturity.	Due.	----
Gold Certificates of Deposit	15,486,220	---	---	---	----
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	45,538,000	---	" "	1 d y	----
United States Notes (greenbacks)	399,603,592	---	---	---	----
Fractional currency	26,483,998	---	---	---	----
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" " " "	688,000	6	" "	1876	----
" —Funded Interest Bonds "	---	---	---	---	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116½
" —War bonds		7	" "	1872	----
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	'72-'90	99½
" " " (frec.) "		6	" "	1892	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	----
" " " " "	2,271,750	6	" "	'68-'86	109
" " " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97½
" " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	100
" " " 1862-'79 "	436,000	6	" "	'62-'79	----
" " " 1865-'79 "	229,372	6	" "	'65-'79	----
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	----
" " " " "	1,778,677	6	" "	1877	----
" " " " "	241,000	6	" "	1879	----
" " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	87
" " " "	2,058,173	2½	" "	1866	----
" " War Loan coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	447,000	6	" "	'66-'73	----
" " " "	3,204,000	6	" "	'68-'92	95½
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	99
" —Funde' Coupons "	---	6	---	---	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99
" —War Loan Bonds coupon	4,400,000	6	Jan. & July.	1883	99½
Maryland—State Bonds coupon	2,171,903	5	quarterly.	var.	60
" " " " coupon	1,727,000	6	"	1870	102
" " " " inscribed	3,192,763	6	"	1890	----
" " " (sterling) coupon	6,401,000	6	"	1890	----
Massachusetts—State Scrip	53,000	5	var.	var.	----
" " " "	244,000	5	June & Dec.	'68-'72	1 2½
" " " "	375,000	5	Jan. & July.	'70-'74	100
" " " "	220,000	5	April & Oct.	'72-'74	100
" " War Loan	6,429,000	5	May & Nov.	1880	100
" " Scrip	297,000	5	" "	1894	90½
" " "	150,000	6	June & Dec.	'68-'77	113
" " "	1,024,000	6	April & Oct.	1868	122
" " "	2,080,000	6	Jan. & July.	'71-'75	108½
" " "	1,088,000	6	" "	'76-'78	111½
" " War Loan	250,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	1,750,000	7	Jan. & July.	1868	----
" " " " "	100,000	6	" "	'73-'83	----
" —Canal Loan "	216,000	6	" "	1873	----
" —Renewal Loan "	1,122,000	6	" "	1878	96
" —War Loan Bonds "	700,000	7	" "	1886	----
" —Bounty Bonds "	250,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	2,275,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	13,701,000	7	" "	1883	----
Missouri—State Bonds (railroad)	3,000,000	6	Jan. & July.	'71-'89	79
" " " (H. & St. R R)	7,000,000	6	" "	'72-'85	89
" " " (Pac. R. R.)	---	6	" "	'72-'87	71
" —New Sinking Fund Bonds	535,000	7	" "	1896	----
New Hampshire—State Bonds	1,650 000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds coupon	2,306,000	6	" "	'83-'85	100
" " " Notes		8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds general fund	700,000	7	quarterly.	1870	----
" " " bounty fund	25,566,000	7	Jan. & July.	1877	106½
" " " general fund	1,189,780	6	quarterly.	pleas.	----
" " " canal fund	702,000	6	"	1866	----
" " " general fund	500,000	6	"	1868	98½
" " canal fund	3,050,000	6	"	1871	----
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	99
" " " "	2,250,000	6	"	1874	98½
" " " "	500,000	6	"	1875	99
" " " "	900,000	6	"	1877	----
" " " general fund	800,000	6	"	1873	97½
" " " "	909,607	5	"	pleas.	----
" " " canal fund	192,585	5	"	1866	----
" " " "	1,163,000	5	"	1868	----
" " " general fund	442,960	5	"	1868	----
" " " canal fund	167,000	5	"	1871	----
" " " "	4,500,000	5	"	1874	91
" " " general fund	900,000	5	"	1875	90
" " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	83½
" " " (new) "	3,500,000	6	Jan. & July.	'90-'92	66
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	----
" " "	536,798	6	" "	1860	----
" " "	379,866	6	" "	1868	----
" " "	2,183,532	6	" "	1870	98
" " "	1,600,000	6	" "	1875	98
" " "	4,095,309	6	" "	1881	100
" " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	95½
" " " coupon	6,168,000	6	" "	'77-'82	96
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" " " inscribed	1,708,000	6	" "	'68-'90	----
" " " coupon	1,199,000	6	" "	'77-'90	----
" " " (new) "	---	6	" "	---	----
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	80
" " " "	239,167	5½	" "	'72-'79	----
" " " "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans "	24,382,832	6	" "	long.	95½
" —Funded Interest "	872,813	6	" "	1892	72½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	43
" " " coupon	11,108,000	6	" "	'86-'95	70½
" " (sterling) "	1,865,000	5	" "	1872	----
" —Funded Interest registered	---	6	" "	'76-'96	----
" " " coupon	---	6	" "	'76-'96	----
West Virginia—State Bond coupon	---	6	---	---	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) "	641,800	6	Jan. & July.	'77-'88	----
" " (") certificates "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,528	5	quarterly.	1870	----
" " "		6	"	1870	98
" " "		6	Jan. & July.	1873	97½
" " "		6	May & Nov.	1875	99½
" " "		6	Jan. & July.	1886	99
" " "		6	quarterly.	1890	99½
" " " coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" " "	7,846,026	5	Various.	'66-'70	124½
" " "		5	"	'71-'75	----
" " "		5	"	'76-'80	100½
" " "		5	"	'81-'86	99½
" " "		6	"	'67-'76	101½
" —Water Loan	663 000	5	May & Nov.	'70-'71	----
" " " (sterling)	1,949,711	4½	Jan. & July.	'77-'78	100½
" " "		6	" "	'72-'73	----
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	----
" —Improvement Loans "		6	" "	'66-'95	----
" —Water Loans coupon	5,500,000	6	" "	'81-'97	98
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" " (new) "	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-,75	----
" " " "	4,714,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1883	----
" " " "	5,149,271	6	" "	1887	----
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	6	" "	1870	94
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,375,000	5	" "	'79-'80	----
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" " " (new)	739,222	6	" "	'67-'82	----
" " " (old)	2,232,500	6	" "	'68-'93	95½
" " " (new)	7,898,717	6	" "	'68-'99	99½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	----
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	94
Sacramento City—Municipal Bonds	1,498,100	6	Jan. & July.	'88-'89	98½
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan "	484,000	6	" "	'71-'83	98
" —Sewerage Loan "	425,000	6	" "	'79-'88	86½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	----
" —City and County B'ds "	329,000	6	Jan. & July.	1875	----
" " " " "	1,133,500	6	" "	1888	----
" " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	246,612	332,098	406,076	446,044	396,847	381,810	357,556	
1865	289,400	327,269	399,870	343,408	399,364	429,669	472,483	597,798	677,625	719,911	731,270	599,762	
1866	504,991	408,864	388,480	394,633	451,477	474,441	462,674	528,618					
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	116,201	111,955	1,225,001
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	381,559					
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,288	161,503	138,795	135,595	1,423,432
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446					
Chicago and Northwestern:													
1863						366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	555,623	747,944	702,691	767,598	946,707	921,856	749,191	546,609	7,968,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284					
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25,461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	104,331					
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,943	719,354	734,108	714,211	6,214,168
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,234
1863	845,695	839,949	956,445	948,059	848,783	770,143	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330					
—including Buffalo Division.													
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,988	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352.786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	582,823	512,028	516,822	406,773	507,830	560,025	467,115	586,074					
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	98,078	93,546	96,908	95,453	1,088,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410					
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,085	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224					
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 268	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413.974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452					
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.653	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	262,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	480,631	490,694	447,670	328,960	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645					
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,931
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223					
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	969,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434				
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454					
Philadelphia and Reading:													
1861	161,106	160,523	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,884	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,058	608,305	116,215	923,283	416,341	866,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955		
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,746,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,152,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,092	7,128,466
1865	640,144	678,504	857,583	738,866	637,186	646 995	584,523	712,495	795,938	858,501	712,863	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,848					
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953					
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	265,154	2,060,322
1865	144,064	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248					
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698					

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	100
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	96
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99
" " $800,000	354,100	6	"	"	1870	92
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	"	"	1883	91
" " $2,500,000	867,000	6	"	"	1889	91
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110½
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406		Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	81
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	233,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (K. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	99
Des Moines Valley:						
1st Mortgage coupon	1,746,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1854	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	98½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72–'78	81
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1863	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
" Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	160,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	85
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible).	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,253,500	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		81
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,034,775	7	May & Nov.	New York.	1915	95½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	98
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4 '8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,775	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	106
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	95
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	96½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151
Consolidated	1,000,000	7	Feb. & Aug.	" "		150
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'75–'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Jn. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	" "	" "		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	89
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	21⅛
Chattel Mortgage	360,000	10	" "		1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	50,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	101
2d Mortgage (now stock)						66
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	79
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1899	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	176,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92⅝
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	415,500	6	" "	"	1886	116⅛
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103⅜
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$880,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	100½
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	660,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				66
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	118
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	88
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	500,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'78	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	896,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1868	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,516,704	54.0	.....	101,102	37,886	—	....
28 Feb. '59	30 3	....	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	171.3	....	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '60	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	103,333	26,249	3	....
31 Jan. '60	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,188	—	....
31 Aug '60	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	454,238	1,459,711	413,528	12	175
31 Dec. '60	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192 989	478,095	85,463	—	—
31 Dec. '60	57.0	—	2.0	—	8	11	188	Naugatuck	11,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '60	50.0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	117½
30 Nov. '60	76.2	5.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	8.5	48,662	172,590	74,768	2	—
31 Dec. '60	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	66.0	202,567	306,766	63,204	6	85
31 Mar. '60	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	112
30 Nov. '60	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	106
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	....	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	38,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	897	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	5	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	464,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	439,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	109½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754.406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	138
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	—	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	86½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050.132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,214,851	3,154,236	1,442,781	10	112½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	121½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,900 006	114,962	4,970,931	111.0	224,563	580,333	250,186	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	37
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	48½
31 Aug. '65	132.0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15.900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	75
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	—	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	698,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,960,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	228	Lexington and Frankfort	605,298	52,800	71,669	514,636	79,000	8.644	729,257	29.0	236,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	1	1,109,594	319,519	20,947	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '65	135.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300.0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566.000	339,297	5,855,330	80.0	180,204	481,922	223,849	—	....
31 Mar. '61	203.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,462	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	58.7	—	....	135.3	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	58.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,628	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	112½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,386,445	1,936,788	6	85½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,947	121,559	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,163,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	86½
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	—
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	1	28	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	—
28 Feb. '65	77.0	—	3.2	206.0	—	—	—	*South-Western Branch*	3,098,940	116,927	—	70,513	3,467,254	.....	3,883,402	114.0	100,562	197,744	1,895	—	—
30 Sep. '64	86.5	3.6	3 2	—	16	13	219	*St. Louis and* [illegible]	5,487,063	260,029	—	1,971,272	3,501,000	40 558	6,352,199	90.1	282,189	399,291	229	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	----
30 Jan. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,580	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	580,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	160½
								MARYLAND.													
30 Sep. '62	379.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	30,811,376	286.8	2,988,010	6,509,945	4,544,097	3	113½
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	29.0	.....	703,123	429,390	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,316,510	1,328,798	8	46
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,848,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,008	110,047	.....	—	7
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	108
31 May, '66	74.3	8.8	60.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,450	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,169	893,812	9	130
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,660	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,418,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	140½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6	67
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	553,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.5	75 8	—	27	28	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	31,166	66,390	29,427	6	----
30 Nov. '65	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	352,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	----
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	185,047	300,964	81,227	8	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	[261,745	51,118	3	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	3	105
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	548,996	140,129	8	124
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	226,900	522	470,727	(Op	er. by B	& L Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	----
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,980,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	51
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	140
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,809	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199,233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '65	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,771,775	121.4	527,354	867,957	101,242	8	66
31 Mar. '65	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	1,825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	.....	—	—	8	----
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	596,588	568,000	—	—	52.7	.....	—	—	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.0	387,789	615,728	215,973	9	106
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,103,000	289,472	3,449,555	75.2	.....	595,459	141,448	—	----
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124.2	.....	6,274,667	1,702,352	10	127
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	—
31 Dec. '65	74.0	12	74.0	—	65	62	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,086,390	1,287,956	10	128½
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '66	53.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	168,800	260,000	64,521	483,321	21.2	103,815	186,032	26,874	—	—
31 Dec. '65	65.0	61	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,608,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118.183	5½	46½
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588.400	400,000	388,000	1,376,400	—	.....	256,593	56,593	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	----
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434.775	5,066,511	4	76½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452 330	994,668	8	122
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	386,319	588,406	353,606	8	60½
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	664.9	5,804,048	13,975,524	2,694,714	6	107½
30 Sep. '65	130.8	2.1	45.0	—	43	83	687	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	----
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	71½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	.....	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,780	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	69,610	8	----
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	----
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,887	—	----
30 Sep. '65	141.1	48.5	19.4	—	28	35	898	Rome, Watert'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and S			aratoga	R. R	6	----
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	980,207	—	—	500,000	355,000	"	"			"		6	----
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	----
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	----
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	----
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	----
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,219,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	552,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	115
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	8,500,000	95.5	872,916	2,359,222	1,210,661	35	----
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	87½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,564	2,388,868	1,035,717	13	123
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	----
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	----
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	4,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445,802	—	----
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,865,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	----
31 Jun. '66	168.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,168	1,218,572	109,818	4,972,240	205.9	346,671	694,220	134,081	—	----
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38.934	898,204	1,291,500	38,820	2,228,824	125.0	241,240	421,240	166,133	—	----
31 Dec. '64	212.4	—	.....	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 643 868	—	10,243,015	250.0	1,244,358	2,050,322	946,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	.....
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	150,698	4	140,779	8	88½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,685	14,481,135	204.5	1,437,353	1,733,320	38,671	15	160
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,275,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R. Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	109,000	2,409,565	32.0	30,875	53,829	1,196	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,218	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	68
31 Oct. '65	23.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	37½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	58
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,286	6,529,199	69.8	318,861	875,064	412,353	—	40
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,798	321.0	5,846,778	17,459,169	4,189,111	10	66½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	336,376	8	60½
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	33½
30 Nov. '65	98.0	59.5	233.3	—	254	68	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,363	20,240,673	6,900,663	—	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	58½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,488	345,891	10	125
31 Oct., '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,465	3,884,609	1,046 804	10	55
31 Oct., '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,578,000	1,597,620	26,545,698	483.5	4,623,073	8,489 062	3,283,547	10	106½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331.640	145,557	—	684,036	982,300	130,440	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,5?8	500,000	—	.....	62.0	340,600	625,641	169,323	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,498	513,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	45	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	64,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,968	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).												
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941,045	282,887	—	7
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	ope	r. by Vt.	Central	.....	8	101
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	116,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	108.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	6,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	68.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,058	.....	167.7	270,846	450,427	222.214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,654,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,064	163,763	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	35,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	369,130	5	.....
30 Jun. '60	204.7	9.4	15.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	196.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	52
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,681	—	.....
10 May, '64	108.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,465,589	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	71,410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,164,866	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,900,980	768,959	5,678,939	98.1	402,670	467,266	191,132	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	128 456	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	37,131	—	.....
								NEW GRANADA.													
31 Dec 63	8,	—	—	—	11	22	120	Pan ma	9,900,000	*	658	5,000,000	75,000	—	10,761,728	48.7	.....	127,488	1,328,924	—	265

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	58
Chicago & Alton (preferred)	2,425,400	7	7	107½
Chicago & Northwestern (pref.)	12,994,720	7	7	68½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1 67 ,300	10	10	76½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,863	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7	---	52½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	40
" " (2d pref.)	3,819,772	7	3	20½
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100
" " " (2d pref.)	1,014,000	7	7	86
Milwaukee & St. Paul (preferred)	2,400,000	7	---	69½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	71½
Toledo & Wabash (preferred)	984,700	7	7	73½
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	96
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----------	------	90
Boat Loan	99,852	6	----------	------	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	84½
Improvement	1,601,670	6	M. & N.	1876	72
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	106
Chesapeake and Ohio	100	8,228,595	——	----
Delaware Division	100	1,633,350	——	87
Delaware and Hudson	100	10,000,000	10	153
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----------	——	----
Lehigh Navigation	50	6,091,700	10	57½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	95
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	——	----
Sault Ste Marie	100	----------	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	28½
" " (preferred)	50	2,888,988	——	37½
Susquehanna and Tide Water	50	2,048,260	——	14
Union	----	----------	——	2½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 47 —	@ 50 —
Pig, American, No. 1		48 —	@ 50 —
Bar, Refined, English		100—	@105 —
Bar, Swedes, assorted sizes	(in gold)	95 —	@100 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		160 —	@165 —
Bar, English & American, Refined		— —	@120 —
Bar, English & American, common		— —	@110 —
Scroll, English		150 —	@200 —
Ovals and Half-round		145 —	@155 —
Band, English		— —	@150 —
Horse Shoe		145 —	@155 —
Rods, English		125 —	@180 —
Hoop, English		160 —	@220 —
Nail Rod		per lb. —	10½@ — 11½
Sheet, Russia		per lb. —	23½@ — 25
Sheet, English, Single, Double and Treble		7 @ —	9
Rails, English	(gold)	per ton 55 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	18½@ — 24
English Spring	(1st & 2d qlty.)	11½@ — 13
English Blister	(1st & 2d qlty.)	12½@ — 20
English Machinery		14 @ — 16
German		15½@ — 17½
American, Blister		11½@ — 13½
American, Cast, Hammered		18 @ — 22
American, Cast, Rolled		13 @ — 15
American Spring		11 @ — 12½
American Machinery		14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— — @ — 45
Sheathing, Yellow		— — @ — 32
Pig, Chile		— — @ — —
Bolts		— — @ — 45
Braziers'		— — @ — 45
American Ingot	(cash)	30½@ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		— — @ 6 87½
German Refined		— — @ 6 87½
English		6 87½@ 7 25
Bar	per lb.	— — @ 10 75
Pipe and Sheet		— — @ 11 —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	24½@ — 25
Straits	(gold)	22 @ — —
English	(gold)	— @ — 22½

	—Gold.—	—Currency.—
Plates, I.C. Charcoal, p. box	10 — @ 15 —	15 25 @ — —
Plates, I. C. Coke	7 — @ 9 —	10 50 @ 14 —
Plates, Coke Terne	7 — @ 7 25	10 50 @ 11 —
Plates, Charcoal Terne	10 — @ 10 25	15 25 @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d	(cash) per 100 lb.	— — @ 7 25
Clinch	(cash)	— — @ 8 75
Copper		— — @ — 50
Ausable Horse, Norway Iron, Forged		— — @ — 32
Zinc Nails	(6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— — @ — 25
Refined, free L. S. to White		— — @ — —
Refi'd, in bond, prime L. S. to White		42½@ — —
Refi'd, in bond, Standard White		43 @ — —
Naptha, Refined (60@63 gravity)		28 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	Th 20.	F. 21.	Sat. 22	M 24.	Tu. 25	W. 26
Atlantic M. S. S. Co	115	116½	117	117	117	
At. & Gt. W. (O) 1st m'g.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M. 96	96	----	----	----	----	
California 7s	----	----	----	----	116½	
Canton Co.	54½	54	----	54	54½	55
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	108½	108	109	108	----	109½
" " pref.	----	----	----	----	----	
" " 1 M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	138	----	139	----	----	138
" " " 8 p.c.	----	----	----	----	110½	
Ohio. & Northwest'n.	36½	35½	36½	35½	36½	36½
" " pref.	67½	67½	67½	67½	68½	68½
" " 1st M.	----	88	----	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Consol.	----	----	81	----	----	
Chicago & Rock Isl.	111½	111	111½	111½	112	112½
" " 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	115	----	----	----	----	
Clev. and Pittsburg	86½	87½	87	87½	87½	87½
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	92	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	117½	118	117½	118½	121½	123
" " S. F. 7 p.c.	----	101½	----	----	----	
Cumberland Coal, pref	48	48	48½	49½	53	54½
Del. & Hudson Canal	----	----	----	153	----	
Del., Lack. & West.	----	----	----	----	----	
" " 1M. 8 p.c. '71-5	----	----	----	----	----	
" " 2M. 8 p.c. '81	----	----	----	----	----	
Erie	75½	76½	76½	75½	75½	76½
" pref.	77	77½	78	79	79½	80
" 1 M. 7 p.c. '67	----	----	----	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '83	98½	98½	----	----	----	
" 4 M. 7 p.c. '80	----	----	----	96½	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Hudson River	121½	120½	121½	121½	121½	122
" scrip	----	----	----	----	----	
" 1M. 7p.c. '69	----	----	----	----	----	
" 2M. S.F.	----	----	----	----	----	103
" 3M. 7p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	121½	121½	121½	121½	121½	121½
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	40½	----	----	40	40	----
" " 2d "	19½	----	----	----	20½	----
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	14½	15½	14	14½	14½	14½
Michigan Central	113½	113	113	113	112½	112½
" S F. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	86	86	85½	85	84½	85½
" " guar'd	----	----	----	----	----	
" " 1M. S. F.	----	100	----	----	----	100
" " 2 M.	----	----	----	----	----	93
Mil. and P. du Chien	----	----	----	----	----	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	80	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Milw. and St. Paul	52	53½	----	----	----	52
" " pref.	----	69½	----	----	----	
" " 1st mort.	----	90	----	90	----	
" " 2d mort.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	----	----	79	79	----	
" iss. to H. & St. J. R.	----	81	----	----	81	
" " Pacific	78	78½	----	79	79	
New York Central	107	106½	106½	107½	107½	107½
Real Estate	----	----	----	----	----	
" " 7s, S.F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S.F. '83	----	----	----	----	----	
" " 6s, S.F. '87. 94½	----	95	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" " 1M. 7p.c. '78	----	----	----	----	----	
" " 2M. 7p.c. '84	----	----	----	----	----	
" " 3M. 7p.c. '67	----	----	----	----	----	
North Carolina 6s	----	83½	----	83½	----	
" ex-coupon.	64½	65	65½	65	65	65½
" new	65	65½	----	65½	----	66
Ohio & Miss. cer.	28½	29	29	29½	29	29½
" " pref.	75½	80	80	----	----	----
Pacific Mail S.S. Co.	----	220	220	----	219½	219
Panama	----	----	----	265	----	
Phila. and Reading	115½	115	115½	115½	116½	117
Pitts. Ft. W. & Chicago	106	105½	106	106½	106½	106½
" " 1M.	----	----	----	103½	----	
" " 2M.	----	96	----	96½	----	
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co.	53	52½	52½	52	53	53
St. L., Alton & T. H.	37	----	----	----	37	
" " pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	82	82	----	82	82½	
" " Inc. b'ds.	----	----	----	----	----	77
Tennessee 6s. 1890	----	95	----	96	95½	
" ex-coupon.	73½	----	----	74½	73½	
" new	73½	72½	72½	72½	72½	72½
Tol. Wab. & Western.	45½	45	45	45	45	
" Pref.	71½	----	----	72	73	73½
" " 1M. ex.	----	----	----	----	----	93
" " 2M.	----	----	81	81	----	
" " Inc. b'ds.	----	----	----	----	----	
Virginia 6s	70	----	71½	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	104¼	----	----	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	----	----	----	
U. S. 5s, 1874, coup.	----	100	----	----	----	
U. S. 5s, 1865, coup.	----	----	----	----	----	
U. S. 5s, 10-40s., coup.	98⅛	----	99	98⅞	98⅝	
U. S 5s, 10-40s, reg.	----	----	----	99	----	
U. S. 6s, 1881, reg.	111¾	111¾	111⅝	111¼	----	111¼
U. S. 6s, 1881, cou.	111⅝	111⅝	----	111¼	111⅜	111⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	
U. S. 6s, 1881, " ½y.	- -	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	133½	----	----	
U. S. 6s, 1868, reg.	----	----	130½	----	----	
U. S. 6s, 1868, coup.	----	----	130½	----	----	
U. S. 6s, 5-20s, c. 1862.	111¼	111¼	111⅜	111⅛	111¼	111¼
U. S. 6s, 5-20s, c. 1864.	----	----	108⅜	108⅜	108⅜	
U. S. 6s, 5-20s, c. 1865.	108¼	108¼	108⅜	108¼	108¼	108¼
U. S. 6s, " reg.	108¼	108¼	108⅜	108⅜	----	
7.30 Notes, 1st series.	106⅛	--	105⅞	105⅞	106	105⅞
" " 2d series.	106	106	105⅞	105⅞	106	105⅞
" " 3d series.	105⅞	106⅛	105⅞	----	106	105⅞
American Gold	145⅛	144	143⅜	143⅜	144⅜	144⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

	W.19	Th.20	F.21.	Sat.22.	M.24.	Tu.25
Cattawissa	----	----	----	----	----	----
" preferred	30½	30½	29½	29⅞	30	30
Camden & Amboy	127½	128	128½	128¼	128	128½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	91¼	----	----	----	----	----
" " 6s,'83	----	----	----	----	90½	----
" " 6s,'89	----	----	----	----	91	----
" mort. 6s,'89	97½	----	----	97½	----	97½
Ches. & Del. Canal 6s '86	96	----	----	----	----	----
Del. Div. Canal	----	56½	----	----	----	57
Elmira & W'mseport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	56	----	----	----	57½	----
" " 6s, '84	92½	----	90	----	----	91½
Lehigh Valley R. R.	66	66	----	----	----	66
" " 6s	----	----	95	96	----	----
Little Schuylkill R. R.	37½	----	----	----	----	----
" " 7s	----	----	----	----	95½	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	53
Morris Canal	----	----	----	----	----	85
" " pref.	120	----	----	----	----	----
" " 6s '76	----	----	----	----	----	90
North Pennsylvania	----	----	40	----	----	----
" " 6s	91⅞	----	----	----	91⅞	91⅞
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	56⅜	56⅜	56⅜	56⅜	56⅛	56⅜
" 1st m.	----	----	----	101½	----	----
" 2d m.	----	----	----	----	98⅛	----
Penn. State. 5s	95½	----	95½	95½	95⅝	95½
" " 5s, coupon	----	----	----	----	95	----
" " 6s, W. L.	103	----	103	----	----	----
Philadelphia City, 6s	95½	95½	95½	95½	95½	95⅝
" " new	99	99	99	99½	99	99½
" " muns	99	99	99	----	99½	99½
Philad., Germ. & Nor.	60½	----	----	----	----	----
Phila. & Reading	57⅛	57⅛	57	57⅜	58	
" " 6s, '86	----	----	----	----	----	116⅞
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	33	33½	----	----	33½	33½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	95
Schuylkill Navigation	----	----	----	29	----	29
" " pref.	36¾	36¾	36⅜	36¾	37⅛	
" " 6s '82	84	84½	----	----	84½	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	90½	----	----	----	----
Susq. Canal	14	14	----	14	----	
" " 6s '78	60	----	60½	60½	60½	
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	23
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	18	17¾	----	----	17⅞	
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	30	----	----	----	----	----
2d and 3d streets, "	----	88	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

	W.19.	Th.20	F.21.	Sat.22.	M.24	Tu.25
Baltimore City 6s, 1875.	99⅛	----	----	99¾	99¾	99¼
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	99½	99	----	----	99¼	----
Balt. and Ohio	114	114	----	----	----	113½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	100	----	----	----	----	100
Northern Central	46	46	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	Th. 20.	F.21.	Sat.22.	M.24	Tu.25.	W 26
Boston and Lowell	107	----	----	108	----	----
Boston and Maine	130	----	----	----	150	----
Boston and Providence	140	140	----	----	----	----
Boston and Worcest.	----	----	----	----	----	140½
Cheshire, pref.	58	----	----	----	----	58
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	107	107¼	----	----	107½	107½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	115¾	----	----	----	116	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	105	105	----	----	----	----
Old Colony & Newport.	104¾	104¾	104¾	105	----	----
Ph., Wil. & Baltimore	53½	54	55	55	55	55
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	101	----	102½	103	103	101
Vermont & Mass.	51	51	----	51	----	----
Western	140	----	140	140	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	95	95	95	----	----	95
Metropolitan "	55	54½	----	55	55	55¾
Middlesex "	----	----	----	----	49	49
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	43½	46	45½
Franklin "	51	51½	52	----	60	58
Huron "	45	45½	45	----	48	----
Isle Royale "	13½	----	----	----	----	13½
National "	----	----	----	----	----	----
Minnesota "	18½	18	18	----	17½	17½
Pewabic "	37	37½	----	38	36½	
Pittsburg "	----	----	----	----	----	----
Quincy "	49½	50	51	50½	52	52½
Rockland	----	----	9½	9	9½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 7th of September.

United States 5-20 yrs., 1882, 6 per cent	72½ @ 72¾
Virginia State, 6 per cent	49 @ 51
Do., 6 per cent	46 @ 48
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	70 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	49 @ 50
Erie shares, $100 (all paid), 8 p. c	44½ @ 45½
Do., convertible bonds, 6 p. c	71 @ 72
Illinois Central 6 per cent, 1875	81 @ 85
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	78 @ 78½
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	60 @ 63
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	73 @ 75
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, September 29, 1866.

Stock Exchange and Money Market.

There is undiminished ease in Money. The supply is accumulating, and the anxiety of capitalists is to find prompt, controllable employment for their balances. More favor is shown to operators as the Stock Boards, to whom ample accommodation is granted at 4@5 per cent call. The large dealers in Government securities are offered more means than they can profitably use, at 3@4 per cent. An improved inquiry prevails for prime short date commercial paper at 5@6 per cent., and for good to fair do., at 6@7½ per cent. per annum. Lenders are opposed to the perilous system of long credits, and consequently six to twelve months' paper, of even houses in respectable standing, is very cautiously discounted. The West and Southwest are making comparatively limited requisitions for currency. All advices thence report universal monetary ease at the principal business centres, despite the increased activity in the produce markets, and the vigorous progress making in the work of marketing the crops. The Treasury Department is gradually reducing the volume of outstanding legal tender notes, and other immediately redeemable obligations of the Government. On Tuesday of this week, it paid to the local banks interest at the rate of 4 per cent. per annum, on the Clearing House certificates of deposit to the amount of $12,500,000, which, under the notice from Secretary McCulloch, given in our last, have been called in. The certificates, presented at the U. S. Sub-Treasury in this city, were stamped as "interest paid in full to date," but the greenback currency equivalent of the certificates was not drawn out of the Treasury, as it will doubtless suit the convenience of the Bank Clearing House better to make the daily settlements in $5,000 and $10,000. certificates payable to order, than in legal tender notes payable to bearer, and many of them of small denomination. The Treasury Certificates are made payable on instant demand, free of interest and of notice, in plain greenbacks. The total amount of these Clearing House certificates of deposit, outstanding prior to the call of the Treasury Department on the 25th inst., was $45,538,000, of which the city banks controlled about $25,000,000. Half of this amount has ceased to bear interest. Should the banks see fit to withdraw the non-interest bearing portion from the Treasury, as they are in a position so to do, they must find lucrative employment for it elsewhere; and such an effort can have no other tendency than to perpetuate the prevailing ease in money. Of the legal tender circulation, which on the 1st inst., stood at $555,115,732, including $155,512,140 in compound interest notes, and $399,603,592 in plain greenbacks, the banks of this city now hold $90,428,129; Philadelphia, $24,906,925, and Boston, $20,303,446, making a total of $135,688,590, and showing nearly a fourth of the entire legal tender circulation as lying in the vaults of the Banks of the three leading cities of the Union.

The city banks, in their last weekly statement, show an increase of $1,970,662 in loans, and $305,242 in specie, with a decrease of $589,990 in circulation, $449,984 in deposits, and $345,043 in the legal tender reserve. Their deposits are now $224,394,663. Their legal tender reserve as stated above, amounts to $90,428,129. Their circulation now stands at $28,770,381. The loans now reach the unprecedented sum of $272,777,166. The Bank Exchanges at the Clearing House, through the past week, averaged $100,881,220 a day, against a daily average of $94,549,868 the preceding week; and $98,567,189 the week ending with Sept. 8. The current week's exchanges average about $99,600,000 a day.

National Bank notes to the amount of $363,410, were issued last week, making the total issue to 1,660 banks thus far $292,214,725. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $362,065,800; and for the public deposits, $38,709,500—making a total of $370,778,800.

The U. S. Sub-Treasury receipts, week ending with Sept. 22, were $12,453,160, including $2,399,270 from customs duties; payments, $5,680,904; balance at the close of the week, $93,857,100. against $87,684,843 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $4,337,837, and payments, $2,586,086. Tuesday, receipts, $1,661,011, and payments, $957,249. The balance at the close of

business on Tuesday stood at $96,312,613, against $88,901,700 a week ago.

Government revenues yielded liberally last week, again though less notably so, than during the two or three weeks immediately preceding. The income from excises was $6,785,574; from customs at the port of New York, $2,399,270, and at the outports, at least $1,210,000 more, making the grand total income for the week equal to about $12,018,995 in currency, against disbursements of only $3,693,203 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since Sept. 1, 1866, have been about $29,886,625, and since July 1, 1866, $95,009,073, equal to a weekly average of over seven and a half millions, which would give a yearly aggregate of three hundred and ninety millions. Secretary McCulloch is making judicious use of his ample revenues, in redcuing as rapidly as practicable the national obligations. It is believed that the next debt statement will show a further liquidation of more than thirty million dollars.

The gold market has been unusually tame, yet remarkably steady, all through the week. The extreme rates were 145⅛ on Thursday, and 143½ on Monday last. These rates are 1¾@1 per cent. lower than the extremes of the preceding week, and 2@2¾ per cent. lower than those of the week ending with the 12th inst. On Wednesday, the opening rate was 144⅜, and the closing figures 145⅛, or precisely the same as the opening quotations of the week. The speculative demand has been comparatively limited, but the customs inquiry has been more active. The customs demand last week, averaged $399,878 a day; thus far, this week, it has been equal to $466,995 a day, or equal to a weekly aggregate of $2,801,970. We have had further considerable arrivals of specie (last week, equal to $1,523,477) from Europe, and receipts to the amount of $1,215,072 from California, since our last. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $101,680,560, against $70,481,855 same time last year. The exports of specie from this port, last week, were only $112,500. The total receipts of California gold at this port since Jan. 1, have been $31,612,256, against $13,728,147 same time last year, showing an increase, in 1866, of $17,884,109. The exports of specie from this port, last week, were $112,500, making the total outflow of specie from the port, since Jan. 1, $53,962,450, against $21,830,124 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, $95,400, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,709,565, against $25,586,011 same time last year.

The foreign exchange market has improved decidedly, since our last, under lighter offering of prime bills, and an increased demand for them, chiefly from importers, who are now energetically liquidating the indebtedness resulting from the heavy importations for the fall trade. Bankers' sixty day bills on London are now quoted 108@108¼, and on Paris to 5.25@5.20; sight bills on London to 108¾@109¼; and on Paris to 5.22½@5.17½. There have been rather more produce bills offering, consequent upon a slightly augmented volume of exports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $3,335,610, against $3,704,475 same week last year. The exports since January 1, have been to the value of $143,286,217, against $114,908,834 same time last year.

Government securities have been in moderate demand, this week, almost exclusively for home investment purposes, and prices have been comparatively steady, the main fluctuations having been in the compound interest notes, which the banks were buying eagerly at advancing prices early in the week, but which have been lightly dealt in for a few days past at easier rates. There have been no large lots of the gold bearing bonds, or the seven-thirties pressing on the market; and this circumstance has been interpreted as an evidence of popular confidence, not only in the permanency of prevailing prices, but in the elasticity of the market, giving promise of an early improvement, on the inevitable renewal of foreign orders for the Five-twenties. U. S. Sixes of 1881 closed 111½; U. S. Five-twenties of 1882 at 111¼@111⅜; U. S. Five-twenties of 1865 at 108⅜108½, U. S. Ten-forties at 98⅞@99, and U. S. Seven-thirties at 105⅞@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	117¼	May, 1865	112¼
July, 1864	116¾	August, 1865	110¾
August, 1864	116¼	September, 1865	110¼
October, 1864	115¼	October, 1865	110
December, 1864	114¼		

Railway and miscellaneous property has been in good request, and buoyant in price, all through the week. Speculation has been active in a few lines, such as Erie, Cleveland and Toledo, New York Central, Hudson River, and Mariposa preferred shares, and higher prices have been realized, the market closing buoyantly, with indications of a further advance, on the passing away of the racing attractions, which withdraw from the street many of the most intrepid operators, especially from the bull "side of the house." The rise in Cleveland and Toledo shares is attributed to an anticipation of a semi-annual dividend of eight per cent.

In produce and merchandise there has been a vigorous movement. Breadstuffs and cotton have been in very brisk demand, largely on speculative account, in view of the unfavorable weather and crop reports, and prices have advanced materially, though closing with rather less buoyancy. The week's exports of cotton have been 4,763 bales from this port, and 12,500 bales from all the shipping ports, leaving an available supply of 96,000 bales here. Provisions have been in fair request, closing more firmly. In foreign merchandise, business has been moderately active, especially in dry goods, which, however, have been offered more freely, and in some instances at lower prices. Domestic cotton goods have been maintained in value by the buoyancy in the raw material. The total imports of foreign dry goods, last week, were $2,462,663, and the total amount marketed $2,625,781. The value of foreign merchandise imported last week, was $3,028,249—making the grand total specie value of last week's imports of dry goods and merchandise, $5,490,912, and since January 1, $231,882,297, against $133,836,829 same time last year. The freight market is less active and heavy with 543 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 11.	Sept. 17.	Sept. 22.
Consols	—@89¼	89¾	89¼
U. S. 5-20's	—@71¾	72½	72½
Erie	—@44½	46½	48
Ill. Central	—@78½	78¾	78½

The New York exports, exclusive of specie, for the week ending Sept. 18, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,704,475	$3,335,610
Prev. reported	111,204,359	139,950,607
Since January 1	$114,908,834	$143,286,217

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$4,020,412	$2,462,663
Gen. merchandise	3,817,968	3,028,249
Total for the week	$7,838,380	$5,490,912
Prev. reported	125,998,449	226,393,385
Since January 1	$133,836,829	$231,884,297

The balance in the Sub-Treasury on Wednesday was $97,432,460 60.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois 6s, 1879, 100; New York State Bounty Loan, 106½; do., 6s, 1872, 99; do., 5s, 1875, 90; Indiana 5s, 87; Minnesota 8s, 102; Connecticut 6s, 99½; Louisiana 6s, 99; Virginia 6s, ex-coupon, 45; Kentucky 6s, 95½; Brooklyn 6s, Water Loan, 98; Morris and Essex 1st mort., 95½; Peninsula 1st mort., 80; Gt. Western 2d mort., 1893, 74; Chicago and Great Eastern, 48¼; Hannibal and St. Joseph pref., 52¾; Stonington, 111; N. J. Central, 129; Norwich and Worcester, 106; New York and New Haven, 112; Minnesota Mining, 17⅞; Canada, 0.75; Excelsior, 1.65; Boston Water Power Co., 35½; Central Coal, 53; Wilkesbarre Coal, 55; Spruce Hill Coal, 4; Ashburton Coal, 16½; Bennehoff Oil, 2.70; do., petroleum, 6.35; Manhattan, 0.38; Oceanic, 0.10 First National, 00.8; Atlantic and Pacific Gold, 2.55; American Flag, 4.00; Burroughs, 1.22; Consolidated Gregory, 17.75, Consolidiated Col., 0.33; Columbian, Gold and Silver, 1.30; Crodon, 6.00; Downieville Gold, 1.80; Eagle, 1.00; Gunnell Gold, 1.30; Holman Gold, 0.55; Hope Gold, 2.35; Liberty Gold, 0.50; Montana, 0.55; Keystone Silver, 18; Kipp & Buell, 2.20; La Cross Gold, 2.50; Liebig, 0.75; New York Gold, 2.65; Oak Hill, 0.50; Quartz Hill, 6.25; Rocky Mt. Gold, 7.10; Smith and Parmalee Gold, 11.50; Walkill Lead, 2.80; Union Navigation, 107; Mariposa pref., 32⅜; Rutland Marble, 31⅝; Western Union Tel., 56¾; do., Russian Extension, 98; 4th National Bank, 106½; Continental Bank, 103; Bank of America, 139; Ocean Bank, 104½; Central Bank, 114; 9th National Bank, 118; Bank State of New York, 110; Merchants' Bank, 117; Bank of Commerce, 118.

Philadelphia.—Cincinnati 7s, 1897, 90; Allegheny coupon 5s, 78; Pittsburg 5s, 75; Chester Valley, 2¼; Westchester 7s, 98½; Green and Coates 7s, 93; Warren and Franklin 7s, 80½; Ph., Wil. and Balt., 6s, 107; Girard College R. R.,

28; Germantown, 27; Union, 42¼; Camden and Amboy, scrip, 42; St. Nicholas Coal, 2⅝; N. Y. and Middle, 5; Fulton Coal, 6½; Butler Coal, 10; Locust Mt., 45½; Green Mt., 3½; Keystone Zinc, 1; Lehigh Zinc, 48; Southwark Bank, 101; Farmers' and Mechanics' Bank, 132½; Girard Bank, 50; Philadelphia Bank, 147¾; Mechanics Bank, 33; Northern Bank of Kentucky, 122½; Union Bank, 65; Ocean Oil, 4¾; Maple Shade, 2⅜; Caldwell, ⅝; McKean and Elk, 4½. The latest quotations are: City 6s, 95½@95¾; do., new, 99¼@99⅜; State 5s, 95¼@95¾; do., coupon, 96@96½; do., 6s, W. L., 102@103; Phila., Wil. and Balt., 55; Reading, 58¼@58⅜; do., 6s, 1870, 96@97½; do., bonds, 93@95; do., con., 115@116; Camden and Amboy, 128½@129; Penn. R. R., 56⅝@56¾; do., 1st mort., 101½@102; do., 2d mort., 98½@99½; Little Schuylkill R. R., 35@39; Morris Canal, 83@85; do., pref., 120@122½; do., bonds, 90@96; Wyoming Valley Canal, 63¾@64; do., 6s, 85@90; Susquehanna Canal, 14@14½; do., 6s, 61@61½; Sch. Nav., 28¾@29; do., pref., 37⅛@37¼; do., 6s, 1882, 84@84½; Union Canal bonds, 22½@23; Delaware Div. Canal 56¼@57½; do., bonds, 91@95; Elmira and Williamsport, 30@32; do., pref., 42@45; do., 7s, 1873, 97½@99; do., 5s, 65@73; Lehigh Coal and Navigation, 57½@58½; do., bonds, 1884, 91¼@91¾; North Pennsylvania, 39¼@40½; do., 6s, 91¾@92¼; Philadelphia and Erie, 33⅛@33¼; do., 6s, 93@95½; Minehill, 57¼@58; Catawissa, 32@37; do., pref., 29¼@29⅜; Lehigh Valley, 65⅞@66; do., bonds, 96@97; Fifth and Sixth streets, (horse,) 46@48; Second and Third, 88½@92; West Philadelphia, 70@71; Spruce and Pine, 36@38; Green and Coates, 30@31; Chestnut and Walnut, 54@57; Thirteenth and Fifteenth, 21@21¾; Girard College, 28@28½; Tenth and Eleventh, 64@66; Union, 42@42½; Hestonville, 17¼@17¾.

Boston.—Vermont Central and Vermont and Canada Chattle 8s, 103½; N. Y. and Boston Air Line 6s, 35; Norfolk Co. R. R. 6s, 57; Rutland and Burlington 1st mort., 112; Vermont Central 1st mort., 118; do., 2d mort., 38; Ogdensburg 1st mort., 101; do., 2d mort., 66; Eastern R. R. 6s, 1874, 98¼; Central Pacific R. R. 6s, 1st mort., 94⅞@95; Mad River and Lake Erie R. R. 6s, 1900, 73¾; Ogdensburg and Lake Champlain R. R., 71½; Cape Cod R. R. 67; South Shore R. R., 14½; Conn. and Pass. Riv. pref., 76½; Boston, Hartford and Erie R. R., 7¾; do., 7s, ex-coupon, 37½; Boston Water Power Co., 34⅛; Cary Imp., Co., 13½; Waverly Land Co., 3½; East Boston Co., 12⅝; Boston and Roxbury Mill, 45; Adams Express Co., 105; Mammoth Vein Coal, 3¼; Short Mt. Coal, 20; Caledonia Gold, 0.32; Wallace Gold, 0.19; Montezuma Gold, 2.05; Peck Gold, 0.40; Croydon Gold, 6.00; Hope Gold, 2.20; Everett Gold, 1.50; Columbia Gold, 0.35; Revenue Extension Silver, 4.00; Vermont Iron, 0.35; Chicago 7s, 99½; Cook Co., Ills., 7, 97; St. Louis 6s, 1886, 86; do., 1871, 93; Boston 5s, 1888, gold, 100⅛; do., 6s, 1884, gold, 99¼; do., 6s, 1877, currency, 101½; Bath 5s, 1891, 96; Portand 6, 1870, 98½; Brooklyn 6s, Water Loan, 1881, 95; Albany 6s, municipal 97½; Massachusetts 5s, 1894, gold, 99¾; do., 1883, 100; do., 6s, 1872, gold, 113; do., 1873@1876, 111½@111¾; Rhode Island 6s, 1893, 99; Maine 6s, 99¾; New Hampshire 6s, 1873, 99; Massachusetts and Oil Creek, 0.45; Kipp and Buell, 2.45; Indian Spring, 0.60; Crescent, 0.08; Beebe Farm, 4.00; Boston and Oil Creek Land, 0.10; Fuller Farm, 0.05; President, 0.12; Eliot Bank, 122½; Mt. Vernon Bank, 120¼; Chelsea Bank, 100; Everett Bank, 193; Tremont Bank, 124; Bank of Commerce, 122½; Merchants' Bank, 124; Traders' Bank, 102½; Columbian Bank, 117; Bank of Brighton, 88¾; Albany and Boston Mining Co., 8; Bay State, 16¼; Boston, 1; Concord, 5; Calumet, 28; Canada, 65c.; Dana, 3½; Eagle River, 3¼; Hancock, 21¼; Hanover, 3¼; Humboldt, 4¼; Hungarian, 1½; Madison, 2¼; Northwestern, 5; Petherick, 6¼; Phœnix, 11½; South Side, 2; St. Clair, 8⅜; Superior, 3¾; Seneca, 4.

Baltimore.—Maryland coupon 6s, 1870, 102; Virginia 6s, reg., 43; do., coupon, old, 70¾; Marietta and Cincinnati bonds, 85; Bare Hill, 0.65; Atlantic Coal, 1.05; Balt. Chrome, 0.30; Bank of Commerce, 28⅛; Mechanics Bank, 17; Exchange Bank, 96½; Union Bank, 63¾; Howard Bank, 11⅞. The latest quotations are: Balt. and Ohio, 113¾@114; do., 6s, 1867, 99@100⅜; do., 1875, 96@98; do., 1880, 97@99; do., 1885, 99½@100; Northern Central, 45¾@46; do., bonds, 1885, 87@88; N. W. Va. 1st mort., 1873, 96¾@97½; do., 2d mort., 90@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85¼@85⅜; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 96@97; Maryland 6s, coupon, 1870, 102@104; do., Ins., 100@102; do., 1890, 100¼@102; Baltimore 6s, 1870, 96@100; do., 1873, 96@97; do., 1875, 99@99⅝; do., 1886, 99@99¼; do., 1890, 99@99¼; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R.R., 18@18¼; Canton Co., 54@55; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@110; Santa Clara, 9@9; Balt. Chrome, 0.30@0.45; Bare Hill, 0.60@0.70; Atlantic Coal, 1.00@1.05; Mineral Hill, 0.60@0.65; Baltimore Coal, 160@200.

Ohio and Mississippi Railroad.

The sale of the Ohio and Mississippi Railroad has been postponed by the Trustees, and the transfer books will not be closed until the 16th of October next. A special meeting of the holders of certificates will be held at the office of the Trustees on the 1st of November, to adopt a plan for the reorganization of the company. The agreement under which the trust was formed, requires that three-fourths in interest of the owners, or their legal representatives, of the preferred and common certificates shall be present and voting in order to act upon the question.

☞ The *Tribune* says that the Hudson River Railroad Company has "put into its up track, south of Manhattanville, several thousand tons of steel rails. The track has been relaid, and five ties put in where four were taken up. The new rail is laid with long chairs extending from tie to tie, and instead of the heads of the rails being pounded by ever passing wheels, a smooth service is presented, which reduces the motion of the cars and the wear and tear of the rolling stock to a degree which will tell seriously upon the cost of repairs."

Ogdensburg and Lake Champlain R. R.

The directors of this road offer to the holders of the first mortgage bonds of the Northern (now Ogdensburg and Lake Champlain) Railroad 5,000 shares of eight per cent. guaranteed preferred stock, free from Government tax, in exchange for $500,000 of bonds, to be exchanged at par, without interest, one share of stock to be given for a hundred dollar bond. The exchange will be made on the 2d of October next. According to the report of this company for the year ending Sept. 30, 1865, an abstract of which we gave in our issue of the 15th inst., the whole amount of first mortgage bonds outstanding is $1,494,900; capital stock (exchanged for 2d mortgage bonds of like amount) $3,077,000.

James River and Kanawha Canal.

The Richmond papers are getting impatient at the delay of the "French Company" to complete the James River and Kanawha Canal, and are asking if some other company or the State cannot be induced to finish this great public improvement. It is believed that this enterprise would accomplish for Virginia what the Erie Canal has for New York. The project is not only of importance to Viiginia, but to the rest of the Union, as more lines of communication with tide water are needed as outlets for the enormous and constantly increasing production of the great and fertile West. Millions of bushels of wheat and corn are lost every year for want of facilities for reaching a market, the present cost of transportation being so excessive that the farmers cannot get a profit on their grain.

New London Northern Railroad.

The extension of this road from Amherst, Mass., to a connection with the Vermont and Massachusetts railroad at Grout's Corner, a distance of about 14 miles has been completed. The formal opening of the road took place on the 18th inst. The road is now about 101 miles in length, and has cost $1,200,000, or $12,000 per mile—the recent extension costing the sum of $300,000. Grout's Corner is 48 miles from Fitchburg and 21 from Brattleboro'.

Memphis and Little Rock Railroad.

The work of constructing the Memphis and Little Rock Railroad is in process of vigorous prosecution. The Memphis (Tenn.) *Post* says it is in the hands of enterprising men, who are offering two dollars and a half per day for laborers, and guaranty that their board shall not cost them more than fifty cents a day. The country through which the road is to run is healthy and the water good.

☞ The total earnings of the Southwestern (Georgia) Railroad for the year ending July 31, were $856,845. Expenses $531,044 13; leaving $343,807 48 as net earnings. To this add $58,000 new construction bonds, making $401,801 47. Amount paid for dividend, taxes, interest on bonds, construction, &c., $370,096 39, leaving a surplus $31,705 08.

☞ J. D. Herkimer, Esq., has been appointed Superintendent of the St. Louis, Alton and Terre Haute Railroad.

☞ The formal opening of the St. Paul and Pacific Railroad to St. Cloud took place on the 13th inst.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Sept. 21st, 1866, were $65,321 99
Corresponding week of 1865 ..... 95,464 92

Decrease $30,142 93

The earnings of the Grand Trunk Railway of Canada for the week ending Sept. 15th, 1866 were $139,218 00
Corresponding week of previous year.. 150,186 00

Decrease $10,968 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Sept., 1866 .. $26,384 00
Corresponding week previous year..... 27,848 50

Decrease $1,464 50

The earnings of the Western Union Railroad for the week ending Sept. 21, 1866 . .. $21,535 15
Corresponding week previous year..... 18,512 71

Increase. $3,022 44

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Sept., 1866, were $107,369 00
Corresponding week of 1865 ..... 108,518 00

Decrease $1,149 00

The earnings of the Detroit and Milwaukee Railroad for the third week in Sept., 1866, were $41,409 00
Corresponding week of 1865..... 45,446 00

Decrease $4,037 00

The earnings of the Chicago and Great Eastern Railway for 2d week in Sept. were $25,373 00
Same period last year..... 24,174 00

Increase in 1866. ..... $1,199 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in Sept., 1866, were..... $89,512 00
Corresponding week of previous year.. 93,921 00

Increase $4,409 00

The earnings of the Chicago and Northwestern Railway for the second week in Sept., 1866 were..... $223,473 00
Corresponding week of previous year,. 223,836 00

Decrease $363 00

The earnings of the Michigan Central Railroad for the 2d week in Sept., 1866, were ... $92,647 91
Corresponding week of previous year.. 109,307 72

Decrease $16,659 81

☞ At the recent annual meeting of the stockholders of the Hartford and New Haven railroad, a vote was passed merging the stock of the New Britain and Middleton Railroad Company with that of this company—the same to be divided *pro rata* among the stockholders—which is a virtual increase of the capital stock $150,000.

☞ The Southbridge branch of the Boston, Hartford and Erie Railroad is completed as far as Gleason & Weld's mills, two and a half miles from Southbridge village. At the present terminus there is iron enough to complete two more miles. Mr. Dewey, who has charge of the work, has now a force of twenty men.

☞ A contract for the completion of the road-bed of the Holly, Wayne and Monroe Railroad, in Michigan, 20 miles north of Monroe, has been taken by two contractors, and work is to begin at once.

Journal of Railroad Law.

NEGLIGENCE AT STREET CROSSING.—KEEPING A FLAGMAN AT CROSSING.

The case of Warner *vs.* The New York Central Railroad Company involves the question of the liability of the company for the negligence of a flagman at a road crossing. The facts are sufficiently stated in the opinion of the Court.

JOHNSON, J.—There was no request by the defendant's counsel to have the plaintiff non-suited, or to have the jury directed to find a verdict for the defendant upon the evidence. On the contrary it was treated as a proper case for the jury, by the counsel on both sides, and the verdict must be deemed conclusive upon the questions of fact in issue, and which were submitted to, and passed upon by the jury. That it was a proper case to be submitted to the jury upon the whole evidence, and in view of all the facts and circumstances disclosed thereby, does not admit of a doubt. The order of the special term, refusing a new trial, must therefore be affirmed, unless there was some error in the charge to the jury, or in refusing to charge as requested. Only one error in relation to the ruling in the admission of evidence is claimed by the defendant's counsel to have been committed. It is claimed that the Court erred in admitting evidence of the habits of the defendant's flagman employed at the crossing where the injury in question happened, for sobriety, for several weeks previous to the occurrence. The ruling, it seems to me, was clearly right. Evidence had already been given tending to show that on the occasion of the collision in question, this flagman was intoxicated, and was absent from his post of duty, and that this was one reason the plaintiff had for supposing that no train could then be due or near due. The defendant had adopted the precaution of keeping a flagman at that crossing years before, and had continued it up to the time in question. This mode of giving notice of the approach of trains had been continued so long and had become so much a custom on the part of the defendant, that the plaintiff and all the traveling public who understood it had a right to regard it, and take it into the calculation of the measure of safety, in crossing at a given time. It is not necessary in order to vindicate the correctness of this ruling, to hold that the absence or presence of the flagman would be a controlling fact. It is only necessary to say that it is one fact or circumstance which a party might properly notice, and take into account, when wishing to cross. This being so, it was clearly proper to show that the flagman had for some weeks before the occurrence been indulging in habits of intemperance, so as to unfit him for the duties of his important situation, as bearing to some extent on the question of the defendant's carelessness, which was one of the material questions in issue. In regard to the charge to the jury, it will be seen, in respect to most of the alleged errors insisted upon in the points of the defendant's counsel, that they are altogether unfounded in point of fact.

In many of the instances, if not all, the Judge, on his attention being called to the matter by the defendant's counsel, charged precisely as requested by him. This of course cured any error the Judge may have previously committed in charging to the contrary, if he had done so. No exception will lie to a charge in such a case on any point thus modified or corrected.

Two or three points of difference between the requests of the defendant's counsel and the charge should, however, be noticed.

The Court was requested to charge that the rights of a citizen to the highway, at a railroad crossing, are subservient to the rights of the corporation. The Judge refused so to charge, and to this refusal there was an exception. In point of law the Judge was clearly right, The corporation, by acquiring the right to construct its road, and acquiring title to the land for its road bed, for that purpose, does not destroy or impair the public easement. The perfect and unqualified right of every citizen to pass over the road at that point remains the same as before. It is not a question of superior or subordinate right, in passing, which arises in a case of this kind, but a question merely of the exercise of suitable caution and prudence, by either party in the exercise of a common and equal right.

This proposition of the defendant's counsel seems to pervade all the requests to charge, and all the exceptions to the charge as made on the subject of the care and prudence required of the defendant in crossing highways, the Court holding that the corporation was bound to exercise a proper degree of care and prudence toward the traveling public, and the defendant's counsel insisting that they were legally exempt from all care in that regard. It is sufficient to say, upon this head, that the Court was altogether right in this respect, and the position of the defendant's counsel altogether wrong and wholly untenable.

The Court also charged that the corporation was under legal obligation to keep a flagman at a road crossing; but further instructed the jury, that if it had been for a long time accustomed to keep a flagman there, and the public were accustomed to see him there, they would have the right to suppose that no trains were coming when he was not out. This latter portion was excepted to. Taking this in connection with what had been charged previously, it was entirely proper. The whole question of the plaintiff's negligence had been fully submitted, and the jury had been expressly instructed, that if the injury resulted from his own negligence, in any respect, he could not recover. There can be no doubt that the proposition was true, that when the defendant had for a series of years kept a flagman at a particular point, for the purpose of giving notice of the approach of trains, and the public had been accustomed to see him there uniformly, giving warning by signals, or otherwise, whenever trains were due and approaching, they might naturally suppose, and indeed would have the right to suppose, that no train was due or approaching, if the flagman was absent from his post. Indeed it appears by the evidence that the plaintiff on the occasion, remarked upon the absence of the flagman as evidence that no train was then due. If this was a place of danger, so much so that the defendant had voluntarily undertaken the duty of keeping a watchman there, and continued it through a series of years till the public had become accustomed to regard his presence or absence, as one of the evidences of the approach of trains, or otherwise, it was undoubtedly a part of such duty to keep a fit person, whose conduct

would not be liable to mislead and deceive the traveling public. An unfaithful, incompetent, or intemperate agent, would obviously be far more dangerous to the traveling public than none at all. Instead of a guiding beacon, it would be holding up a false light, to allure into danger. On the whole, I am of opinion that there was no error, either in the charge, or in the refusal to charge as requested, in any particular. The case exhibits somewhat more than the usual amount of skilful skirmishing by astute counsel for some advantage after the charge to the jury was made; but I do not see that any signal advantage was gained to the prejudice of the merits of the controversy, which the jury determined.

The order refusing a new trial should therefore be affirmed.

Railway Progress in Russia.

For two or three years the work of railway making has been prosecuted with immense activity—not, it must in justice be admitted, with an eye chiefly to military use, but for the sake of commerce, though the military uses must inevitably follow. An official review just published in St. Petersburg enables us to see what lines are now complete or rapidly approaching completion, and what other lines are designed as most necessary, on which the Government will concentrate all its energies during the next few years. It is possible, therefore, to point out with some accuracy what sort of railway system Russia will possess at a not very distant date. In point of mileage a great deal has already been done, or is fast approaching completion, though not so much as to make a network embracing the whole empire in Europe. There is first the trunk line from St. Petersburg to Moscow, 400 miles; small branch lines from St. Petersburg, about 50 miles; the St. Petersburg and Warsaw line, with a branch towards the Prussian frontier, about 800 miles; and the line from Warsaw to the Austrian frontier and branches in Poland, about 446 miles. This is what has been done in the north and west. In the south there is a short length in the interior from Odessa to Balta, with a branch westwardly towards Tiraspol, about 256 miles, entirely disconnected with the northern system. About 90 miles are also being made in the valleys of the Volga and the Don near Grouchevsk. Various lines again radiate from Moscow eastward to Nijni-Novgorod, about 274 miles; north-eastward, to Serguievsk, 44 miles; south-eastward, to Riazan and Koslof, 260 miles. Last of all we have reckoned in this list the line, which is certainly not far advanced, from Dunaburg by Witepsk and Smolensk to Orel, about 630 miles. Altogether these lines extend to about 3,235 miles, of which about 2,570 miles are already open to the public. When these are quite complete Russia will have two great trunk lines from the heart of the empire to the north-west and the Baltic—viz., from Moscow to St. Petersburg and from Orel to Dunaburg and Riga, besides one or two disconnected lines in the south, those which radiate eastward from Moscow, and the great trunk line from St. Petersburg to Warsaw, and towards the Prussian and Austrian frontiers. The great defect is in the south, hardly more than one or two steps having been taken to connect Moscow and Orel, and thereby the Baltic provinces with the south, and the ports of the Black Sea, Sea of Azof, and the Caspian Sea. The defect is great commercially, but even more important in a military point of view, for the principal stations of the Russian army are in the south, as well as the principal coal mines, on which dependence must be placed to keep the railways in operation. It is in the south then we find the principal works of the next few years will be made. First of all Moscow and Orel are to be connected in the course of next year, and in the year following this line will be continued south of Koursk, a distance altogether of about 340 miles. The next on the list is a farther continuation of this line south-westward to Kiev—290 miles, and thence to Balta—280 miles, by means of all which, in connection with the Odessa-Balta line already mentioned, Odessa will be linked with both Orel and Moscow, and the first great trunk communication between north and south accomplished. At the same time, a new connection will be made with the European system by means of a branch towards the Austrian frontier in Galicia from the Kiev-Balta line, about 112 miles in length. The next important project is a line of about 480 miles, to continue the southern line from Moscow to Koursk by way of Kharkof to Taganrog or some other port on the Sea of Azof; and it is likewise proposed to connect Balta and Kharkof by a line of about 400 miles. There are also one or two branches projected, such as a continuation of the south-eastern line from Moscow to Morchansk, of the Odessa-Tiraspol line to Kichinef and the like; and far out of the European system progress is being made with a Trans-Caucasian line from Poti to Tiflis, intended to be prolonged to Baku, by which the Caspian and Black Sea will be connected. Altogether these lines, marked "urgent," will form an addition to the present system of about 2,250 miles, and their completion is expected during the next four, or, at the latest, the next six years. There are other schemes behind these which will also be rapidly pressed forward, of which we may notice the southern trunk line to Sebastopol, leaving the present system at Kharkof, and whose military importance needs no comment; and the eastern line from Orel to Saratov on the Volga, which will be of great value after Orel is connected with Riga. We may take it for granted, then, that four years and more must elapse before Russia could throw her sword into the scale with much effect in a European war. But at the end of that period it is obvious Russia must lean with greater weight on all her neighbors. All the great centres in her European territory by that time will be interconnected. For operating in the west, Russia will have the new trunk line from Orel to Dunaburg to bring up troops, while she will be able to operate in the south by the lines from Kiev southwards towards the Austrian and Turkish frontiers. The only missing link in the system would then be another transverse line from south to north-west—say from Kiev to Warsaw—which would make Russia still more mobile towards both Austria and Prussia. In the meantime, however, the military activity of Russia is perforce adjourned, and for some years to come the empire and other countries are likely to reap undisturbed the benefit of the increased prosperity which railways will bring.

☞ The following gentlemen have been elected directors of the Hartford and New Haven railroad for the ensuing year: Charles F. Pond, Julius Catlin, H. C. Robinson, Cornelius Vanderbilt, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard, Samuel H. Parsons.

☞ Trains have commenced running on the Alexandria, Loudoun and Hampshire railroad to Belmont station, five miles from Leesburg.

☞ Regular trains began to run over the Dighton and Somerset Railroad on Monday.

Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian Railways for the month ending August 31, 1865 and 1866:

Railways.	Passengers.	Mails and sundries.	Freight.	Total 1866.	Total 1865.	Miles in operation. 1866.	Miles in operation. 1865.
Great Western.....	$159,109	$10,380	$109,100	$279,039	$322,183	345	345
Grand Trunk.....	218,421	19,600	269,450	502,747	482,541	1,377	1,377
London & Port Stanley.....			(No Returns.)			25	25
Welland	1,849	1,010	9,422	11,781	13,597	25	25
Northern.....	8,938	1,129	27,453	37,520	31,175	94	94
Port Hope, Lindsay & Beaverton	1,231	134	10,918	12,283	11,248	43	43
Port Hope and Peterborough...	1,343	109	7,722	9,174	7,989	31	31
Cobourg and Peterborough.....			(No Returns.)				
Brockville and Ottawa.....	8,570	81	4,048	7,699	10,517	86	81
Prescott and Ottawa.....	5,533	712	1,544	7,789	6,031	54	54
Carrillon and Grenville	1,815	71	83	1,969	.....	12	12
Stanstead, Shefford & Chambly.			(No Returns.)				
St. Lawrence and Industry	308	.....	732	1,040	809	12	12
Total.....	$396,620	$38,676	$440,472	$870,708	$886,090	2,104	2,099

Interest and Dividends.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of three dollars per share, payable free of tax, Oct. 1st.

The Lowell and Lawrence Railroad Company have declared a dividend of $3 per share, payable Oct. 1.

The Ogdensburg and Lake Champlain Railroad Company have declared a semi-annual dividend of four per cent. on the preferred stock, payable Oct. 1.

The Panama Railroad Company have declared a dividend of four per cent. out of the earnings of the road for the three months ending 30th inst., and two per cent out of the earnings of steamers, sailing vessels, etc., payable Oct. 5.

The Danbury and Norwalk Railroad Company have declared a 3 per cent. semi-annual dividend.

The interest coupons of the first mortgage bonds of the Chicago and Great Eastern Railway Company, due Oct. 1st, will be paid on and after that date (less government tax) on presentation at the office of the company, No. 37 William st., N. Y.

Coupon No. 3 of the first mortgage bonds of the Vermont Valley Railroad, due October 1, 1861, will be paid on and after October 1, 1866, at the office of the Treasurer, in Bellows Falls, Vermont. The same coupon will be paid for the space of thirty days from and after said October 1, 1866, at the National Park Bank in the city of New York.

☞ The Massachusetts State Engineer has expressed the opinion that the Greenfield end of the Troy and Greenfield Railroad ought to be built immediately to the tunnel. The road will be put under contract at once.

☞ A new railroad is projected on Staten Island. It will run from Mariner's Harbor to Vanderbilt Landing. Theodore J. Fonda is the President of the company. It will have a capital stock of $300,000. Over $1,000 per mile has already been subscribed, and 10 per cent. paid in.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

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OFFICE OF THE CHICAGO AND GREAT EASTERN RAILWAY CO., No. 37 WILLIAM STREET, NEW YORK, Sept. 25, 1866.

The interest coupons of the First Mortgage Bonds of this company, due October 1st, will be paid on and after that date (less government tax) on presentation at the office of the company in this city

2139 H. MORGAN, Treasurer.

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All of Best Quality Iron.

FIRST MORTGAGE BONDS

OF THE

Central Pacific Railroad Company,

OF CALIFORNIA.

Interest at the rate of Six per Cent. per Annum, payable Semi-Annually.

Principal and Interest payable in U. S. Gold Coin in the City of New York.

Amount of Issue, $7,336,000.

IN COUPON BONDS OF $1,000 EACH.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is *declared by Act of Congress to constitute a lien prior and superior to that of the United States Government.*

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the Road, together with nearly $7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 73 miles, and the earnings for the three months ending August 1st were as follows, viz.:

		IN GOLD.
May, 1866		$65,115 83
June	"	67,429 78
July	"	85,000 00

The earnings are steadily increasing, and are estimated at over $100,000 in Gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward, and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over $13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over $1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of $100,000 per month in Gold, only about 25 per cent. of which is required for operating expenses.

The interest is payable on the first days of January and July, at our office in the city of New York.

The Bonds are offered at 95, and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks or Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,

No. 5 Nassau St., New York.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent of the *Journal*.

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American Railroad Journal.

New York, Saturday, October 6, 1866.

Coal and Coal Mines of New Brunswick.

We have received from Professor Bailey a copy of a "Report on the Coal and Coal Mines of New Brunswick," prepared at the request of the Lieut. Governor. Similar reports have been ordered from Nova Scotia and the other coal-producing colonies of Great Britain.

Professor Bailey's remarks are necessarily brief. He points out the fact that more than one-third of the province of New Brunswick, or an area of from 7,000 to 8,000 square miles, is covered by rocks of the carboniferous or coal-bearing series, being a continuation of the same series in the adjacent province of Nova Scotia, the combined extent of the two being as much as 18,000 square miles. While, however, in the latter, coal seams are numerous, and collectively of great thickness, those of New Brunswick are few, small, and for the most part unimportant.

Upper and lower formations, essentially unlike in Nova Scotia (the former having a thickness of 3,000 feet more, with thin seams of coal and limestone, the latter 4,000 feet thick and containing for the most part the workable coals) extend into and occupy a wide area in New Brunswick, but here exhibits a far less thickness, and as yet have not been certainly distinguished from each other.

The area occupied by these formations covers large portions of the counties of Queen's, Sunbury, York, Kent, Northumberland, and Gloucester, a triangular district, of which the two longest sides are about 150 miles each in length, and the shorter as much as 100, besides several small and detached areas near the southern coast. While thus largely developed in superficial extent, the coal measures of New Brunswick are believed, from various geological data, to attain but little thickness, the strata comprising them being for the most part nearly horizontal, and penetrated, even near the centre of the coal-basin, by rocks of older metamorphic series. Much of the district which they occupy is still covered with forest, so that any conclusions as to the productiveness of the formation in unexplored parts must be to a considerable extent conjectural. Where known, however, they have given as yet but little promise of large or valuable beds of coal.

The strata of the coal measure above alluded to are sandstones, conglomerates, and shales, usually grey in color and coarse in texture. The coal seams associated with these rocks are numerous, but thin, the thickness of the largest yet known (that of Grand Lake) not exceeding 22 inches. In all cases the coal is a caking coal, highly bituminous and ready of ignition, but requiring frequent stirring for complete combustion. It is often much contaminated with pyrites, from which, however, it may be freed by careful screening. It will yield about 8,500 feet of gas per ton, but of a very inferior quality, and is not applied to this purpose. It has been principally employed as a house coal and for manufacturing purposes. While not so well adapted for the former use as the foreign imported coals, it has, from its comparative cheapness, attained a local consumption, principally in Fredericton, the capital, of nearly 6,000 chaldrons annually, and for blacksmiths and certain other uses is preferred to any of the imported varieties. The market value of Grand Lake coal in the city of Fredericton was in 1865 *11.10s. 6d.* currency per chaldron, while in St. John (where foreign coals are very cheaply introduced by way of ballast) it was comparatively little used.

The lateral extent of the Grand Lake beds has not yet been ascertained, this portion of the province being largely forest-clad, but the nearly uniform thickness of such beds as have been observed leads to the conclusion that they extend over a considerable tract of country.

☞ The canal between Washington and Alexanderia is to be re-opened. The business of the latter city, it is said, is rapidly increasing.

North Missouri Railroad.

The earnings and expenses of this road for the years ending March 1, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$441,409 85	$575,910 81
" freight	483.589 03	418.678 52
" mails	25,500 00	25,500 00
	$950,498 88	$1,020,089 33
Expenses, viz:		
Repairs of road	$93.094 54	$153,422 63
" bridges	8,733 09	41,129 70
" buildings	16,427 07	32,564 04
" engines	56,981 03	70.070 13
" cars	65,026 40	58,643 79
" tools, etc	2,631 21	5,155 30
Officers, agents, etc	63,154 79	75,602 45
Conductors, etc	28,195 21	30,311 95
Engineemen, etc	26,472 24	26,428 88
Watchmen, etc	33,874 97	36,221 85
Fuel	71,401 01	71,219 21
Water supply	14,943 66	16,861 34
Oil and waste	9.813 57	13,420 82
Loss and damage	35 725 45	18,201 35
Government tax	17,430 36	26,276 01
Station expenses	8,071 41	7.844 90
Miscellaneous	88,645 01	68.911 17
	$640.641 02	$752,285 52
Net earnings	$309,857 86	$267,803 81

The total receipts per year, beginning with 1862–'63, have been as follows:

Total receipts in 1862–'63	$484,188 75
" 1863–'64	694,240 17
" 1864–'65	1,018,043 95
" 1865–'66	1,097,499 07

The gross and net earnings and expenses for the last four years have been as follows:

	Gross Earnings.	Operating Expenses.	Net Earnings.
1862–'63	$462.205 15	$314,494 42	$147,255 73
1863–'64	588.802 53	420.733 32	168,069 21
1864–'65	950,498 88	640.641 02	309,857 86
1865–'66	1,020,089 33	752,285 52	267,803 81

The net earnings of the past year have been applied as follows:

To the purchase of machine shop, and grounds, depot grounds, and right of way		$31,019 85
To the purchase and construction of machinery and tools		12,236 78
To the construction of buildings, stations, fences, turntables, bridges, etc.		49,627 60
Do. engines and tenders		5,838 19
Do. passenger, baggage, freight, etc., cars		99,420 81
Extension of Main Line	$14,651 70	
St. Charles Bridge	7,432 26	
West Branch	62,160 83	
	$84,244 78	
Less 50 Main Line bonds	50,000 00	
		34,244 79
Interest on 1st mort. bonds		1,750 00
Pay rolls and vouchers unpaid—less than previous year		250 92
Excess of cash and supplies on hand over previous year		33,414 92
Total, as above		$267,803 81

Compared with the previous year, the gross earnings of 1865–'66, show an increase of $69,590 45; with an increase in expenses of $111,664 50—making the decrease in net earnings, $42,054 05. The Report says:

As we anticipated, there was a small falling off in our net earnings. Every county had been fought over, and a large portion of the population had been driven out of the State. There were no laborers to till the lands, and farms went uncultivated and unoccupied. There were no supplies bought or kept on hand except such as immediate necessity required, and produce was to a great extent consumed at home or by the army, leaving little for shipment to market, or return freight to be carried to the producer. The war closed, but not in time to cultivate farms last year by immigrants, or our returned citizens who had fled from the State to avoid guerrilla warfare. A very different state of things now exists. Capital and population are rapidly coming to the State. Every farm is under cultivation, and our business this fall will certainly be largely increased.

That portion of our road now completed and equipped, with its extension to Iowa, and the West Branch to Leavenworth, constructed, will occupy the best portions of the State of Missouri.

It is well settled, as a general principle, that railroads must mainly rely for profits on their local business, and in this respect no railroad in this country can anticipate a brighter future than that which seems to await the North Missouri Railroad.

It should be borne in mind that the net earnings of this road have been made under the most disadvantageous and discouraging circumstances, and that our business was greatly injured instead of being benefitted by the war.

Our total earnings from the United States for the transportation of troops and freight from April, 1861, to the present time was $321,767 82, whilst that of the Missouri Pacific and Hannibal and St. Joseph Railroads was about two million and a half of dollars for the same period.

Our road was partially destroyed in June and July, 1861, and for one hundred miles on the 20th of December, 1861, every bridge and culvert was burned; our depots, cars and engines injured, ties and fuel on the road burnt, the track torn up and iron bent. This greatly injured our business for a long time; and the constant state of war deprived us of much business. In September and October of 1864, we had two trains of cars and seven depots burned, and engines injured, and our road was so occupied by rebels that we lost a full month's business, and travel was greatly reduced by passengers being deterred from going over our road.

In addition to the drawbacks on our business caused by the war, most onerous, and, as we think, unjust terms have ever been exacted from us on the part of the Hannibal and St. Joseph road, on all through business. Our arrangement under the contract now existing is, that the Hannibal and St. Joseph Railroad Company shall in all things act with entire impartiality in reference to our company, on condition that we are to have of the earnings in the summer, or for nine months, when the rivers are open, a *pro rata* of forty-five per cent.—they fifty-five; whilst in the winter, or three months, we get fifty-three and they forty-seven per cent., we carrying one hundred and seventy miles, they only one hundred and thirty-three miles. When our West Branch shall be completed so that we have another line to St. Joseph, we shall no longer have to submit to the discrimination of forty-five per cent. for our share, against fifty-five per cent. for the Hannibal and St. Joseph share, whilst we carry thirty-seven miles the farthest.

When our road was completed to Macon City, where it connects with the Hannibal and St. Joseph Railroad, its means were exhausted. We had the track down, and that was about all that could be said. A great deal of work on the road bed was needed, and there was no rolling stock worth naming, nor depot buildings, nor water stations, with wholly insufficient depot grounds at many points, and especially in St. Louis and St. Charles. The net earnings have supplied and paid for all these. We feel that we can, with what road we have completed, rely upon our net earnings being annually materially increased by the natural increase in wealth, population and productiveness which would ever be tributary to it; and that when our West Branch is completed so as to enable us to reach Brunswick, Richmond, in Ray County, Lexington, in Lafayette Co., Kansas City, where we will connect on the same gauge with the Pacific Railroad; Parkville and Leavenworth, in Kansas, where we connect with another stem of the Pacific Railroad, of our gauge; Weston, where we connect with the Platte County Railroad, which is to be extended north to the Iowa State line; with the Pacific road coming in at Atchison; and through the Platte County Railroad and the Council Bluffs Railroad, with the Pacific road coming in at Omaha and Council Bluffs; and through the St. Joseph and Council Bluffs road with Sioux City, and through our main line from Macon to Iowa, connecting us with all the railroads of Iowa and Minnesota, and giving us a connection with Dubuque and St. Paul, all of the gauge of our road, that we cannot place a limit on what the receipts of our road will be. We do not think there is a road in the country that has a richer territory, locally, tributuary to it in all its length, nor one that has more favorable railway connections in the prospective for increasing its business.

At the session of the Legislature in 1865, an act was passed releasing the State lien on the North Missouri Railroad, and authorizing the North Missouri Railroad Company to issue its first mortgage bonds for six millions of dollars, to be secured by the one hundred and seventy miles of road already built and equipped, and all that the said six millions would build in addition, together with a bridge over the Missouri River, which was to be built out of five hundred thousand of said six millions. We believe that the road already constructed would, within a few years, be ample security for this sum—that the net earnings from this source alone would, in less than five years, be sufficient to keep down the interest on the six millions of first mortgage bonds. Can any one doubt that with the West Branch of this road built, and with its extension to Iowa, it will be able to keep down the interest on the six millions of bonds? The six millions of bonds are to be applied as follows: Four millions to build the West Branch from Moberly to St. Joseph, or any point south of St. Joseph; one million and a half to extend the main line of the road from Macon to Iowa, and half a million to bridge the river at St. Charles. These sums, from reliable data, we are satisfied will accomplish each object. It is our expectation now to build the West Branch by Leavenworth, to Weston, a distance of one hundred and fifty-six miles; there to connect it with the Platte County road. Our Iowa extension will be sixty-six miles long, so it may be stated that when our roads are completed we shall have: The main line, from St. Louis to Macon, one hundred and seventy miles long; the West Branch, from Moberly to Weston, one hundred and fifty-six miles long; the extension, from Macon to Iowa, sixty-six miles long; in all, three hundred and ninety-two miles of completed railroad, and a bridge over the Missouri River at St. Charles, as security for six millions of dollars. With such security, we regard the first mortgage bonds of the company as the best in the market. They are free from all State, county, or city taxation; and whether held in or out of Missouri, if held as Missouri property, will be exempt from taxation, which makes them, at par, equal to near a ten per cent. loan of money, where taxes have to be paid. They are a far better investment than real estate, where rents are to be collected, insurance looked after, and heavy taxes to be paid.

At the time the passage of the act to release the State lien was proposed, the question as to the power of the State to release the lien was raised, and the Attorney General, and other eminent legal talent in and out of the Legislature, gave their opinions that there was no question as to the State having the power to release her first lien. Subsequent to the passage of the act, the Governor of the State called upon the Supreme Court for their opinion as to the power of the State to release the prior lien of the State, and they gave their opinion unanimously that the State had the power to release the lien of the State, and allow the first mortgage to be given.

In addition to the first mortgage bonds provided for building the West Branch and extension to Iowa, there is $35,000 due from each of the Counties of Schuyler and Adair, for the extension to Iowa. Then for the West Branch we have 25,000 acres of land in Chariton County, besides

Valuable depot lands, in all worth	$150,000
Carroll County subscription	175,000
Ray " "	200,000
Leavenworth County subscription	250,000
Leavenworth City "	250,000
Total	$1,025,000

On the West Branch several miles of the grading is done, and about twelve miles completed on the extension to Iowa. We have had propositions which assure us that even at prices in advance of those ruling now we should be enabled to complete the work provided for in the act granting us the right to issue the six millions of first mortgage bonds.

We submit as part of this report the report, of our Consulting Engineer as to the cost of the bridge over the Missouri River at St. Charles. If built of iron, at present prices, it will exceed somewhat the means applicable to it; if of wood, our means will enable us to accomplish it out of the bonds alone. It is our present intention to make it of iron, believing that our surplus net earnings will enable us to supply any deficiency; and even if this should not be the case, we can unite private capital to accomplish it. At present, the crossing of our freight and passengers at this point costs the company not less than $50,000 per year, whilst annoyances, obstructions, and delays in the winter, cause a loss of at least $50,000 more; so that rather than dispense with the bridge we could afford to guarantee an interest of ten per cent. upon a million of dollars to secure its construction.

Our present crossing is a great improvement over the old mode of unloading cars on each side of the river and wagoning over all freight, whereby great losses were sustained from stealing, breakage and delays. It is the next best thing to a bridge; but in the winter time, when the river is about closing with ice, we cannot cross for days and weeks at a time, which causes us to lose much business, whilst all of our expenses con-

tinue, as we cannot dismiss and employ our corps at will.

We have reason to hope that a similar mode of crossing will be adopted at St. Louis, so as to connect our freight and passenger depots with the roads terminating from the East. The Chicago, Alton and St. Louis Railroad Company have made arrangements with the Upper Ferry Company looking to this end; and we doubt not it will before a great while be put into practical operation.

The people of St. Louis have always desired to have a Union depot for the Pacific, Iron Mountain, and this road. When the Iron Mountain Railroad is completed south so as to connect with Southern Railroads, it will be important for that road and this to connect on the levee, to save the trucking of freight and delays to passengers; but it is not likely that it will be important that the Pacific and this road should occupy the same depot, as our hours of arrival and departure will hardly be the same, and there will be very little exchange of business between us. Each road will bring products for the markets East or South, and not for the roads of each other; and the same in regard to goods brought from the South or East for the sections of the State accommodated by each road. There will be few passengers from one road for the other. It will be entirely different, however, with the roads terminating opposite St. Louis, from the East, and the Iron Mountain road. It will be important for these roads to have a depot in St. Louis in common; but this can only be accomplished, with the roads from the East, by the building of a bridge, or the establishing of a crossing similar to the one this company has in use at St. Charles. So soon as the city shall condemn the wharf north, and remove the present water works, which will very soon be accomplished, the North Missouri and Iron Mountain roads can and should be connected on the levee. Grounds now in possession of the North Missouri Railroad Company, and which may be obtained, will furnish the common depot for this and the Iron Mountain, and the Eastern roads; and as the Pacific road already connects with the Iron Mountain road, it can through it be connected with the common depot for all Eastern business, if found desirable. The levee connection and the suggested connections for the Eastern roads seem to us to furnish the only means of securing a common depot for the roads coming into St. Louis from the different sections of the country. How far a depot in common will benefit different interests we cannot say. The roads of Missouri coming into St. Louis have now the five feet six inch gauge; those from the East, four feet eight and a half inch, except the Ohio and Mississippi, which has the six foot gauge. Our road will change its gauge to four feet eight and a half next year, which will produce a break of gauge with the Iron Mountain road, and the Iron Mountain again breaks gauge where it connects with the Southern Railroads, as their gauge is five feet. It seems to us most likely that the gauge of the Iron Mountain will be changed so as to conform to our gauge or that of the Southern roads, and that if we are to have a break of gauge, it had perhaps better be at St. Louis than at Columbus or Memphis. This company holds itself ready to do in this matter, and in all others, that which circumstances shall develop as best for the interests of Missouri and St. Louis, in connection with a proper management of its own affairs.

The country reached by this road and its connections is largely engaged in the raising of stock, and our business in stock will greatly increase. We have taken steps to provide for the landing of all stock brought by this road at one place, and to require that improvements shall be made to have the stock well cared for. This company has enlisted private enterprise to build pens for the accommodation of stock carried by it, and will use its influence to stimulate proper hotel accommodations, for stock men, in the vicinity of the pens.

We have, during the past year, assisted in the erection of an elegant eating house at Macon City, and another at Montgomery City, to accommodate our passengers. Instead of erecting these buildings at the entire expense of the company, private enterprise has been aided, deeming it advisable to unite this interest, as being better calculated to secure the best accommodation for meals to our patrons.

Our machine shops at St. Charles are of a temporary character, and as soon as the means of the company will admit, grounds should be had at St. Louis, preparatory to their removal from St. Charles to St. Louis, after the construction of the bridge over the river at this point.

This company has given such encouragement as was in its power to the construction of the St. Louis and Cedar Rapids and Iowa Central Railroads, both of which will connect with this road at the Iowa State line. The St. Louis and Cedar Rapids Railroad will give this company the most eastern connection in Iowa, and the best connection with Dubuque. The Iowa Central gives the most direct and best connection with St. Paul. We earnestly desire that both roads may be built, and we are of the opinion that both will secure a basis of means that will result in the construction of both roads. Their importance to this company and St. Louis cannot be over-estimated, and both should receive the encouragement and aid of St. Louis and this company.

This company has contracted with the Columbia and Jefferson City Railroad Company, by which it will acquire the road from Centralia to Columbia, a distance of twenty-one miles. The road will cost about five hundred thousand dollars. Of this sum, Boone County gives two hundred thousand, and this company virtually pays the other three hundred thousand, and equips the road with rolling stock, and operates it. When the three hundred thousand dollars is paid off, the road becomes the absolute property of this company. It is expected that this road will be completed by the first of December next.

The map attached to this report will at a glance exhibit the importance of this road to the State of Missouri and her great city. Without its connections in Iowa, the trade of that State, and north of it, would be drawn off by many roads to Chicago and the East, and be entirely lost to St. Louis and this road. Without the West Branch we could not successfully compete for the trade north and west of Leavenworth. Within three years, through its northern extension, we should reach St. Paul, and through the West Branch we should reach Omaha and Sioux City, and connect with every Pacific Railroad coming into the Missouri River from Kansas City north. On the South we connect with the Iron Mountain road, and through it, within three years, we should connect with the Mobile and Ohio Railroad at Columbus, which will give St. Louis, the year round, free from all obstructions from ice or other causes, railway connections with Mobile, New Orleans, Charleston, Memphis, and every Southern city. A few years later may give us a more direct connection with Memphis. At St. Louis we now connect with all roads coming in from the East, South or North, in Illinois, to our city. It seems to us that, with such connections, as soon as our extension to Iowa and its connections are made in that State, and our West Branch is built, ours will be one of the most profitable roads in the country.

Under the legislation obtained to secure the building of the West Branch and the Iowa extension and bridge over the river at St. Charles, the company had to consent to postpone any dividends on its stock until the six millions of its first mortgage bonds are paid off in full and also the four millions three hundred and fifty thousand of State bonds heretofore loaned the company, so that it will be seen that the time must be remote when the stock will become valuable for dividends. Without the Legislature granting the six millions, the road would have been sold and the stock all lost as well as a part of the State debt. By this legislation both may be saved; and the extension to Iowa and the West Branch built, which would not have been done if the road had been sold.

When our extension to Iowa is made, our West Branch and bridge built, we shall no longer have to submit to any terms that a competing line may see fit to impose upon us, and our prosperity will then begin. It is the interest of St. Louis, and all who have to ship produce or buy supplies or travel on our present or proposed lines, that they should be completed at the earliest possible day, as it will secure to us better terms from competing lines, and to our patrons more consideration. After our lines are completed we shall get our fair proportion of rates, and will be able to control the business without the expense which is now required to get even a portion of it on the onerous terms forced upon us.

Owing to our very limited space we have been obliged to omit a large, and we fear the most valuable and instructive portion of the report. We presume, however, that copies may be obtained by those interested in the road, by addressing any of the officers of the company, at St. Louis, Mo.

The company own 23 locomotives; 19 passenger, 4 baggage, 56 freight, 76 combination, 59 stock, 57 flat, 20 hand, and 61 gravel cars.

The total number of coupon tickets sold in 1865-'66, was 23,406; against 16,503 in 1864-'65—showing an increase of 6,903 passengers.

The number of tons of freight carried was 76,592; against 23,299 in the previous year—showing an increase of 53,293 tons.

GENERAL BALANCE SHEET.

Capital stock subscribed	$2,582,400 00
Less subscription unpaid	112,860 05
	$2,469,539 95
Forfeited stock	168 25
Donations for depots	7,907 65
State of Missouri	4,350,000 00
Pay rolls and vouches	72,849 56
Bills payable	24,788 36
First mortgage bonds	50,000 00
Interest accrued on same	520 80
Balance—net earnings account	1,050,586 92
	$8,026,361 49
Cost of road	$5,530,532 11
Rolling stock and machinery	815,063 43
Interest and discount on bonds	1,292,599 96
Total cost to Macon	$7,638,195 50
Extension north of Macon	18,764 33
Interest on 1st mort. bonds—main line	1,750 00
St. Charles Bridge	9,622 96
West Branch	73,760 53
Office fixtures	8,448 11
Eating house at Macon	9,105 13
Military subscriptions	7,600 00
Bills receivable	2,581 99
Michael Powers	21,814 43
Individual accounts	1,506 11
United States Government	13,279 56
Materials and supplies on hand	116,446 60
Cash	37,746 55
Fund commissioner	65,739 59
	$8,026,361 49

President.—ISAAC H. STURGEON.

Directors.—Henry S. Reed, John O'F. Farrar, Josiah Fogg, Henry Overstolz, Elias W. Fox, Benjamin O'Fallon, Isaac H. Sturgeon, John Orrick, Frederick Morsey, James H. Robinson, John P. Clark, James S. Rollins and Norborn B. Coates.

Vice President.—JOHN O'F. FARRAR.

Chief Engineer.—J. B. MOULTON.

Ass't Superintendent.—JAMES A FELPS.

Master Mechanic.—EDMOND TAYLOR.

Treasurer.—CHARLES TAUSSIG.

New York and Harlem Railroad.

This road is 130.75 miles in length, extending from New York to Chatham Four Corners. It has 45 miles of double track, including sidings, and 2.12 miles of branch line. Weight of rail per yard 56 to 64 lbs. The equipment consists of 43 engines, 60 passenger, 23 baggage, mail and express, 587 freight, and 67 city cars. The amount stated below as cost of road and appurtenances, viz: $7,708,611 22, covers only the cost of road from New York to Dover Plains. The cost of the remaining distance from Dover Plains to Chatham is represented by $2,000,000 Albany Extension Certificates, of which the company hold $1,940,500. The company also own real estate, not included in cost of road and equipment, valued at $1,144,180 72, upon which there are bonds and mortgages to the amount of $97,074 10.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$785,161 39	$1,053,314 49
" freight	864,558 19	1,093,668 04
" mail service	6,525 00	6,525 00
" expresses	5,334 43	36,764 41
" rents	24,147 01	50,231 19
Haulage of cars	.....	80,957 45
Miscellaneous	1,527 74	1,968 74
New Haven Company use of road	223,174 94	186,296 30
Totals	$1,860,428 70	$2,509,725 62

Payments, other than for construction:

For transportation	$1,409,820 33	$1,874,677 67
" interest	432,439 98	420,265 50
Bridges, shops, machinery, etc.	.....	212,719 61
Totals	$1,842,260 31	$2,507,662 78

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$735,161 39	$1,053,314 49
" freight	864,558 19	1,093,668 04
" other sources	260,709 12	362,743 09
	$1,860,428 70	$2,509,725 62
Expenses, viz:		
Repairs of road	$250,126 55	$269,778 02
Cost of iron for do	170,111 56	176,283 91
Repairs of buildings	24,855 31	25,239 13
" fences & gates	3,865 99	1,643 57
Taxes on real estate	29,961 27	45,396 00
Repairs of engines	65,526 43	196,465 73
Maintaining stock, horses	40,683 75	88,823 38
Repairs of cars	112,914 26	107,853 29
" tools, etc	1,611 77	2,000 85
Incidental expenses	3,299 93	2,543 76
Office expenses	15,665 25	18,578 80
Agents and clerks	38,385 34	52,800 42
Labor, handling freight	25,407 55	28,301 62
Porters, watchmen and switch tenders	33,182 82	36,471 64
Stable attendance	25,776 32	45,045 54
Conductors, etc	148,364 24	165,069 58
Engine and firemen	50,572 11	80,708 70
Fuel and preparing	172,269 20	225,437 39
Oil and waste	28,485 04	32,179 96
Hay and provender for horses	103,190 43	155,883 22
Loss and damage	10,022 47	14,340 10
Gen'l superintendence	15,945 03	14,903 21
Contingencies	28,468 90	31,051 63
United States tax	10,948 81	57,928 20
	$1,409,820 33	$1,874,677 67
Earnin s less exp	$450,608 37	$635,047 95

Cost of Road and Equipment.

	1864.	1865.
For graduation, masonry, bridges, superstructure, iron, passenger & freight stations, buildings and fixtures, engine and car houses, machine shops, machinery and fixtures, land & land damages	$7,510,739 38	$7,708,611 22
Locomotives and fixtures and snow plows, horses and stables	521,882 58	726,709 99
Passenger, baggage, freight and other cars	583,416 79	743,247 23
Totals	$8,616,038 75	$9,178,568 49

Stocks and Debts.

	1864.	1865.
Capital	$6,585,050 00	$6,585,050 00
Funded debt	6,115,800 00	6,098,045 00
Floating "	14,260 10	.....
Totals	$12,715,110 10	$12,683,095 00

The number of miles run by passenger trains in 1865, was 368,379; by freight trains, 419,089; by city cars, 804,612; by gravel trains, 33,897—total, 1,625,977, against 1,545,169 in 1864 an increase of 80,808. Number of passengers carried in 1865, was 1,243,545; do., carried one mile, 38,093,353. In 1864 the number carried was 1,177,789, and the mileage of do., 20,942,621—an increase in passengers of 65,756, and in mileage of 17,150,732. The number of passengers carried in the city cars in 1865, was 7,193,476; do., carried one mile, 10,790,214. The number carried in 1864, was 5,795,238, and the mileage of do., 8,692,857—an increase in passengers of 1,398,238, and in mileage of 2,097,357. Tons of freight carried in 1865, was 239,603; and the mileage of do., 17,153,978. In 1864 the tonnage was 236,467, and the mileage of do., 15,571,828—an increase in tonnage in 1865, of 3,136, and in mileage of 1,582,150.

Lynchburg and Danville Railroad.

The sum of eighty thousand dollars has been subscribed in Lynchburg, Va., toward building the railroad which is to connect that city with Danville. By the law the subscription cannot be taken until the company shall have its minimum capital, one hundred thousand dollars subscribed by individuals. It is proposed to raise the remaining twenty thousand dollars in Danville, and the papers of that place declare that this will be readily done.

Pennsylvania Railroad Company.

The aggregate receipts of the company from the operations of its works, including the Philadelphia and Erie Railroad, for the years 1864 and 1865, have been as follows:

	1864.	1865.
Pennsylvania R. R.	$14,759,057 66	$17,459,169 49
Penn. Canals	308,615 23	181,015 38
Phila. & Erie R.R.	1,131,147 98	2,074,140 79
Total gross earn'gs.	$16,198,820 87	$19,714,325 66
Deduct expendit's.	12,133,707 40	15,894,671 33
Net earnings	$4,065,113 47	$3,819,654 33

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

Earnings from—	1864.	1865.
1st class passengers	$3,239,990 77	$4,055,872 06
Emigrant	94,904 37	118,320 81
U. S. troops	511,773 88	1,274,844 60
U. S. mail	76,880 16	80,130 55
Regular express	75,900 00	113,410 00
Extra express	269,511 12	370,313 85
Freight	10,361,999 32	11,193,565 37
Miscellaneous	128,148 04	248,712 25
Gross earnings	$14,759,057 66	$17,459,169 49
Expenditures for—		
Conducting transp.	$2,624,916 58	$3,490,847 07
New buildings and extensions	406,614 79	245,489 02
Motive power	2,586,666 79	3,268,957 76
New tools and machinery	105,693 56	111,394 61
New locomotives	613,691 97	1,434,561 03
Mainten'nce of road	2,057,547 85	2,625,520 35
New 2d track and sidings	191,220 28	269,575 97
Maintenance of cars	853,929 12	1,330,467 52
New cars added to stock	1,151,063 92	327,157 87
General expenses	152,599 33	166,137 34
Total expenses	$10,693,944 19	$13,270,058 54
Earnings less exp.	$4,065,113 47	$4,189,110 92
Of the expenses the following division is made:		
Ordinary expenses	$8,225,659 67	$10,881,930 04
Extraordinary exp.	2,468,284 52	2,388,128 50
Total	$10,693,944 19	$13,270,058 54

The mileage of track in use on the road and branches, including sidings and second tracks at the commencement of the years respectively, was 942.40 — 989.00
Added during the year 46.60 — 57.50
In use at end of year 989.00 — 1,046.50
—accounted for as follows:
Main Line 807.20 — 828.20
Branches owned 38.60 — 38.70
" leased 123.10 — 158.10
Private sidings 20.10 — 21.50
Total length in miles 989.00 — 1,046.50

Of the main line between Philadelphia and Pittsburg, there remains only 11½ miles to furnish with double track.

The number of locomotives on the road at the commencement of the year was 290 — 321
And at its termination 321 — 352
The condition of these was as follows:
In good order 158 — 171
In running order 86 — 101
In shops for slight repairs 25 — 34
" for general repairs 52 — 29
" for rebuilding .. — 17
Total in all conditions 321 — 352

The mileage of engines in each year was as follows:

Passenger engine mileage	1,370,347	1,622,748
Freight "	4,383,559	4,715,284
Distributing "	257,612	266,268
Total mileage	6,011,518	6,604,300

And the cost of repairs, &c., as follows:

Repairs	$866,748 94	$1,051,735 66
Fuel	552,932 86	737,457 93
Oil and waste	172,452 34	233,982 59
Total cash	$1,592,134 14	$2,023,176 18
—averaging per 100 miles run, for		
Repairs	$14.41	$15.92
Fuel	9.19	11.17
Stores	2.87	3.54
Total cost per 100 miles	$26.47	$30.63

The number of cars on the road at the end of each year was as follows:

Passenger, baggage and express	225	262
Freight and coal	5,381	5,336
Other cars (in maintenance dept.)	548	542
Total	6,154	6,140

The number and mileage of passengers carried were as follows:

Passengers	2,336,213	2,861,836
Miles traveled	146,873,005	204,564,393

The tons of freight and the mile each ton was carried was as follows:

Tons, through, eastward	322,497	302,842
" local "	1,482,647	1,418,638
" through, westward	147,972	160,899
" local "	682,263	673,327
" through, both ways	470,469	463,741
" local, both ways	2,114,910	2,091,965
" of free goods	179,497	.....
Total tons carried	2,764,876	2,555,706
Tons carried one mile	420,627,222	420,060,260

COMPANY'S CANALS.

The earnings of the company's canals were:

	1864.	1865.
Susquehanna Div. 46 m.	$253,787 57	$140,912 38
Juniata Division. 127 m.	29,532 76	22,186 42
Western Division. 73 m.	12,174 72	105 00
Miscellaneous	13,120 18	17,811 58
Total 246 miles	$308,515 23	$181,015 38

The cost of maintaining, enlarging and operating was:

Susquehanna Division	$153,794 93	$183,779 36
Juniata Division	126,560 02	87,268 69
Western Division	30,200 37	8,795 46
Total expenses	$310,555 32	$279,843 51
Loss on operating	$1,940 09	$98,828 13

The total tonnage transported on the canals was as follows:

Coal	629,820	422,805
Lumber	196,940	62,809
Grain	13,171	79,248
Other articles	214,413	
Total tons transported	1,052,344	564,862

PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad for the years 1864 and 1865, compare as follows:

Earnings from—	1864.	1865.
Passengers	$479,822 44	$828,590 21
Troops	31,389 18	94,451 46
Freights	545,037 45	1,083,925 31
Express matter	16,345 16	26,887 20
Mails	14,390 03	19,085 61
Miscellaneous sources	44,163 72	21,201 00
Total earnings	$1,131,147 98	$2,074,140 79

The operating expenses for the same years were:

Transportation	$217,245 96	$537,517 74
Motive power	234,698 75	562,648 89
Maintenance of way	354,163 22	627,050 09
" cars	32,485 91	18,835 56
Total operating exp.	$838,593 83	$1,746,052 28
Thirty per cent. due on lease to meet interest on bonds, etc.	335,708 95	598,708 00
	$1,174,302 78	$2,344,760 28
Loss on operation	$43,154 80	$270,619 49

GENERAL ACCOUNT.

The General Account showing the financial condition of the company, December 31, 1864 and 1865, presents the following balances:

	1864.	1865.
Capital stock	$19,896,060 00	$20,000,000 00
Funded debt, (bonds,) viz:		
1st mort. 6 per cent. dollar, 1880	4,980,000 00	4,980,000 00
2d mort. 6 per cent. dollar, 1875	2,621,000 00	2,621,000 00
2d mort. 6 per cent. sterling, 1875	2,283,840 00	2,283,840 00
Bonds due State 5 per cent.	6,800,000 00	6,700,000 00
Mortg'ges & ground rents	1,144,184 32	165,284 32
Total capital and funded debt	$36,698,184 32	$36,750,124 32
Accounts payable, includ'g pay rolls for Dec	$1,956,828 91	$3,024,917 99
Bills payable	408,335 71	577,130 08
Dividends due and unpaid	28,296 00	49,339 00
Contingent fund	1,000,000 00	1,000,000 00
Balance	3,428,691 89	4,449,224 74
Total debit side	$43,520,336 33	$45,850,796 13
Cost of road and appurtenances	$16,752,150 96	$16,745,090 89
Columbia R.R. and State Canal	6,800,000 00	6,700,000 06
Equipment	3,385,315 15	3,375,023 85
Real estate	3,769,706 52	3,021,202 51
Telegraph line	45,264 28	45,264 28
Extension of road to Pittsburg and Steubenville R.R	685,249 33	1,153,256 41
Extension of road to Del. River	587,205 14	769,495 66
Total cost of roads and canals	$31,024,891 38	$31,809,333 60
1st mort. bonds of Pitts. and Steub. R. R. Co.	$353,000 00	$438,527 70
2d mort. bonds of Pitts. and Steub. R. R. Co.	.....	137,050 00
Sterling bonds of Phila. and Erie R. R. Co.	1,334,601 11	597,420 31
Seven per ct. bonds of Phila. & Erie R. R. Co.	.....	1,312,000 00
St'ck (8,939) shares of Steub. and Indiana R. R. Co.	130,696 00	130,696 00
Bonds of Steub. & Indiana R. R. Co. 6 per cent	482,651 52	440,651 52
Bonds of Steub. & Indiana R. R. Co. 7 per cent	775,000 00	537,000 00
Other bonds, and stocks of municipal and railroad companies	2,881,862 89	2,650,548 62
Bills and accounts receivable	1,850,976 55	2,441,715 33
Due from other roads	192,054 52	81,487 08
Debit of sinking fund	1,615,754 79	1,840,917 87
Fuel and materials on hand	1,277,380 52	1,462,555 44
Advance to Phila. & Erie R. R. Co.	468,764 09	926,712 17
Balance in hands of agents	762,075 98	530,333 97
Balance in hands of Treasurer	370,626 98	513,846 52
Total credit side	$43,520,336 33	$45,850,796 13

The following summary exhibits the condition of the capital account for the past eleven years embracing the whole period since the completion of the line:

Year end'g Dec. 31.	Share Capital	Bonds and Mortgages.	Total Amount.	Cost of Property.
	$	$	$	$
1855.	12,355,525	7,519 096	19,874.621	18,483,489
1856.	12,646,625	8,516,841	21,163,466	19.048.968
1857.	13,206,625	14.929,940	28,136.565	27,266,981
1858.	13,240,225	16,094,451	29,334.676	27.670 672
1859.	13,349,125	16,469,159	29.818,284	28,484,321
1860.	13,261,960	16,680,804	29,942.764	28,846.442
1861.	13.264,100	16.936,764	30.200.864	29.587,678
1862.	13,274,100	16,696,764	29.970.864	29,888,552
1863.	13.430,250	16.949,124	30.379,374	30.592,298
1864.	19,896,060	16,802,124	36,698,184	31.024.891
1865.	20,000,000	16,750,124	36,150,124	31,809,384

In 1857, and since, the funded debt and cost of property includes the State Works purchased by the company for $7,500,000, which is payable in annual instalments, which diminish the amounts debited and credited to the State and company respectively.

The earnings and expenses of the railroad and dividends for the same years have been as follows:

Year end'g Dec. 31	Gross Earnings.	Operating & Repairs.	Profits on operations.	Dividends.
1855	$4,270,070	$2,340,738	$1,829,277	6
1856	4,720,124	2,814,568	1,905,626	6
1857	4,855,659	3,000,743	1,854,926	3½
1858	5,185,331	3,021,885	2,163,446	5⅛
1859	5,362,355	3,130,738	2,231,617	6
1860	5,932,701	3,636,659	2,296,042	6
1861	7,300,001	3,653,063	3,646,938	6
1862	10.304,291	5,431,073	4,873,218	8
1863	11,891,415	6,780.000	5,111,413	9
1864	14,759,058	10.693.944	4,065,114	10
1865	17,459,169	13,270,058	4,189,111	10
Stock dividend paid in May, 1864				30

The earnings and expenses of the canals, not included in the above have been as follows:

Year ending Dec. 31.	Gross. Earnings.	Operating Expenses.	Profits on operations.	Losses on operations.
1857 (5 mos.)	$92,434	$73,191	$19.243	$.....
1858	179,100	124,058	55.042	.....
1859	197,549	175,452	22,097	.....
1860	209,366	154,761	54.605	.....
1861	176,109	147,872	28,237	.....
1862	251,482	258,092	.....	6,610
1863	287,156	362,374	.....	75,218
1864	308,615	310,555	.....	1,940
1865	181,015	279,843	.....	98,828

The company entered on possession of the Philadelphia and Erie Railroad on the 1st February, 1862, since which date the earnings and expenses thereof have been as follows:

Year ending Dec. 31	Gross Earnings.	Operating and Repairs.	Earn'gs less Exp.	30 per cent. of Gross Earn'gs.*
	$	$	$	$
1862 (11 mos.)	425,687	226 647	199,040	122,697
1863	725,670	336,596	389,074	218,301
1864	1,131,148	838,594	292,554	335,709
1865	2,074,140	1,746,052	328,088	598,708

Savannah, Albany and Gulf Railroad.

The Gulf Railroad in Florida is being pushed forward. Thirty-one and a half miles of iron have already been laid. As the whole distance from the Gulf road to Live Oak on the Pensacola and Georgia road is but 47 miles, there remain but 15½ miles to be laid to complete the connection between the Florida system of roads and those of Georgia. If the iron arrives in time (every rail of which, it is said, has been purchased) the work will be finished early in October.

* This amount (after all drawbacks) is set apart under the lease to pay interest on the bonds of the Philadelphia and Erie Railroad Company.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	60,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	8
Algomah ..... "	25	3	20,000	1½
Allouez ..... "	25	1½	20,000	4
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4½	20,000	----
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	16
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	25c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1c
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	1½
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	4½
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	6½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	48
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	¾	20,000	----
Dana ..... "	25	3½	20,000	8½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	5
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	17½
Flint Steel River ... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Francoeia ..... N. H.	5	----	50,000	----
Franklin ..... L. S.	25	8½	20,000	50½
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	21½
Hanover ..... "	25	1½	20,000	3½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	4½
Hungarian ..... "	25	1	20,000	2
Huron ..... "	25	19	20,000	47
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	5	2½	200,000	----
Isle Royal ..... L. S.	50	38	20,000	13½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	4
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	8½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	17½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	3
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	5½
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	5½
Pewabic ..... "	25	3½	20,000	----
Phila. & Boston ... "	25	15	20,000	35
Phœnix ..... "	25	15	20,000	12½
Pittsburg & Boston "	25	5½	20,000	50
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	51½
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	12	200,000	----
Rockland ..... "	25		20,000	8½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	9½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	6½
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	6½	20,000	1
Salem ..... "	25	½	20,000	----
Seneca ..... "	25	1	20,000	4
Sharon Consol ..... "	25	½	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	½	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesha ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	25	2½	20,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	48
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1½
Warren ..... N. H.	----	----	----	----
White Mountain.	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	60
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	15
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2
Big Mountain ..... Pa.	----	----	----	4½
Boston & Picton .. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American .. N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	2½
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	52½
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	53½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	6½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	44
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	3½
Maryland Anth ... Md.	20	20	25,000	5
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narraganisett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fl'ds. Pa.	----	----	----	5
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	15c½
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	19
Shamokin ..... "	----	----	----	----
Somerset I. & C. .... "	----	----	----	----
Spring Mountain .. "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	4½
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	63
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	80c
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	35c
Consol Gregory .... Col.	100	----	50,000	17
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	6
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	2½
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor .... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	----
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	13½
Do. preferred... "	100	100	57,744	30½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City .... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	11½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Dindem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	60,000	----
N. Y. District ..... "	100	----	60,000	----
Tolyabee ..... "	100	----	50,002	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	55
Santa Clara ..... "	100	----	30,000	7½
Miscellaneous:				
American Tin .... N. H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	33
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6	....	27
30 Nov. '65	4.52	—	206	31	--	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	....	42½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93
30 Nov. '65	3 75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro poli'n)		—	....	—
30 Nov. '65	2.74	—	29	6	--	Lowell (Horse)	145,119	43,706	—	1,413	15,157	loss	—	....	—
30 Nov. '65	12.50	—	197	32	--	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	....	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middl esex)		—	....	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10.000	—	(Middl esex)		50	25	—
30 Nov. '65	33 74	—	840	151	--	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	....	58
30 Nov. '65	3.87	—	255	41	--	Middlesex (Boston)	487,441	400,000	32,000	75,962	174,882	2,677	—	....	50
30 Nov. '65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	....	—
30 Nov. '65	6.75	—	52	16	—	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	....	—
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl esex)		5	....	25
30 Nov. '65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	—
30 Nov. '65	0.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.		—	....	—
30 Nov. '65	—	—	392	63	--	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90½
30 Nov. '65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	....	—
30 Nov. '65	11.00	—	44	8	--	Worcester	92,763	75,800	61,500	1,826	19,687	loss.	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	------	------	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	....	6	6	Abany	85,544	50,000	31,000	------	65,155	501	—	—	—
30 Sep. '65	17.50	—	—	35	—	Bleeker St. & Fulton Ferry	1,695,966	900,000	610,000	44,000	103,215	37,588	—	100	....
30 Sep. '65	10 75	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5 802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	....	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	24,068	8,282	—	100	....
30 Sep. '64	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56 18	1.90	—	146	29	Brooklyn City	1,333,486	1,000,000	170,000	------	357,701	148,788	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366.000	200,000	37,862	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187 200	164.000	20,000	3,200	------	------	—	100	....
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	------	7,500	35,000	------	------	------	—	—	—
30 Sep. '65	24.00	—	—	116	—	Centr'l P'k,N.&E.Riv. (N.Y.)	1,517,906	955,900	550,000	------	528,090	74,05'	—	100	....
30 Sep. '65	—	2.0	—	—	—	Clinton Avenue (Albany)	------	2,800	------	------	------	------	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	------	500	------	------	------	------	—	—	—
30 Sep. '65	19.75	—	....	32	—	Coney Island and Brooklyn	612,385	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	....	—	—	East & North River (W.Co.)	650	650	------	------	------	------	—	—	—
30 Sep. '65	18.00	1.00	....	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	------	627,153	90.670	6	100	....
30 Sep. '65	12.00	—	....	42	—	42d st., & Grand st., Ferry	564.521	750,000	260,000	2,695	227,682	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand St. & Newtown (W'g	------	------	------	------	------	------	—	—	—
30 Sep. '65	10.00	—	—	17	2	Harlem Br.,Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	------	3,550	------	------	------	------	—	—	—
30 Sep. '65	19.10	—	....	30	—	Ninth Avenue	444,877	795,360	112,000	------	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	------	------	------	------	—	—	—
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	------	80,023	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	105	—	100	....
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	------	139,604	482,224	loss.	—	100	....
30 Sep. '65	17.50	—	....	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211,243	9	100	....
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordham	975	975	------	------	------	------	—	—	—
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	------	ope: by	T. & L.	R. R.	—	....	—
30 Sep. '65	—	—	—	—	—	Troy & Lansingburg	------	------	------	------	------	------	—	—	—
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	------	30,752	loss.	—	....	—
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	------	12,839	808	—	....	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	------	------	------	------	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	------	------	------	------	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.82	—	....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	------	------	—	—	—
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	....	....	--	Jersey City & Bergen Point	------	------	------	------	------	------	—	—	—
31 Dec. '62	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,300	20,950	105,358	29,459	—	50	....
31 Dec. '62	5.80	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	------	------	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	------	------	40	10	56
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	282	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv.(Ph.)	------	------	------	------	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	------	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	28
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	28
31 Oct. '65	2.03	—	25	4	1	Harrisburg City	49,504	30.118	—	9,000	6,726	3,582	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	------	------	183,600	75,131	153,813	39,179	—	50	17½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	—	25	11
31 Oct. '65	....	—	....	....	....	Oakland (Pitts'burg & E. L.)	------	------	------	------	------	------	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,385	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	89
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,137	—	50	13
31 Oct. '65	7.00	—	118	16	8	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20,645	4½	50	38
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	63
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	------	------	------	------	143,038	38,435	5	50	21
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	------	15,150	—	622	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	------	------	------	------	—	....	....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	—	....	....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	------	------	------	------	—	....	....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st Mar't (Cin.)	70,000	50,000	------	------	------	------	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	------	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg] 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J & J	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	------	------	....
Dorchester: Real Estate Mortgage	5,000	6	------	------	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	------	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	------	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	------	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br., Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	------	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	80,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71–72	90
Malden and Melrose: 1st Mortgage guarantied	64,452	6	------	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	------	------	....
Middlesex: 1st Mortgage	32,000	--	------	------	....
Malden & Melrose bonds	49,451	--	------	------	....
Real Estate	10,000	--	------	------	....
Ninth Avenue: 1st Mortgage	112,000	7	------	------	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	------	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	------	------	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1885	....
Utica City: 1st Mortgage	100,000	7	------	------	....
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	------	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Sept. 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	1⅛
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	135
" " " " ..... coupon		6	" "	1868	136
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " " ..... coupon		5	" "	1874	103
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	109
" " " " ..... coupon		5	" "	1871	109
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111¼
" " " ..... coupon		6	" "	1881	111¼
Loan of July 17, & Aug. 5, 1861 ..... registered	264,303,800	6	" "	1881	111¼
" " " ..... coupon		6	" "	1881	111¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	111¼
" " " (5-20s) ..... coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	---
" " " (5-20s) ..... coupon		6	" "	1884	109
Loan of March 3, 1865 (5-20s) ..... registered	161,642,300	6	May & Nov.	1885	111¼
" " " (5-20s) ..... coupon		6	" "	1885	109½
Loan of March 3, 1864, (10-40s) ..... registered	171,219,100	5	Mar. & Sept.	1904	99½
" " " ..... coupon		5	" "	1904	99¼
Pacific R. R. Bonds of (currency) ..... registered	8,202,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 30, '64 & Mar. 3, '65 1st series	769,518,900	7.3	Feb. & Aug.	1867	106
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	106
" " 1865 ..... 3d series		7.2	Jan. & July.	1868	106
Debt Certificates	18,868,094	6	At maturity.	Due.	----
Gold Certificates of Deposit	15,480,220	---	----------	----------	----
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	45,538,000	---	" "	1 d y	----
United States Notes (greenbacks)	399,603,582	---	----------	----------	----
Fractional currency	26,483,998	---	----------	----------	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" —Funded Interest Bonds	688,000	6	" "	1876	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	115
" —War bonds		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	100
" " " (free.)		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" " " ..... "	2,271,750	6	" "	'68-'86	109
" " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97½
" " " ..... registered	1,759,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" " " ..... "	1,778,677	6	" "	1877	----
" " " ..... "	241,000	6	" "	1879	----
" " War Loan	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" " "	2,068,173	2½	" "	1866	----
" " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" " " ..... "	3,204,000	6	" "	'68-'72	95½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	99
" —Fu de Coupons ..... "	----------	---	----------	----------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds ..... coupon	4,400,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	60
" " " ..... coupon	1,727,000	6	" "	1870	102
" " " ..... coupon	3,192,763	6	" "	1890	----
" " " ..... inscribed		6	" "	1890	----
" " " (sterling) ..... coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	1 2½
" " "	244,000	5	Jan. & July.	'70-'74	100
" " "	375,000	5	April & Oct.	'72-'74	100
" " "	220,000	5	May & Nov.	1880	100
" " War Loan	6,429,000	5	" "	1894	99½
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " "	150,000	6	April & Oct.	1868	122
" " "	1,024,000	6	Jan. & July.	'71-'75	110
" " "	2,030,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" " " " ..... "	1,750,000	6	" "	'73-'83	----
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Rai road Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	79
" " " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'86	82
" " " " (Pac. R. R.) "	7,000.000	6	" "	'72-'87	80
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds ..... coupon	1,650 000	6	" "	'83-'85	100
" " " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	90½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	----
" " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	106½
" " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" " " ..... canal fund	702,000	6	" "	1866	----
" " ..... general fund	500,000	6	" "	1868	98½
" " ..... canal fund	3,050,000	6	" "	1871	----

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100
" " " ..... "	2,250,000	6	"	1874	98½
" " " ..... "	500,000	6	"	1875	99
" " " ..... "	900,000	6	"	1877	----
" " " ..... general fund	800,000	6	"	1878	97½
" " " ..... "	909,607	5	"	pleas.	----
" " " ..... canal fund	192,685	5	"	1866	----
" " " ..... "	1,163,000	5	"	1868	----
" " " ..... general fund	442,960	5	"	1868	----
" " " ..... canal fund	167,000	5	"	1871	----
" " " ..... "	4,500,000	5	"	1874	91
" " " ..... general fund	900,000	5	"	1876	90
" " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	84
" " " " (new) ... "	3,600,000	6	Jan. & July.	'90-'92	64½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" " " ..... "	536,798	6	" "	1860	98
" " " ..... "	379,866	6	" "	1868	----
" " " ..... "	2,183,532	6	" "	1870	98
" " " ..... "	1,600,000	6	" "	1875	98
" " " ..... "	4,095,309	6	" "	1881	100
" " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95½
" " " ..... coupon	6,188,000	5	"	'77-'82	96
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	481,444	5	Jan. & July.	1868	----
" " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" " " ..... coupon	1,499,000	6	" "	'77-'90	----
" " " (new) ... "	----------	---	----------	----------	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	80
" " " ..... "	239,167	5½	" "	'72-'79	----
" —Railroad Loans ..... "	1,706,000	6	" "	'82-'89	----
" —Funded Interest	24,382,882	6	" "	long.	94
Vermont—State Bonds	842,813	6	" "	1892	72½
" —War Loan ..... coupon	175,000	6	Various.	'67-'83	----
Virginia—State Bonds ..... registered	1,650,000	6	June & Dec.	'71-'78	68½
" " " ..... coupon	21,838,398	6	Jan. & July.	'84-'95	43
" " (sterling) ..... coupon	11.108,000	6	" "	'86-'95	64½
" —Funded Interest ..... registered	1,866,000	5	" "	1872	----
" " " ..... coupon	----------	6	" "	'76-'96	----
West Virginia—State Bond ..... coupon	----------	6	" "	'76-'96	----
Wisconsin—State Bonds ..... coupon	200 000	6	----------	----------	----
" " (war) ..... "	641,000	6	April & Oct.	'67-'85	----
" " (") certificates	700,000	6	Jan & July.	'77-'88	----
CITY SECURITIES.		6	April & Oct.	'82-'98	----
Allegheny—Railroad Bonds (new) ..... coupon	600 000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" " "		6	"	1870	98
" " "		6	Jan. & July.	1873	97½
" " "	19,024,523	6	May & Nov.	1875	99½
" " "		6	Jan. & July.	1886	99
" " "		6	quarterly.	1890	99½
" " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983 205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	124½
" " "		5	"	'71-'75	----
" " "	7,846,026	5	"	'76-'80	100½
" " "		5	"	'81-'86	102
" " "		6	"	'67-'76	124½
" —Water Loan	608 000	5	May & Nov.	'70 '71	----
" " "	305,000	5	Jan. & July.	'77-'78	101
" " " (sterling)	1,919 .11	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon	3 036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	93
" —Improvement Loans ..... "		6	" "	'66-'95	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	98
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	920,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " "	4,754,000	6	" "	'76-'78	----
" " "	1,800,000	6	" "	1883	----
" " "	5,149,271	6	" "	1887	----
" —Fire Indemnity Stock	275,000	6	" "	1898	----
" —Municipal Stock	402,768	5	Feb. & Aug.	1868	----
" " "	150,000	5	F., M., A. & O.	'67-'69	----
" " "	3,125,200	6	" "	1870	94
" " "	319,000	5	" "	1873	----
" " "	1,000,000	5	" "	1874	----
" " "	334,700	5	" "	1875	----
" " "	2,016,000	5	" "	1876	----
" " "	2,376 000	5	" "	79-'80	----
" " "	900,000	5	" "	1890	----
" " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" " " (new)	739,2?2	5	" "	'67-'82	----
" " " (old)	2,232,800	6	" "	'66-'93	95½
" " " (new)	7,898,717	6	" "	'66-'90	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various	'66-'83	94
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	98½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'58-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Sewerage Loan ..... "	484,000	6	" "	'71-'83	93
" —Railroad Loans ..... "	425.000	6	" "	'79-'88	8?
San Francisco—City Bonds ..... coupon	1,352.6?0	10	May & Nov.	1871	----
" " " ..... "	829,000	6	Jan. & July	1875	----
" —City and County Bds. "	1,133,500	6	" "	1888	----
" " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,000	179,041	154,575	181,034	186,433	246,612	332,096	406,076	446,044	396,847	381,810	357,556	----
1865	289,400	327,269	399,870	343,408	399,364	429,669	472,483	597,798	677,625	719,911	731,270	599,762	----
1866	504,991	408,864	388,480	394,533	451,477	474,441	462,674	528,618	----	----	----	----	----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	336,985	409,251	401,280	357 956	307,919	236,824	3,840,094
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	381,559	----	----	----	----	----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	125,319	116,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,483
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,630	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,586	264,605	290,642	224,112	310,446	----	----	----	----	----
Chicago and Northwestern:													
1863	----	----	----	----	----	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	490,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	641,005	482,164	499,296	468,358	585,623	747,942	702,661	767,508	946.707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,294	989,053	----	----	----	----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,834	25,461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	23,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	525,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87.037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	104,331	----	----	----	----	----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,103	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756.421	885,136	902,906	963,859	8,400,534
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,085,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	16,434,775
1866	1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290 330	----	----	----	----	----
...including Buffalo Division...													
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	289,282	261,079	352,786	414,543	410,336	372,598	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,561	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,320,447
1865	571,536	528,972	616,685	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,887	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	----	----	----	----	----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,784	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	113,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	----	----	----	----	----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,987	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310.595	226,940	110,664	1,955,712
1866	121,776	84,897	72,135	103,082	267,488	262,172	170,795	116,224	----	----	----	----	----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126.558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	326,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308.106	375,567	332,560	346,048	3,302,641
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,634	411,806	4,120,153
1865	363,996	366,361	413.974	365,180	351,489	387,095	301,613	418,575	486,808	524.760	495,072	551,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	----	----	----	----	----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,896	186,039	174,002	172,189	216,624	295.956	322,369	307,474	256,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,956	359,645	----	----	----	----	----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402.106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,747	171,125	2,585,031
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	----	----	----	----	----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,983,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,068,553
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	----	----	----	----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,448	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	----	----	----	----	----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	666,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	----	----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	360,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,843	----	----	----	----	----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,795	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,910
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	165,893	192,138	167,300	168,699	167,090	166,015	222,953	----	----	----	----	----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,372
1865	144,084	139,171	155,753	144,001	188,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	----	----	----	----	----
Western Union:													
1865	42,716	37 265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,385
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	----	----	----	----	----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80
2d Mortgage, " "	800,000	7	" "	" "	1881	75
1st Mortgage, Penn. "	2,500,000	7	" "	" "	1877	81
2d Mortgage, " "	1,000,000	7	" "	" "	1882	77
1st Mortgage, Franklin Branch	528,000	7			1882	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	4,000,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Extens'n.	2,000,000	7			1884	
1st Mortgage, Silver Creek	300,000	7			1884	
Consolidated Bonds	13,858,000	7		London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	100
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	95
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1885	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	96
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73–'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99
" " $300,000	354,100	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	"	"	1883	91
" " $2,500,000	867,000	6	"	"	1889	91
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,160,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	82
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	245,000	6	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	8,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,220					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	99½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	86,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,202	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	82
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,568,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	860,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70-'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,365,385	7	Feb. & Aug.	New York.	1891	85
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995 500	8	" "	N.Y.& Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600.000	7	Feb. & Aug.	New York.	1893	91½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,800	6				
Alabama State Loan	389,410	6				
Income	1,508.070	8	Jan & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		" "		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,865,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	95
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	113
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	96½
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151
Consolidated	1,000,000	7	Feb. & Aug.	" "		160
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	58
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	360,000	10	" "		1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	101
2d Mortgage (now stock)						66
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	80
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	415,500	6	" "	"	1886	116⅝
1858, "	60,000	7	" "	"	1888	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89
Bridge Bonds	164,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	100½
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	73½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,600,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				73
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston,	1861	119
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1876	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	140,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	----	----	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,806	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.8	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----	----	----	----	----	----	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	280,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	----	----	----	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	----	----	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,594	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,482	8,256	306,900	100.000	----	----	23.8	56,856	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----	----	122.4	319,433	644.725	166,186	—	—
31 Aug '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927.000	97,022	4,654,333	75.2	454,238	1,459.741	413,528	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,689	*	—	1,100,000	295.000	34,065	----	62.0	159,074	319,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	----	----	62.0	----	67,143	loss.	—	—
30 Nov. '65	76.2	5.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	----	85.0	48,662	172,590	74,758	5	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	561,135	*	10,607	700,000	132,814	18,746	871.742	66.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5 000 600	2,000 000	140.785	8,081,181	117.4	629,209	1,982,213	549,854	9	112½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,983	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	----	----	----	*Florida*	----	----	----	----	----	----	----	----	----	----	----	----	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	76,894	619,112	32.0	----	7,857	3,535	—	—
— — '62	59.9	—	5.0	----	----	----	----	*Fla., Atlantic and Gulf Central*	----	----	----	----	----	----	----	----	----	----	----	—	—
— — '62	100.0	3.9	10.0	153 5	----	----	----	*Pensacola and Georgia*	----	----	----	----	----	----	----	29.4	----	----	----	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 ?00	36,500	22,721	1,296,541	86.7	----	415,411	54,648	4	----
— — '62	92.6	—	8.7	70.9	----	----	----	Atlantic and Gulf—M. Trunk	----	----	----	----	----	----	----	30.0	----	----	----	—	—
31 Dec. '60	53.0	—	----	—	—	—	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	----	----	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----	----	6,580,173	229.0	379,468	1,715,025	764.574	10	—
31 Mar. '60	171.0	61.0	----	—	----	----	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	----	5,123,843	232.0	----	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	—
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386.634	52,374	—	1,275,901	10,200	189,621	1,473,140	71.6	----	----	----	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	386,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,840,092	1,833,517	8½	112½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,496	294.207	17.518,440	400 0	2,083,550	6,175,653	2,799,435	31	137
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	2,356,660	28,155,641	12,020,483	825,398	39,880,462	930.0	----	6,820,750	1,802,272	—	46½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6.500,000	1,448,000	—	10.315,764	228.4	1,234,851	3,154,236	1,442,781	10	107½
31 May, '63	174.5	5.5	14.8	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	—	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,668,060	708.3	3,507,486	7,181,208	2,174,924	10	129
31 Dec. '65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----	—	4,000,000	6,700,000	—	10,700,000	209.0	----	2,240,744	488,558	—	40
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----	----	----	4,390,000	5,600,000	----	----	224.0	----	----	----	—	51½
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,867,039	274,081	25,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2.497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	75
31 Dec. '64	84.0	—	----	—	15	----	----	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	75.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621.000	—	2,175,223	108.0	312,859	527,863	268.156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	----	1,538,763	132 0	----	315,172	117,941	6	100
— — '58	288.0	—	----	—	----	----	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371.40	—	36½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	----	176.5	----	----	----	*Burlington and Missouri River*	2,603.589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	----
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	1 473,123	63,961	—	3,640,396	960,000	27,364	4,891,849	100.0	200,813	412.156	162,268	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	----	----	----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	----	----	----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,406	227,534	—	----
30 Jun. '66	29.0	—	3.1	—	}			} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,949	46,707	7	80
30 Jun. '66	65.1	—	5.4	—	14	13	225	} Louisville and Frankfort	1,105,910	128,735	142,613	1,109,594	319,519	20,497	1,675,253	65.1		389,171	108,903	5	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,904	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	993,047	1,814,540	2,172,515	8	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	6,982,866	1,150,717	----	2,685,000	206.0	----	1,232,624	555 434	—	----
31 Aug '60	58.7	—	----	135.3	----	----	----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	248,969	108.434	1,710,819	58.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	----	----	----	*Detroit and Milwaukee*	8,270,623	647.595	—	2,950,000	4,250,000	----	9,008,369	188.6	----	340,898	----	—	----
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982.866	7,463,489	281,022	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	114½
31 Mar. '66	246.0	277.8	----	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,183	1,644,259	1,514,781	10,471,900	8,537,175	663,971	19,872,646	523.8	2,181,615	4,686,445	1,926,788	6	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550.000	----	----	----	----	----	----	----	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	----	----	----	575,000	----	----	----	----	----	----	----	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	----	----	----	600,000	----	----	----	----	----	----	----	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	----	----	----	500,000	----	----	----	----	----	----	----	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	----	----	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.													
31 Aug '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	----	206.8	579,324	1,047,567	420,026	—	----
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,708	—	2,429,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	----
31 Dec. '62	152 0	—	3.6	----	----	----	----	*Platte County*	1,200,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '66	283.0	—	14.4	—	4	28	566	*Pacific*	10,115,728	1,101,971	—	8,191,923	490423	649,212	12,580,308	283.0	598,415	1,097,793	211,310	—	----
28 Feb, '65	77.0	—	6.9	200.0	—	—	—	*South Western Branch*	3,098,940	116,927	—	70,513	3,467,324	----	3,882,402	114.0	109,662	127,744	1,495	—	----
30 Sep. '64	86.6	8.6	8.7	—	16	13	219	*St. Louis and* [illegible]	5,467,083	889,922	—	1,971,273	1,891,750	40 548	6,862 1,9	92.1		252,189	892,251		78½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	787,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	2,000,000	2,000,000	—	3,000,000	109.5	274,410	580,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,080	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,383	16,151,962	10,112,584	897,539	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,186	1,104,744	1,692,981	4,518,900	5,211,244	1,689,780	12,044,841	261.0	1,642,015	3,315,510	1,328,792	8	46
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	7
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	478,213	752,605	172,232	6	108
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	130
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,660	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	141½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	16,000	1,098,092	47.1	88,000	167,031	57,695	6¾	67
30 Nov. '65	60.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	62.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,985	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,861	350,149	410,981	3,540,000	—	6,507	3,950,961	93.4	457,261	983,694	314,256	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Operated by Boston & Lowell)				6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,961	71.0	185,647	300,994	51,227	8	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	454,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	107½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	48.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	8	124
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Operated by B. & L. Co.)				1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Surrendered to the Commonwealth.)				—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,860,000	568,955	—	3,635,667	77.3	151,327	390,086	122,397	2	55
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,269,520	453,041	16,348,906	218.0	1,358,514	3,431,584	1,226,658	10	141
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,600,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	66
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	.....
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,088,400	151,400	254,341	3,508,696	82.0	387,789	615,728	215,973	9	106
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	—
31 Dec. '65	61.2	42.4	74.9	—	74	95	1,071	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,359	10	129
31 Dec. '65	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,362	2,240,871	60.2	.....	283,638	94,067	—	—
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	128½
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	33.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000 000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,515	185,032	26,874	—	.....
31 Dec '65	65.0	16	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,193	5½	46½
31 Dec. '65	33.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	688.400	400.000	388,000	1,376,400	—	—	255,593	56,593	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway		Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	17,646,351	*	5,045,544	25,105,800	22,370,982	4,299,762	53,291,995	807.0	6,839,028	15,434,775	5,066,511	4	92
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,267	—	6,583,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	123½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	60½
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,296,542	6,305,377	1,279,701	24,591,000	14,627,442	—	44,075,497	564.9	5,804,048	13,975,284	2,694,714	6	119½
30 Sep. '65	130.8	2.1	45.0	—	43	83	687	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	—
30 Sep. '65	118.0	4.0	18.0	—	26	25	363	Ogdensburg & L. Champlain	3,350,072	881,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	75
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	38.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,375	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"				6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,099	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	668,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,800	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	—	—	—	Warwick Valley	172,576	—	—	98,650	86,000	600	184,250	10.3	20,895	50,106	23,788	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,026	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,586	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	115
31 Oct. '65	96.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,387	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320.163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	91
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	18	122½
30 Nov. '65	64.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,000	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,535,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,656	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jun. '66	168.9	16.0	.....	—	28	17	423	Sandusky and Cincinnati	3,988 354	596 400	391,992	3,382,163	1,218,972	109,818	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	88,934	898,204	1,291,800	38,520	2,228,824	125.0	241,240	—	166,183	—	.....
31 Dec. '64	242.4	—	—	—	48	18	989	Toledo & Wabash	10,080 918	*	—	3,427,050	6 053,868	—	10,243,016	250.0	1,244,368	2,050,322	945,492	2½	4½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	856,277	123,892	—	----
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	450.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	2,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,686	14,481,135	204.5	1,437,353	1,733,320	38,671	15	150
31 Oct. '65	36.0	1.7	7.7	—	9	6	85	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.		302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	----
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	88.0	176,032	490,220	199,200	—	----
31 Oct. '65	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	(oper. by	Penn.	R.R.Co.	7	56
31 Oct '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,228	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,355,000	2,276,725	121,409	3,753,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,088	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	64½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper	r. by Re	ading	R. R.)	3	37
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	57½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,486	6,529,199	69.8	318,861	875,664	412,353	—	39½
31 Dec. '65	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,463	20,000,000	16,750,124	3,651,447	45,850,796	839	2,604,300	17,459,169	4,189,111	10	57½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139,079	288,459	—	1,476,300	153,000	—	1,629,300	24.0	311,091	666,739	336,376	8	60
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(oper	r. by Pe	nn. R.R.	Co.)	—	33½
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,289,948	3,765,774	4,761,353	20,240,673	6,900,663	—	30,068,075	471.3	3,688,309	11,142,519	4,812,271	10	59
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,586	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	125
31 Oct. '65	96.9	—	83.8	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,869,742	197.0	981,465	3,884,609	1,048,804	10	55
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,564	198,820	—	1,774,773	1,500,000	64,203	3,784,101	72.0	272,688	894,363	130,361	—	9
31 Dec. '65	468.3	15.0	128.0	—	199	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,575,000	1,597,620	26,545,693	483.3	4,623,073	8,489,062	2,283,547	10	109½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leased	to Northn	Cen.	144,006	316,495	116,006	4	40
31 Oct. '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,036	962,300	130,840	1,777,176	28.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	----------	62.0	340,600	625,641	169,328	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----------	164.5	----------	841,190	125,871	—	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	----	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----------	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	578,069	129,364	3,809,949	2,659,000	260,112	7,627,792	291.0	----------	1,636,096	873,597	—	—
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	—
1869	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	788,285	554,949	$19,518	----------	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	—
1859	----	—	—	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,960	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'd'o	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275,000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	182,846	196,568	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	490,577	175,993	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,688	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	282,887	—	½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	----------	----------	1,687,500	ope	r. by Vt.	Central	----------	8	103
Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	1,301,386	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,033,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,634,194	----------	----------	----------	----------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,648	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	105.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,083,655	2,617,500	590,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	----	—	14	17	121	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	328,554	213,552	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,669	*	2,818,432	2,000,000	1,655,500	776,142	8,711,091	191.7	----------	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,850	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	855,750	204,808	26,855	----------	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,450,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 55	—	54
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	961,880	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '66	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	286,798	67,652	—	—
31 Dec. '65	49.0	—	----	—	16	17	214	Montreal and Champlain	2,482,389	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	24,410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,365,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	14	—
31Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----------	----------	----------	4,909,980	768,959	5,678,939	99.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	----------	----------	4,658,706	108.0	160,421	107,640	20,006	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,799,232	60 0	----------	132 565	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	----------	----------	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec '63	8.			—	11	22	120	Pan ma	8,000,000	*	665	1,000,000	75,000	—	10,748,728	48.7	----------	727,438	1,328,924		265

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,150,000	7	---	32½
Chemung (guaranteed)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	58
Chicago & Alton (preferred)	2,425,400	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	75½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	76½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	7	82½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	41½
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	98½
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,400,000	7	---	73½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo & Wabash (preferred)	984,700	7	7	73
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1856	96
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	78½
Delaware & Hudson:						
Mortgage	641,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb. RR.	----------	--	----------		----------	----
Erie and Penn.:						
Bonds	673,799	7	J. & J.		1865	----
Interest Certificates	161,980	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,157	6	Qrtrly.		1870	----
Six per cent. Loan	2,667,276	6	"		1884	91½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	90
2d Mortgage	295,750	6	----------		----------	90
Boat Loan	99,852	----	----------		----------	98
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	90½
2d Mortgage	3,980,670	6	J. & J.		1882	83½
Improvement	1,601,670	6	M. & N.		1876	75
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	62
Preferred Interest b'ds.	227,569	6	"	"	1878	24
Union, (Pa.)						
1st Mortgage	3,000,000	6	M. & N.		1883	24
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	87
Wyoming Valley						
1st Mortgage	500,000	6	J. & J.		1878	88

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	120
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	57
Delaware and Hudson	100	10,000,000	10	153
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,091,700	10	59
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	95
" (preferred)	100	1,175,000	10	120
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	29
" " (preferred)	50	2,888,988	---	37½
Susquehanna and Tide Water	50	2,048,260	---	14
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 47 —	@ 50 —
Pig, American, No. 1		48 —	@ 50 —
Bar, Refined, English		100—	@105 —
Bar, Swedes, assorted sizes	(in gold)	95 —	@100 —
		Store Prices.	
Bar, Swedes, assorted sizes		— —	@170 —
Bar, English & American, Refined		— —	@120 —
Bar, English & American, common		— —	@110 —
Scroll, English		150 —	@200 —
Ovals and Half round		145 —	@155 —
Band, English		— —	@150 —
Horse Shoe		145 —	@155 —
Rods, English		125 —	@150 —
Hoop, English		160 —	@220 —
Nail Rod	per lb.	— 10½@	— 11½
Sheet, Russia	per lb.	— 23 @	— 24
Sheet, English, Single, Double and Treble		— 6½@	— 8
Rails, English	(gold) per ton	— 55 —	@ — —
Rails, American		— 85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 18½@ — 24
English Spring	(1st & 2d qlty.)	— 11½@ — 13
English Blister	(1st & 2d qlty.)	— 12½@ — 20
English Machinery		— 14 @ — 16
German		— 15½@ — 17½
American, Blister		— 11½@ — 13½
American, Cast, Hammered		— 18 @ — 22
American, Cast, Rolled		— 13 @ — 15
American Spring		— 11 @ — 12½
American Machinery		— 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— — @ — 43
Sheathing, Yellow		— — @ — 32
Pig, Chile		— — @ — —
Bolts		— — @ — 43
Braziers'		— — @ — 43
American Ingot	(cash)	— 30½@ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		— — @ 6 87½
German Refined		6 87½@ 7 —
English		7 — @ 7 25
Bar	per lb.	— @ 10 75
Pipe and Sheet		— @ 11 —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold). per lb.	— — @ — 25
Straits	(gold)	— 22 @ — —
English	(gold)	— — @ — 22½

	Gold.			Currency.		
Plates, I.C. Charcoal, p. box	10 — @	10 25		75 75 @	15 —	
Plates, I. C. Coke	7 25 @	9 50		10 50 @	14 —	
Plates, Coke Terne	7 25 @	— —		10 50 @	10 75	
Plates, Charcoal Terne	10 25 @	10 50		15 — @	15 25	

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash) per 100 lb.	7 — @ 7 25
Clinch	(cash)	— — @ 8 50
Copper		— — @ — 50
Ausable Horse, Norway Iron, Forged		— — @ — 32
Zinc Nails	(6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 25 @ — 25½
Refined, free L. S. to White		— 58 @ — —
Ref'd, in bond, prime L. S. to White		— 43 @ — —
Ref'd, in bond, Standard White		— 43½@ — 44
Naptha, Refined (60@66 gravity)		— 39 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

	Th 27	F. 28	Sat. 29.	M 1.	Tu. 2	W. 3
Atlantic M. S. S. Co	117	117	----	----	116	115
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	95	----	95½
California 7s	115½	116½	115	----	----	----
Canton Co.	55	54½	55	56¾	56	55
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	110½	111½	112½	113½	112½	----
" " pref.	110	111½	112½	----	----	113
" " 1 M.	----	----	99	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	94	----	----	----	----	----
Chicago, Burl. & Q.	138	----	----	----	----	----
" " 8 p.c.	111	----	----	----	----	----
Chic. & Northwest'n.	36¾	37	37½	38½	42½	42¾
" " pref.	68¾	70½	72½	73¾	73½	73¾
" " 1st M.	----	88½	89	89	----	89
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	80	----	----	81½	----
Chicago & Rock Isl.	112¾	112½	112	108½	108¾	107½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	88½	89½	89¾	91	91	90
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	77
Clev. and Toledo	121¾	122	122	122½	122½	122½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	55½	55¾	56½	57¾	55½	54
Del. & Hudson Canal	151	152½	152¾	153	153	----
Del., Lack. & West	----	----	----	----	150	150
" " 1M. 8 p.c. '71-5	----	----	----	----	----	99½
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	77¾	78¾	80¾	85½	88	87½
" pref.	80	81	82	83	83	82½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	100½	----	----	----	100	----
" 3 M. 7 p.c. '83	99	99	98¾	98	----	99½
" 4 M. 7 p.c. '80	96¾	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	123½	125	----	124	124	123½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69-102	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	121¾	123¾	123¾	124	125¾	123¾
" Can. bd. sc.	----	----	----	----	----	----
" bonds	106	----	----	----	----	----
Marietta & Cin. 1st pref.	40	----	40	40	40	41
" " 2d "	----	----	----	19¾	----	20
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14¾	14¾	13¾	13¾	14	14
Michigan Central	113¾	115	115	115	114¾	114
" S F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	86	86	87	89½	90½	88¾
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	100	----	100	----	100
" " 2 M.	----	----	95	----	95½	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	98	98½
" " 2d pref.	----	----	----	----	87	87
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	53	55	----	56½	55½	54
" " pref.	70½	73½	75	75	74½	73½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort	----	85	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	79	----	----	79	----	79
" iss. to H. & St. J. R.	----	81	81½	82	----	----
" " Pacific	79	80	----	----	----	79½
New York Central	109½	111½	114½	114½	119½	118½
Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	111	112½	113	----	----
" " 6s, S. F. '83	----	----	----	----	----	95
" " 6s, S. F. '87	94	94½	----	95	----	94
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	100	----	----	----	----
North Carolina 6s	----	84½	84½	84	84	----
" ex-coupon.	65½	65½	65	64½	64½	----
" new	65½	65½	65	64½	64¾	64½
Ohio & Miss. cer.	29¼	29¾	29¾	30	31½	32
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	220	----	219	219	----	219½
Panama	----	----	----	----	----	----
Phila. and Reading	116¾	116½	116½	118	118½	117½
Pitts. Ft. W. & Chicago	106¾	107½	108	109½	107½	106¾
" 1M.	----	----	----	----	----	104
" 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	54	54¾	53½	54¼	54½	54¾
St. L., Alton & T. H.	----	----	----	40½	40½	39¾
" " pref.	----	----	71	73	73¼	----
" " 1M.	----	----	92	92	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	77	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	94½
" ex-coupon.	74	73	73	73½	72½	72½
" new	72½	71½	71½	71½	72½	72½
Tol. Wab. & Western.	46	46¾	46¾	46¾	47	46¾
" " Pref.	72½	----	----	73	----	----
" " 1M. ex.	93	----	----	----	----	----
" " 2M.	----	----	----	80½	----	----
" " Inc. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	65½	----	----	66

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

	Th.27.	F.28	Sat.29.	M.1.	Tu.2	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	109	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	101¼	....	....	103	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	98⅝	99¼	99¼	99¼	101¼	99¼
U. S. 5s, 10-40s, reg.	....	....	99¼	....	99¼	99¼
U. S. 6s, 1881, reg.	111¼	111¼	....	....	....	....
U. S. 6s, 1881, coup.	111¼	....	....	111¼	111¼	111¼
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	138	138	
U. S. 6s, 1868, reg.	136	....	....	139	....	
U. S. 6s, 1868, coup.	135	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	111¼	111¼	112¼	112¼	111¼	111¼
U. S. 6s, 5-20s, c. 1864	108⅝	....	109¼	....	....	....
U. S. 6s, 5-20s, c. 1865	108⅝	108¼	109¼	109¼	109	109¼
U. S. 6s, " reg.	108⅝	....	111¼	....	....	....
7.30 Notes, 1st series	106	106¼	106¼	106	106	106
" " 2d series	106	106	106¼	106	106	106
" " 3d series	105¾	106	106¼	106	105¾	106
American Gold	145¼	142¼	146	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 2.

	W.26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2
Cattawissa	....	....	....	....	....	....
" preferred	29¼	129¼	29¼	29¼	21¼	32¼
Camden & Amboy	....	128¼	....	....	129	....
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83	91	....	....	....	....	....
" " 6s,'89	....	91	....	....	....	....
" mort. 6s,'89	....	97¼	97¼	....	97¼	....
Chos. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	57	....	57	....	....	57
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	58	58¼	....	59	59	
" " 6s,'84	91¼	....	91¼	91¼	....	92
Lehigh Valley R. R.	66	65¼	65¼	....	64¼	....
" " 6s	....	96¼	96¼	....	....	....
Little Schuylkill R. R.	....	....	....	....	....	37
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	....	57¼	57¼	57¾
Morris Canal	....	....	....	....	....	85
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	90	....
North Pennsylvania	....	....	....	....	....	39¼
" 6s	....	....	91	92	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	56¼	56¼	56¼	57¼	57¼	57¼
" 1st m.	102	102	....	101¼	101¼	....
" 2d m.	....	99	....	99¼	....	....
Penn. State, 5s	95¼	96	....	96¼	95¼	95¼
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	95¼	95¼	95¼	....	95¼	....
" " new	99¼	99¼	99¼	99¼	99¼	99¼
" " munc	99¼	99¼	99¼	....	....	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58⅜	58¼	58	58¼	59	59⅜
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	33¼	....	....	....	33¾	33¼
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	95	....	....
Schuylkill Navigation	28¼	....	....	....	29	....
" " pref.	37¼	37¼	....	....	37¼	37¼
" " 6s '82	....	....	83¼	83¼	....	....
" " 6s '76	....	75	....	....	....	....
" " 6s '72	90¼	....	90¼	....	....	....
Susq. Canal	....	14¼	....	....	14¼	....
" " 6s '78	....	62	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	23	....	23¼	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	86	....
Hestonville, (Horse)	17¼	17¼	....	....	....	17¼
Chestnut & Wal. "	....	....	....	....	55	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	80	....	....	....	....	....
Spruce & Pine, "	....	....	....	....	38	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 2.

	W.26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2
Baltimore City 6s, 1875	99¼	....	....	....	....	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	98
" " 1890	99¼	99¼	....	99¼	....	99¼
Balt. and Ohio	....	....	113¼	....	114	114
" " b'ds,'62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	98	98	....	....	....	....
" " " '85	....	....	....	....	....	....
Northern Central	....	....	....	....	46	....
" " b'ds,'85	....	....	....	....	87	88
" " " 90	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

	Th. 27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston and Worcest.	....	....	....	....	141½	....
Cheshire, pref.	68	....	....	....	....	....
Concord	68	....	....	....	68	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	107¼	107¼	107¼	....	107¼	107¼
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	....	....	116	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	111	....	....	....	....	....
Northern, N. H.	....	106	....	....	....	....
Old Colony & Newport	105¾	106	107	107	107	107½
Ph., Wil. & Baltimore	55	55	55	55	55¼	56
Portl'd, Saco & Ports.	....	101	101½	101	....	....
Vermont & Canada	....	103	103	....	....	....
Vermont & Mass.	....	....	....	....	....	55
Western	139¾	....	139¾	....	141	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	93	....	93	....	....	....
Metropolitan "	....	....	55	57½	....	58
Middlesex "	....	....	....	60	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	44½	....	43	44	47	48
Franklin "	57¼	56	55½	56	57	56½
Huron "	....	45½	44	45½	47	47
Isle Royale "	13½	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	....	16¼	16¼	16¾	17¼	17
Pewabic "	36	36	36	36	36½	36¼
Pittsburg "	....	....	....	....	60	50
Quincy "	52¾	52	50½	....	52	51¼
Rockland	....	9	....	8¾	8¾	8¼

London Stock Exchange.

The following were the closing prices for American Securities on the 14th of September.

United States 5-20 yrs., 1882, 6 per cent	72¾@ 73¼
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	44 @ 46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	70 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	49 @ 50
Erie shares, $100 (all paid), 8 p. c	45½@ 46
Do., convertible bonds, 6 p. c	70 @ 72
Illinois Central 6 per cent, 1875	80 @ 85
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	78¾@ 79½
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, October 6, 1866.

Stock Exchange and Money Market.

There has been increased activity in the Money Market, growing out of the vigorous speculation in progress at the Stock Boards, which gives temporary employment to large sums, otherwise unused. There is a marked partiality shown by private lenders for these controlable advances to the leading Stock firms. To this circumstance is due much of the prevalent activity in the railway and miscellaneous share property. The increased demand for accommodation has no visible influence on the price of call loans, which continue to be quoted at 3@4 per cent. to the large dealers in Government securities, and 4@5 per cent. to other first class Stock houses. The extraordinary abundance of capital at this centre has prevented any hardening of rates, and no apprehension is entertained of an early adverse change in this respect. So far from this, indeed, are the current views of operations, that an opinion gains ground, fostered by interested parties in the street, that Government will do something to further inflate the currency, either by a fresh issue of legal tender notes, for which it holds in reserve the requisite authority, or by an enlargement of the aggregate circulation of the National Banks. This opinion, however, is utterly destitute of any substantial foundation, and is in direct conflict with the policy of contraction, to which both the Treasury Department and Congress stand fully and explicitly committed. We have the very best reasons for asserting that Secretary McCulloch will give no countenance to any project which aims at inflation; but, on the contrary, that he will most decidedly urge upon the attention of Congress, the need and importance of more rapid contraction than that for which existing laws make provision. Any rumors, or reports, put in circulation hostile to this view of "the situation," are simply of sinister origin, and propagated in the interest of speculators. The regular trade movements in produce and merchandise are on an extensive scale, chiefly on a cash basis. Hence, prime short date mercantile paper is in comparatively moderate supply, and good request at from 5@6 per cent. per annum. The city banks, last week, increased their circulation $443,569, while reducing their loans, $2,969,783, and losing $2,602,168 of their legal tender reserve, $1,057,878 of their net deposits, and $18,651 of their specie reserve. Their deposits are now $223,336,785, or forty millions more than at the same time last year. Their legal tender reserve amounts to $87,826,021, against $57,675,674 same time last year. Their circulation now stands at $29,218,950, against $10,645,697 same time last year. The loans now reach $269,807,383, or forty-eight millions more than at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $96,261,995 a day, against a daily average of $100,881,220 the preceding week; and $94,549,868 the week ending with Sept. 15. The current week's exchanges average about $92,000,000 a day. At the annual election of the Clearing House Association, held on Tuesday, it was stated that fifty-eight banks compose the Association, representing an aggregate capital of $81,770,000. The transactions for the past year, ending Oct. 1, 1866, were $29,783,282,020 46. The total transactions for thirteen years were $158,070,344,871 33. The aggregate transactions for the past year were $2,715,132,570 87 in excess of the previous year, and $1,800,366,159 59 greater than the year ending Oct. 1, 1864, and $17,624,024,722 65 more than the average for thirteen years—all of which business has been accomplished without error or loss to the Association. John Q. Jones was chosen Chairman of the Association; R. Bayles, Secretary; W. A. Camp, Manager. The Clearing House Committee for the ensuing year consists of J. D. Vermilye, James M. Morrison, E. D. Brown, S. R. Comstock, C. P. Leverich.

The proportion of legal tender and gold and gold notes held by the city banks in the Clearing House to their liabilities, is as follows:

On deposit line of		$223,336,785
And circulation of		29,213,950
Together		$352,550,735
Legal tender notes	$87,826,021	
Gold and gold notes	7,643,960	
		$95,469,981
Proportion required by law		63,137,684
Excess of legal tender on hand		$32,332,297

Present pro rata 38 per cent.; legal pro rata 25 per cent.

National Bank notes to the amount of $818,-178, were issued last week, making the total issue to 1,661 banks thus far $293,032,903. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $332,298,900; and for the public deposits, $39,211,950—making a total of $371,-510,850.

The U. S. Sub-Treasury receipts, week ending with Sept. 29, were $19,223,924, including $2,876,-718 from customs duties; payments, $25,238,193; balance at the close of the week, $87,842,832. against $93,857,100 at the close of the preceding week. The total receipts of the office in September, were $59,028,895; and the total disbursements on drafts, $75,744.847. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $1,907,-572, and payments, $1,440,906. Tuesday, receipts, $2,027,326, and payments, $879,022. The balance at the close of business on Tuesday stood at $89,-457,801, against $96,312,613, a week ago.

Government revenues from excises, last week, exceeded $8,000,000; from customs at the port of New York, $2,876,718, and at the outports, at least $1,420,000 more, making the grand total income for the week equal to nearly $14,500,000 in currency, against disbursements of only $5,116,-298 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been nearly $102,000,000. The total revenue of the Government from Customs at all the ports of entry, during the three months ending on Saturday, Sept. 29, is estimated at $51,092,149, against $47,009,583 same period last year. The total income (partially estimated) of the Government, from all sources—customs, excises, etc.—from July 1, to September 30, in each of the last two fiscal years, compare thus:

	1865.	1866.
Customs in gold.....	$47,009,583	$51,092,149
Taxes in currency	96.618,886	102,000,000
Miscellaneous.....	18,557,731	7,000,000
Grand total income ..	$162,186,200	$160,092,149

The national expenses for the quarter ending with September 30, are estimated at $160,000,000, as follows: War, navy, &c., $44,000,000; interest on public debt, $34,000,000; reduction of principal of debt, $82,000,000.

The next monthly statement of the national indebtedness, which is promised for the 5th inst., it is stated, will show a further liquidation of nearly thirty million dollars. In this way, Secretary McCulloch favors inflation—of the credit of the Government; and is against contraction—of any fresh public burdens.

With a view to the equalization of the coin interest payments of the Treasury Department, Secretary McCulloch has ceased to issue Five-twenty bonds of 1865, of the May and November coupon denomination. Henceforward, the Five-twenties to be issued, exclusively in redemption of Seven-thirties, or other short date obligations of the Treasury, will have the interest made payable on the first days of January and July of each year. The three issues of Five-twenties of 1862, 1864, and 1865, heretofore familiar to the public, and all with May and November coupons, amounted on the 1st of September instant to $776,422,800, a total at present is about $800,000,000 involving the payment of Gold Interest on the 1st of May and 1st of November every year of $24,000,-000 at each period, or $48,000,000 a year. The propriety and convenience, therefore, of dividing the coin interest payments on the future issues of Five-twenties will be readily recognized. The long-interest payments on the six per cents. of 1881 are also provided for at the half yearly dates of January and July 1, as are also those on the old five per cents. of 1871 and 1874. The coin-interest on the Ten-forty years five per cents. falls due on the 1st of March and 1st of September in each year, save in the instance of the $50 and $100, interest on which is paid annually on the 1st of March. A Wall street banking-house has received the following note on the subject of the contemplated issue of Five-twenties:

TREASURY DEPARTMENT,
Washington, Sept. 26, 1866.

Sir:—Yours of the 25th is at hand, and contents noted. The June and July seven-thirties are not at present convertible. Those of August 1864, are convertible on the terms described by you (that is, allowing all accrued interest on the seven-thirties and charging accrued interest on the five-twenties from July 1 to the day of conversion, both in currency), except that the five-twenty bonds to be issued hereafter will bear interest from July 1 and not from May 1, 1866. I am, sir, very respectfully,

W. HARTLEY, Assistant Secretary.

To the courtesy of the U. S. Assistant Treasurer Van Dyck, we are indebted for an early view of the new January and July coupon $1,000 Five-twenty bonds, which are, by all odds, the handsomest ever issued by the Government. The appearance of the bonds is very different from that of the old ones; they are better designed and better engraved, and the guards against counterfeiting are numerous and well devised. The vignette of the new issue is a beautiful picture of the Treasury at Washington. On the left is a sailor, with an anchor, a cotton bale, a bag of grain, etc.; and on the right, a soldier resting on his musket, and standing near a mounted cannon and other paraphernalia of war. The coupons are vastly improved in several respects. The engraving is very fine; the lettering is plain; each coupon is numbered on the back as well as on the face. This effectually prevents alteration by the addition of a figure, since the numbers on the back cover the whole of the paper. There is a fine likeness in medallion of Mr. Johnson. The new series were selling in Wall street on Wednesday at 107¾.

The course of the gold market has been decidedly upward, since our last, influenced by the reduced London quotations for U. S. 5-20s, the more active customs and exchange demand, the anticipated cessation of receipts from Europe, and the apprehension of renewed exports of specie. The extremes of the week have been 145¼ and 149, the latter price having been made on Tuesday. On Wednesday, the opening rate was 148⅛, the lowest figures, 147¼, the highest 148½, and the closing quotation, 148. The customs demand last week, averaged $479,453 a day; thus far, this week, it has been equal to $372,000 a day, or equal to a weekly aggregate of $2,232,000. We have had further arrivals of specie from Europe, and receipts to the amount of $1,137,148 from California, since our last. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $104,696,636, against $73,213,610 same time last year. The total receipts of California gold at this port since Jan. 1, have been $32,749,404, against $13,728,147 same time last year, showing an increase, in 1866, of $19,021,-257. The exports of specie from this port, last week, were $38,240, making the total outflow of specie from the port, since Jan. 1, $54,000,790, against $22,688,594 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, $89,279, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,806,589, against $27,181,006 same time last year.

The exports of treasure from San Francisco in August were	$3,906,624 19
Previously this year....	27,703,653 11
Total since Jan. 1, 1866	$31,609,277 30
Corresponding period of 1865	30,447,883 89
Increase this year	$1,161,393 41

Foreign exchanges, which improved a fraction early in the week, on a more active demand, close tamely and heavily, under more liberal offerings of prime bills, and a partial falling off in the inquiry from importers, in view of the sudden rise in gold the permanency of which the importing interest generally put little faith in. Bankers' 60 day bills on London are now quoted 108⅛@ 108⅜, and on Paris to 5.25@5.20; sight bills on London to 108¾@109⅛; and on Paris to 5.20 @5.17½. There has been an increased offering of produce bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,042,566, against $2,892,-529 same week last year. The exports since January 1, have been to the value of $145,328,783, against $117,801,363 same time last year.

Business in Government securities has been fair in amount, but characterized by no special activity. Prices improved early in the week, especially for the old issues of the gold bearing bonds, on the announcement of a new and slightly different issue of U. S. 5-20s, but this improvement was only feebly maintained, through the rise in gold, as against the lower London quotations for the 5-20s of 1862. U. S. Sixes of 1881 closed 111¾; U. S. Five-twenties of 1882 at 111½@111¾; U. S. Five-twenties of 1865 at 109⅛@108¼, U. S. Ten-forties at 99@99¼, and U. S. Seven-thirties at 106@106⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....	116½	May, 1865	111½
July, 1864.....	116	August, 1865....	110
August, 1864....	115½	September, 1865..	109½
October, 1864....	114½	October, 1865....	109
December, 1864..	113½		

There has been an extraordinary speculative movement in railway and miscellaneous share property, resulting in part, from the remarkable ease in money, and the prosperity of the great railway carriers, but, in good measure also, from the engineering efforts of influential operators, who aim to acquire control of the principal New York roads at the pending annual elections, and who consequently made sweeping purchases of the stocks of these roads at rapidly advancing prices. Erie shares have been thus manipulated, chiefly to its good, in the interest of a new but highly re-

sponsible aspirant for the presidency of the road. The price of these shares was worked up to 90⅝ on Wednesday, or about 32 per cent. above the lowest figures made during the last raid on the stock. The astounding rise in Erie shares led to increased orders for far better stocks, on speculative account, and a very general, and marked rally in prices, the market closing on Wednesday buoyantly, but feverishly, after a week of most unusual excitement at the Boards, and on the street. Still higher prices are confidently anticipated for nearly every thing dealt in at the Boards, before the inevitable reaction comes along.

The Produce and Merchandise markets opened briskly and buoyantly, under a decidedly improved demand for nearly all the leading articles, partly on speculative account, at rapidly advancing prices, but closed tamely and in favor of purchasers. There has been a marked rise in cotton, with heavy purchases, largely on speculation, in view of the highly encouraging reports from Liverpool; but current prices here are considerably above the limits of shippers and the market closes heavily. The week's exports of cotton have been 1,737 bales from this port, and 11,500 bales from all the shipping ports, leaving an available supply of 106,000 bales here, and at all the shipping ports, of 255,000 bales. In the dry goods line, the main feature has been the remarkable increase of orders for domestic cotton, chiefly heavy goods, at decidedly heavy prices; stocks of such goods are now much reduced. In foreign goods, there have been less animation and less buoyancy. The total imports of foreign dry goods, last week, were $1,931,364, and the total amount marketed $2,412,910. The value of foreign merchandise imported last week, was $2,644,602—making the grand total specie value of last week's imports of dry goods and merchandise, $4,575,966, and since January 1, $236,460,263, against $138,839,335 same time last year. The freight market is quiet, but firm with 521 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 17.	Sept. 22.	Oct. 2.
Consols	—@89¾	89¼	89½
U. S. 5-20's	—@72½	72½	70¼
Erie	—@46½	48	51½
Ill. Central	—@78¾	78½	78¼

The New York exports, exclusive of specie, for the week ending Oct. 2, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,892,529	$2,042,566
Prev. reported	114,908,834	143,286,217
Since January 1	$117,801,363	$145,328,783

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,894,054	$1,921,364
Gen. merchandise	3,108,452	2,644,602
Total for the week	$5,002,506	$4,575,966
Prev. reported	133,836,829	231,884,297
Since January 1	$138,839,335	$236,460,263

The balance in the Sub-Treasury on Wednesday was $89,504,881 63.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s1872, 100; Connecticut 6s, 100; Ohio 6s, 1860, 98; Brooklyn Imp., Loan, 93; Toledo and Wabash Equipment bonds, 73; Morris and Essex 1st mort., 96; Chicago and Milwaukee 1st mort., 94; Chicago and North Western Interest bonds, 96; Gt. Western 2d mort., 1893, 75; New York and New Haven, 112½; Chicago and Great Eastern, 51½; Norwich and Worcester, 106; Hannibal and St. Joseph, 38; do., pref., 55; New Jersey Central, 129; Boston Water Power Co., 33⅞; Union Navigation, 109¼; Wyoming Valley Coal, 40; Wilkesbarre Coal, 63; Butler Coal, 13½; Spruce Hill Coal, 4⅜; Central Coal, 52¾; Ashburton Coal, 16; Mariposa pref., 30½; Rutland Marble, 33; Western Union Tel., 56¾; do., Russian Extension, 97; Phœnix Bank, 105¼; Bank of Commerce, 120; Market Bank, 114; Importers' and Traders' Bank, 117; Continental Bank, 105; 4th National Bank, 167¼; Central Bank, 114¾; Shoe and Leather Bank, 111⅞; St. Nicholas Bank, 106; Irving Bank, 104; Park Bank, 148; 9th National Bank, 115; Nassau Bank, 105½; Metropolitan Bank, 130; Union Bank, 122.

Philadelphia.—Allegheny County coupon 5s, 76; Pittsburg 5s, 73; New Jersey 6s, 100; Chester Valley, 2⅛; Camden and Amboy, scrip, 42½; Union Canal bonds, 24; Sch. Nav. Boat Loan, 89; Chesapeake and Delaware Canal, 120; 13th and 15th streets R. R., 21; Germantown R. R., 28; Girard College R. R., 28; Connecting R. R. bonds, 93; Warren and Franklin 7s, 80¾; Westchester 7s, 98½; West Jersey R. R. bonds, 84; Keystone Zinc, 1⅝; Big Mt. Coal, 4⅞; New Creek, 5⅛; Fulton Coal, 6½; Coal Ridge, 10; St. Nicholas Coal, 2⅝; Locust Mt., 45½; Mahanoy, 2; 1st National Bank, 145; Central Bank, 130; Commercial Bank, 57; Mechanics Bank, 33; Girard Bank, 59¾; Bank of North America, 235; Bank of Kentucky, 101; Philadelphia Bank, 148; Feeder Dam Oil, ½; Caldwell, ¾; Maple Shade, 2⅜; Dalzell, ½. The latest quotations are: City 6s, 95¾@96; do., new, 99¼@99⅜; State 5s, 95½@95¾; do., coupon, 95¾@96½; do., 6s, W. L., 102⅞@103; Phila., Wil. and Balt., 56; Reading, 58⅞@59; do., 6s, 1870, 96@97½; do., bonds, 93@95; do., con., 115@116; Camden and Amboy, 128½@129½; Penn. R. R., 57⅜@57½; do., 1st mort., 101@102; do., 2d mort., 99¼@99½; Little Schuylkill R. R., 36@37; Morris Canal, 85@85¼; do., pref., 120@122½; do., bonds, 87@96; Wyoming Valley Canal, 61½@62; do., 6s, 85@90; Susquehanna Canal, 14⅜@14½; do., 6s, 61½@61¾; Sch. Nav., 29¼@29½; do., pref., 37½@37¾; do., 6s, 1882, 83¾@84½; Union Canal bonds, 24@25; Delaware Div. Canal, 56¾@57; do., bonds, 91@95; Elmira and Williamsport, 30@32; do., pref., 42@42¾; do., 7s, 1873, 98¾@99; do., 5s, 70@74; Lehigh Coal and Navigation, 59@59⅛; do., bonds, 1884, 91¾@92¼; North Pennsylvania, 39@40; do., 6s, 92@93; Philadelphia and Erie, 33¼@33⅜; do., 6s, 90@92; Minehill, 57¼@57½; Catawissa, 32@37; do., pref., 32⅛@32¼; Lehigh Valley, 64@64⅜; do., bonds, 96½@98; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 88¼@90; West Philadelphia, 71@75; Spruce and Pine, 37@38; Green and Coates, 30@31; Chestnut and Walnut, 55@56½; Thirteenth and Fifteenth, 21⅛@21¾; Girard College, 28@29; Tenth and Eleventh, 64@66; Union, 41@42¼; Hestonville, 17⅜@17⅝.

Boston.—Boston, Hartford and Erie 7s, 40; Vermont Central 1st mort., 119; do., 2d mort., 40; Boston, Concord and Montreal 6s, 1889, 97; Eastern R. R. 6s, 1874, 97¼; Rutland and Burlington 1st mort., 125¼; Vermont Central and Vermont and Canada 8s, 103½; Ogdensburg and Lake Champlain R. R., 75; do., pref., 102; Union Railway, 90¾; Boston Water Power Co., 32¾; Cary Imp., 13⅞; Waverly Land, 3⅜; Adams Express Co., 101½; Summit Branch Coal, 11; Mammoth Vein Coal, 3¾; Short Mt. Coal, 19; Harleigh Coal, 7; Tudor Lead, 1.15; Vermont Iron, 0.20; Caledonia Gold, 0.20; Montezuma Gold, 1.90; Everett Gold, 2.00; Peck Gold, 0.40; Albion Gold, 0.08; Revenue Extension Silver, 3.00; Cook Co., Ills., 7s, 98; Chicago 7s, sewerage, 99¾; St. Louis 6s, 1886, 86; Boston 5s, 1880@1886, gold, 102; do., 6s, 1869, 121¼; do., 6s, 1877, currency, 101½; Charlestown 6s, 1875, 100; Albany 6s, 1879, 96; Portland 6s, 98¼; Bath 6s, 98; Massachusetts 5s, 1894, gold, 99¾; do., 6s, 1875, gold, 110; New Hampshire 6s, 1874, 99; Maine 6s, 99½; Connecticut 6s, 1882, 98¾; Massachusetts and Oil Creek, 0.35; Beebe Farm, 5.00; Crescent, 0.25; Pepper Well, 1.30; Indian Spring, 0.40; New England, 0.10; Merchants' Bank, 118¼; Revere Bank, 133; Bank of Commerce, 118; State Bank, 110⅝; Everett Bank, 100¼; Webster Bank, 107¾; Allouez Mining Co., 4; Boston, 90c.; Bay State, 16; Canada, 1½; Concord, 6½; Calumet, 50; Dana, 3½; Eagle River, 5; French Creek, 55c.; Hancock, 21½; Hanover, 3¼; Hungarian, 2; Humboldt, 4½; Madison, 2⅛; Northwestern, 5¼; Petherick, 5⅞; Phœnix, 12½; Pontiac, 1⅜; Superior, 3⅝; St. Louis, 6½; South Side, 1¾; St. Clair, 9¾; Star, 1⅞.

Baltimore.—Western Maryland 1st mort., 96; Marietta and Cincinnati bonds, 85¼; Virginia 6s, reg., 43½; Guilford Mining Co., 0.15; Gardner Hill, 0.65; Maryland Anthracite, 4; Balt. and Cuba S. and M. Co., 90; Bankers' and Brokers' Tel., 8; Franklin Bank, 125⅝; Merchants' Bank, 109; Exchange Bank, 96½; Mechanics Bank, 17; Bank of Commerce, 28½; 3d National Bank, 104; Peoples' Bank, 19; Bank of Baltimore, 104. The latest quotations are: Balt. and Ohio, 113¾@114; do., 6s, 1867, 99@100⅜; do., 1875, 97@98; do., 1880, 97¾@99; do., 1885, 97@98; Northern Central, 46@46½; do., bonds, 1885, 88@88¼; N. W. Va. 1st mort., 1873, 97@99; do., 2d mort., 90@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85½@85⅜; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 96@97¼; Maryland 6s, coupon, 1870, 102@104; do., Ins., 100@102; do., 1890, 100¾@102; Baltimore 6s, 1870, 98@100; do., 1873, 96@97; do., 1875, 99½@99¾; do., 1886, 98¾@99; do., 1890, 99¼@99¼; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R.R., 18@18¼; Canton Co., 55@55; Gardner, 0.50@0.65; Am. Gas Coal, 1.00@1.05; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@110; Santa Clara, 8@8½; Balt. Chrome, 0.30@0.50; Bare Hill, 0.60@0.70; Atlantic Coal, 1.00@1.05; Mineral Hill, 0.60@0.65; Baltimore Coal, 160@175.

☞ Twenty miles of the Western Pacific Railroad, extending from San Jose to Vallejos Canon were finished on the 2d inst.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Sept. 28th, 1866, were $73,215 69
Corresponding week of 1865 ..... 84,343 72

Decrease $11,128 03

The earnings of the Marietta and Cincinnati Railroad the 3d week in Sept., 1866 .. $24,041 00
Corresponding week previous year 26,126 75

Decrease $2,085 75

The earnings of the Chicago and Rock Island Railroad for the 3d week in Sept., 1866, were $90,943 00
Corresponding week of previous year .. 98,002 00

Decrease $7,059 00

The earnings of the Chicago and Northwestern Railway for the third week in Sept., 1866 were $231,678 00
Corresponding week of previous year,. 230,785 00

Increase $893 00

The earnings of the Michigan Central Railroad for the 3d week in Sept., 1866, were ... $99,987 00
Corresponding week of previous year .. 105,302 00

Decrease $5,315 00

The earnings of the Grand Trunk Railway of Canada for the week ending Sept. 22d, 1866 were $147,833 00
Corresponding week of previous year .. 154,495 00

Decrease $6,662 00

Susquehanna and Delaware Railroad.

This company, incorporated by an act which became a law without the Governor's signature, on the 15th March, 1866, confers authority to construct "a railroad with one or more tracks, by locomotive or other grades [gravity and inclined planes,] from any point within five miles of the borough of Wilkesbarre to any point on the Delaware River above the borough of Easton, with the right to build branches not exceeding ten miles in length; and with the right also to construct a bridge over the River Susquehanna and to construct a bridge over the River Delaware. Provided, that if the said company shall see fit to construct its railroad into Wayne County, it shall be so constructed as to run to Honesdale in said county."

By a supplement passed 13th April, 1866, "it shall be lawful for the said the Susquehanna and Delaware Railroad Company to connect their railroad and railroads and other improvements, with the railroad and railroads and other improvements of any other corporation or corporations, and to make such contracts for the use of the said railroads and other improvements, as to the said company may seem expedient."

Also, "that it shall be lawful for any other corporation or corporations to take and hold stock in the said the Susquehanna and Delaware Railroad Company, in the same manner as individuals might take and hold the same."

This is a close corporation, the act of 15th March, 1866, naming certain persons, and constituting them, their associates and successors a body politic, with the privileges noticed, subject to the provisions of the general law "Regulating Railroads."

The Susquehanna and Delaware Railroad Company have a charter of extraordinary liberality to begin with, and the interest which we are told has absorbed it, the Delaware and Hudson Canal Company, has ample means to develope a railroad plan which shall show that, like the Lehigh Canal Company, the Delaware and Hudson Canal Company is hereafter to take rank as a railroad company, with its water line as an adjunct.—*U. S. R. R. & Mining Register, Sept, 22.*

Journal of Railroad Law.

RIGHT OF COMMON CARRIERS TO LIMIT THEIR LIABILITY BY SPECIAL CONTRACT.

The case of The New York Manufacturing Company *vs.* The Illinois Central Railroad Company, just decided by the United States Supreme Court is an interesting case on the subject of the right of common carriers to limit their liability by a special contract.

The action was for the loss of two hundred and one bales of cotton delivered to the defendant for transportation from Cairo to Chicago.

The defendant set up by way of defence a special contract, alleged to have been made at Memphis for the carriage of the cotton, by which the plaintiff assumed the risk of loss by fire. In proof of this contract, the deposition of one Thomas Trout was offered, to the effect that he made a contract with Harris, Hunt & Co., as agents of the defendant, and signed by that firm as such agents, two copies of which were delivered, one retained by Thomas Trout & Co., and the other sent to the plaintiffs, of which the following is a copy: "Shipped by Thomas Trout & Son, in good order and condition, on board the good steamboat *Adriatic*, whereof —— is master for the present voyage, now lying at Memphis, and bound for Cairo, being marked and numbered as below, and are to be delivered without delay in the like good order and condition at the aforesaid port of Boston, Mass. (fire and the unavoidable dangers of the river only excepted,) unto Samuel Batchelder, receiver, or to his assigns, he or they paying fare at the rate of $4 75 per bale from Memphis to Boston, all rail from Cairo. In witness whereof, the master or clerk of said steamboat hath affirmed to four bills of lading, all of this tenor and date, one of which being accomplished the other stand void. Y. M. C., $1 a 201 (two hundred and one) bales of cotton. (Signed) Harris, Hunt & Co., Illinois Central Railroad."

The court charged the jury in substance, that it is competent for the carrier alone, to limit its liability without the engagement of the owner. The jury were led to infer from the whole charge that the question whether such a contract was made, was not for them to determine, but was to be assumed in their deliberations.

By the Court—Mr. Justice Field delivering the opinion.—This is an action to recover damages for the loss of two hundred and one bales of cotton, received at Memphis, Tenn., by agents of the Illinois Central Railroad Company at that place, for transportation to Boston, Mass. The cotton was shipped on the steamer *Adriatic*, at Memphis, and was delivered to the defendant, at Cairo, in November, 1859, and, while in its possession, was destroyed by fire. The contract for the transportation was in the form of a bill of lading, containing a clause exempting the defendant from responsibility for losses by fire; and it is upon this exemption that the defendant rests its defence.

The right of a common carrier to limit his responsibility by special contract has long been the settled law in England. It was the subject of frequent adjudication in her courts, and had there ceased to be a controverted point before the passage of the Carriers' Act of 1830. In this country it was at one time a subject of much controversy whether any such limitation could be permitted. It was insisted that, exercising a public employment, the carrier owed duties at common law from which public policy demanded that he should not be discharged even by express agreement with the owner of the goods delivered to him for transportation. This was the ground taken by Mr. Justice Cowen, of the Supreme Court of New York, in Cole *vs.* Goodwin, (19 Wend., 252,) and, although what that learned Judge said on this point was mere *obiter*, as the question presented was not upon the effect of a special agreement, but of a general notice, it appears to have been adopted by a majority of the court in the subsequent case of Gould *vs.* Hill, (2 Hill, 623). But from this doctrine that court has since receded; and, in a recent decision, the Court of Appeals of that State has affirmed the right of the carrier to stipulate for a limitation of his responsibility. (Parsons *vs.* Monteath, 13 Barb., 353; Moore *vs.* Evans, 14 Id., 524; Dorr *vs.* The New Jersey Steam Navigation Co., 11 N. Y., 486). The same rule prevails in Pennsylvania; it has been asserted in Ohio and in Illinois, and it is believed, in a majority of the other States; and in The New Jersey Steam Navigation Co. *vs.* the Merchants' Bank it received the sanction of this court. (6 How,, 382; Atwood *vs.* Delaware Transportation Company, 9 Watts, 89; Camden and Amboy Railroad Co. *vs.* Baldauf, 16 Penn. St., 67; Verner *vs.* Sweitzer, 32 Penn. St., 208; Kitzmiller *vs.* Van Rensselaer, 10 Ohio, 64; Illinois Central R. R. Co. *vs.* Morrison, 19 Ill., 136; The Western Trans. Co. *vs.* Newhall, 29 Id., 466.) Nor do perceive any good reason, on principle, why parties should not be permitted to contract for a limited responsibility. The transaction concern them only; it involves, simply, rights of property; and the public can have no interest in requiring the responsibility of insurance to accompany the service of transportation in face of a special agreement for its relinquishment. By the special agreement the carrier becomes, with reference to the particular transaction, an ordinary bailee and private carrier for hire. The law prescribes theduties and responsibilities of the common carrier. He exercises, in one sense, a public employment, and has duties to the public to perform. Though he may limit his services to the carriage of particular kinds of goods, and may prescribe regulations to protect himself against imposition and fraud, and fix a rate of charges proportionate to the magnitude of the risks he may have to encounter he can make no discrimination between persons, or vary his charges from their condition of character. He is bound to accept all goods offered within the course of his employment, and is liable to an action in case of refusal. He is chargeable for all losses except such as may be occasioned by the act of God or the public enemy. He insures against all accidents which result from human agency, although occurring without any fault or neglect on his part; and he cannot, by any mere act of his own, avoid the responsibility which the law thus imposes. He cannot screen himself from liability by any general or special notice, nor can he coerce the owner to yield assent to a limitation of responsibility by making exorbitant charges when such assent is refused. The owner of the goods may rely upon this responsibility imposed by the common law, which can only be restricted and qualified when he expressly stipulates for the restriction and qualification. But when

such stipulation is made, and it does not cover losses from negligence or misconduct, we can perceive no just reason for refusing its recognition and enforcement. We do not understand that the counsel of the plaintiff in error questions that the law is as we have stated it to be. His positions are, the agents of the plaintiff at Memphis, who made the contract with the Illinois Central Railroad Company, were not authorized to stipulate for any limitation of responsibility on the part of that company, and that no consideration was given for the stipulations made. The first of these positions is answered by the fact that it nowhere appears that the agents disclosed their agency when contracting for the transportation of cotton. So far as the defendant could see, they were themselves the owners. The second position is answered by the fact that there is no evidence that a consideration was not given for the stipulation. The company, probably, had rates of charges proportioned to the risks they assumed from the nature of the goods carried, and the exception of losses by fire must necessarily have affected the compensation demanded. Be this as it may, the consideration expressed was sufficient to support the entire contract made. The objection urged to the introduction of the copy of the bill of lading annexed to the deposition of the witness, Trout, was properly overruled. The deposition was taken upon a commission and in such cases the general rule is that all objections of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. The rule may be different in some State Courts, but this rule is more likely than any other to prevent surprise and secure the ends of justice. There may be cases where the rule should be relaxed, as where the deposition is returned at so brief a period before the trial as to preclude a proper examination, and prevent a motion to suppress. In this case there was no occasion for any such relaxation of the rule, and had the objection been taken before the trial—either at the examination of the witness oc on a motion to suppress—to the proof of the copy without producing the original, or showing its loss, the opposite party would undoubtedly have secured the production of the original, if in existence, or, if it be lost or destroyed, been prepared to account for its absence.

The judgment must be affirmed, and it is so ordered.

Tonnage of New York.

The number of vessels arriving at and departing from the port of New York, together with the tonnage and seamen employed during each of the first two quarters of the year 1866, is officially stated as follows:

Entered at New York from foreign ports for the first three months of 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels	305	218,088	6,996
Foreign vessels	622	377,457	13,515
Total	927	595,545	20,511
Same time in 1865	881	415,855	14,522
Same time in 1864	927	483,256	17,614
Same time in 1863	1,063	522,116	17,255
Same time in 1862	1,246	660,643	20,368
Same time in 1861	965	458,802	15,347
Same time in 1860	808	418,998	14,731

Entered at New York from foreign ports for the three months ending June 30, 1866:

	No. of Vessels.	Tonnage.	Seamen.
American vessels	532	301,886	9,331
Foreign vessels	1,087	560,882	20,101
Total	1,619	862,768	29,432
Same time in 1865	1,316	595,654	21,107
Same time in 1864	1,564	722,273	35,777
Same time in 1863	1,405	685,587	22,462
Same time in 1862	1,297	645,047	17,754
Same time in 1861	1,435	725,676	22,499
Same time in 1860	1,330	605,729	19,827

Cleared at New York for foreign ports, for the first three months of 1866:

	No. of Vessels.	Tonnage.	Seamen.
American vessels	285	179,941	6,083
Foreign vessels	663	384,292	13,974
Total	948	564,233	20,057
Same time in 1865	834	413,629	14,079
Same time in 1864	1,002	527,039	17,360
Same time in 1863	1,147	612,030	18,632
Same time in 1862	1,093	547,859	17,535
Same time in 1861	966	418,553	16,207
Same time in 1860	709	356,398	13,048

Cleared at New York for foreign ports during the three months ending June 30, 1866:

	No. of Vessels.	Tonnage.	Seamen.
American vessels	355	223,853	7,166
Foreign vessels	979	542,684	19,308
Total	1,334	766,539	26,474
Same time in 1865	1,220	567,577	19,531
Same time in 1864	1,215	607,236	19,795
Same time in 1863	1,134	578,821	18,560
Same time in 1862	1,169	576,046	17,898
Same time in 1861	1,127	607,580	19,020
Same time in 1860	1,085	515,851	17,525

The following statement will show the relative arrivals of American and foreign tonnage at this port during the first two quarters in each of the last six years:

First half of	American. Vessels.	Tons.	Foreign. Vessels.	Tons.
1861	1,676	810,619	724	373,860
1862	1,386	724,546	1,157	481,144
1863	1,065	591,405	1,403	616,298
1864	720	421,604	1,771	783,925
1865	650	349,569	1,547	661,940
1866	837	519,974	1,709	938,337

Coastwise record at New York for the first three months of each year since 1860:

	Entered Coastwise.		Cleared Coastwise.	
Year.	No. Vessels.	Tons.	No. Vessels.	Tons.
1860	376	126,659	1,138	429,750
1861	296	104,554	844	338,675
1862	156	48,234	159	152,510
1863	423	178,552	734	215,978
1864	315	149,921	696	227,484
1865	286	136,341	532	224,845
1866	566	295,283	1,103	527,222

Coastwise record at New York for the second quarter of each year, being for the three months ending June 30th:

	Entered Coastwise.		Cleared Coastwise.	
Year.	No. Vessels.	Tons.	No. Vessels.	Tons.
1860	430	133,047	1,587	644,545
1861	355	99,541	1,020	233,229
1862	144	39,110	300	88,867
1863	470	164,391	779	223,320
1864	357	149,740	811	223,822
1865	481	220,832	897	304,227
1866	739	386,098	1,183	482,372

☞ The North Missouri Railroad has been completed from St. Louis to Macon City, a distance of 170 miles, and the State of Missouri has authorized the proprietors to give a lien for $6,000,000 on the portion finished in order to enable them to continue the road to the Iowa State line.

Atlantic and Pacific Railroad.

The Board of Commissioners of the Atlantic and Pacific Railroad Company met at St. Louis on the 1st inst., and organized by electing John C. Fremont President, D. R. Garrison, of St. Louis, Vice-President, Chas. H. Howland, of St. Louis Secretary, and J. P. Robinson, of New York, Treasurer. There was a large attendance, the representatives of twelve States and Territories being present. The meeting was entirely harmonious. The capital of St. Louis and the West was strongly represented, and much zeal was manifested in regard to this great enterprise, which its projectors and friends aver will be the first constructed railway to the Pacific.

St. Louis and Iron Mountain Railroad.

The sale of the St. Louis and Iron Mountain Railroad took place at St. Louis, as advertised in the JOURNAL, on the 27th ult. The first bid was for two millions, then four millions, which was gradually increased, until the amount reached four millions six hundred thousand dollars, at which sum it was purchased by Robert A. Watt, Esq., one of the Commissioners for the State of Missouri. The Commissioners now invite proposals, in writing, for the purchase of said road, its lands, rolling stock and appurtenances. The Commissioners are: Robert A. Watt, Charles S. Rankin, Bernard G. Farrar. Address, St. Louis, Mo.

The Union Pacific Railroad.

PLUM CREEK, Nebraska, Monday, Oct. 1.

The Government Commissioners examined and accepted 35 miles more of the Union Pacific Railroad to-day. This makes 240 miles completed.

☞ We have received Messrs. SATTERLEE & Co's Monthly Circular No. 254. Persons desiring copies can be supplied free of cost by addressing Satterlee & Co., Bankers and Brokers, 70 Broadway and 15 New street, New York.

☞ We invite attention to the Advertisement of Messrs. WILSON, CALLAWAY & Co., 44 Broad street, this city. In addition to the usual business of dealing in stocks, bonds, gold, etc., they make advances on consignments of cotton, tobacco, etc., and allow four per cent. on deposits from merchants, bankers, and others.

☞ Messrs. PERKINS, LIVINGSTON & POST, 54 Exchange Place, N. Y., are the sole agents in the United States for the sale of Cast Steel and Iron Tyres manufactured by the Monkbridge Iron Co., Leeds, England. See their Advertisement in another column.

☞ Mr. EDWARD CLARKE, of the New York Stock Exchange, (late of E. C. Broadhead & Co.) has established his office at No. 26 Broad-street. See advertisement.

☞ "A Bond and Stockholder, and a Constant reader of the JOURNAL," is informed that the statement of earnings of the St. Louis, Alton and Terre Haute Railroad for August, 1866, as published in our last issue, is correct. The following is the official statement:

1st week in August			$46,112 84
2d	"	"	49,477 51
3d	"	"	47,900 21
4th	"	"	79,462 78
Total			$222,953 34

Commerce of New York.

The foreign imports at New York for the month of August, are officially stated as follows:

	1865.	1866.
Entered for consumpt'n.	$15,903,743	$14,560,161
Ent. for warehousing...	7,553,260	8,123,406
Free goods.....	836,533	931,856
Specie and bullion	182,072	269,221
Total entered at port...	$24,475,608	$23,884,644
Withd'n from warehouse	9,661,136	10,530,593

The foreign imports at New York for the eight months from January 1st, were:

	1865.	1866.
Entered for consumpt'n.	$64,204,961	$117,624,326
Do., for warehousing...	53,210,326	85,851,147
Free goods.....	6,746,676	8,868,021
Specie and bullion	1,487,535	3,795,368
Total entered at port ..	$125,649,498	$214,138,862
Withd'n from warehouse	59,900,368	69,608,689

The revenue from customs at New York for eight months has been as follows:

	1865.	1866.
Six months	$36,695,577 07	$67,548,189 78
In July	9,778,276 65	11,507,186 60
In Aug.....	13,113,689 50	12,349,760 82
Total since Jan. 1st.	$59,587,543 22	$91,405,137 20

The exports from New York to foreign ports in August, were:

	1865.	1866.
Domestic produce..	$14,500,860	$12,646,004
Foreign merchandise free	45,045	50,720
Do., dutiable.....	135,172	226,786
Specie and bullion	1,554,398	1,587,851
Total exports..	$16,235,475	$14,511,361
Do., exclusive of specie.	14,681,077	12,923,510

The exports from New York to foreign ports for eight months from January 1st have been:

	1865.	1866.
Domestic produce.....	$95,170,873	$129,957,616
Foreign merchandise free	708,177	536,783
Do., dutiable.....	2,540,787	3,654,497
Specie and bullion	20,194,143	23,191,740
Total exports.....	$118,613,980	$187,340,636
Do., exclusive of specie.	98,419,837	134,148,896

The Russian Extension Telegraph and Atlantic Cable.

A good deal of feeling has been caused among stockholders of the Western Union Telegraph Company by the recent action of the Board of Directors, looking to the purchase of the Russian Extension Company. It appears that the Russian Extension Company was organized by the managers of the Western Union Company, with a capital of $100,000, the Western Union stockholders having the privilege of subscribing pro rata. The privilege was also reserved to the Western Union Company to consolidate with the Russian Extension in two years after the completion of the latter, upon the basis of the net earnings of the two companies. The Western Union Company, let it be borne in mind, had the option to consolidate. It was not bound to do so. The stock of the Russian line was all subscribed, and twenty-five per cent. paid in—that is, $2,500,000. In consequence of the success of the cable, the Russian Extension enterprise is to be regarded as a failure. Even if it should be completed it could never compete with the cable, for the reason that it would require an average of at least six days to get a message from London to New York over the former, while the latter transmits it ahead of time; and for the further reason that a cable can be laid much cheaper than an overland line can be constructed. How much money has been actually invested in the Russian Extension Company we do not know; but whatever has been spent is as good as sunk, and, in the event of the cable continuing to work, of which, since the finding of the old cable in good order, there is not much doubt, it is not likely the Russian line will ever be completed. In the present state of things it would certainly be folly to spend any more money upon it.—*Cincinnati Gazette.*

Western Union Telegraph.

In view of the success of the Atlantic cable and the complications to which it may give rise, the directors of the Western Union Company, at a recent meeting in the city of New York, adopted a plan permitting such holders of Extension stock as should see fit to avail themselves of it prior to February 1, 1867, to surrender their stock and take the bonds of the company in its stead. The terms on which such exchange may be made are briefly as follows: The payments hitherto made on that stock amount to $25 per share. To this is added $2 for interest, making $27 per share. A call of $5 per share was made, payable on or before December 1, 1866, which would make the aggregate of $32 per share. At that rate the company proposes to receive and retire the stock, issuing the bonds of the company at ninety cents on the dollar in lieu of it. The exchange may be made now, or at any time prior to February 1, on paying the call above referred to—the bonds to draw interest from the date of exchange. It is supposed that the call now made will complete the line; and further, that telegraphic communication with China and Japan will be established by the time the Extension line is completed. Those two countries alone will furnish all the business necessarily to make the Extension enterprise one of most successful ever devised. It will be understood, of course, that it is optional with every stockholder to exchange for bonds or to retain his stock.—*Rochester Union and Adv., Sept. 25.*

Interest and Dividends.

The Hudson River Railroad Company will pay 15th instant, a semi-annual dividend of four per cent., less Government tax.

The Columbus and Indianapolis Central Railway Company will pay, 10th instant, a quarterly dividend of two and a half per cent., free of tax.

The Lehigh Valley Railroad Company has declared a quarterly dividend of two and a half per cent., payable October 10.

Great Falls and Conway Railroad.

This road is 20.09 miles in length, extending from Great Falls, N. H., to Union Village. A survey for the continuation of the road is now being made. Two routes are embraced; one taking Conway village in course, and the other following the shore of Walker's Pond. Many are satisfied that the road would pay much better by being taken further east from Wakefield, skirting the towns of Effingham and Freedom, N. H., and going up the valley from the latter place through Madison to Conway. This would give facilities to a very large agricultural district which any of the two other projects would almost deny.

☞ The Flint and Pere Marquette Railroad Company, of Michigan, now have means to complete 27 miles more of their road west of Saginaw, and have advertised for proposals for clearing, grading and fencing, and also for bridging the Saginaw River. They raised funds by selling $135,000 of stock at par, and also by loaning $275,000. This loan was made on very favorable terms, mainly at New Bedford, among capitalists who own the Flint and Holly Railroad.

☞ The Maryland and Delaware railroad has been completed to Goldsborough, 20 miles from Smyrna, and will be open to Hillsborough, 32 miles, by the 1st of December. Tench F. Tilghman, Esq., is Chief Engineer and Superintendent. Address, Greensborough, Md.

Chicago and Michigan Grand Trunk R. R.

We learn that the officers of the Peninsular, Michigan, Railroad are doing all in their power to further its interests and to benefit the community to be affected by it. The road, when completed, will be a link in a chain of roads from Port Huron to Chicago; the Port Huron and Lake Michigan Company, extending from Port Huron to Lansing; the Peninsular Railway Company, extending from Lansing to Battle Creek; a company about to be organized, from Battle Creek, *via* Cassopolis and Edwardsburg, to the Indiana State line; a company from that point, *via* South Bend and Laporte, to the west line of Indiana, and thence to Chicago. Upon the Port Huron and Lake Michigan road forty miles are now graded, and the whole line from Port Huron to Flint will be graded this fall, over two hundred men being now at work upon it; the line will be completed from Flint to Lansing and put under contract this fall, and from Port Huron west twenty-eight miles of iron will be laid this fall.

Boston, Hartford and Erie Railroad.

At a meeting of the directors of the Boston, Hartford and Erie Railroad, held in Boston on the 25th ult., John S. Eldridge of Canton was elected president, Edward Crane of Dorchester, vice-president, and H. S. Barry of Boston treasurer *pro tem.*

☞ The Detroit and Howell (Michigan) Railroad enterprise is progressing. The line from Howell to Lansing will be organized soon. The lines from Plymouth to Howell and from Lansing to Ionia will be put under contract within a few weeks. The final survey is now nearly completed. The line from Lansing to Ionia will in all probability be extended to Greenville, twenty miles from Ionia, the present autumn. The latter point is about forty miles from Lake Michigan.

☞ At a meeting of the stockholders of the Savannah, Griffin and North Alabama Railroad, held at Griffin, Georgia, on the 14th, ult., a resolution was adopted authorizing the appointment of an agent to visit the financial centres of the North to negotiate the sale or lease of the road on the condition of its being built from Griffin to Newnan in one year, and to Decatur, Alabama, in six years.

☞ The Leeds and Farmington (Me.) Railroad Company has assessed its stockholders 28 per cent. to pay off its mortgages, and leased its road for fifty years to the Androscoggin Railroad Company for $32,000 per year for the first five years, and then an annual increase of $2,000 per year, until the rent reaches $40,000 annually.

☞ The foreign bondholders of the New Orleans, Jackson and Great Northern Railroad Company have accepted the proposition of the company to fund the accrued interest as a second mortgage and to begin at an early day the payment of interest upon the original bonds.

☞ A company has been chartered to construct a railroad connecting with the Covington and Ohio Railroad, and having the eastern terminus at Newport News on Hampton Roads, which is said to be the finest harbor on the Eastern coast.

WANTED—By a Railway Commission House in the City of New York, a thoroughly Competent Salesman. With one having a good trade and acquaintance liberal arrangements will be made. Address P. O. Box 4,955, New York P. O.

AMERICAN RAILROAD JOURNAL.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent of the *Journal*.

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American Railroad Journal.

New York, Saturday, October 13, 1866.

Railway Statutes of New York.

We have thought that a brief digest of the Railway Statutes of New York, comprising the miscellaneous sections of especial importance to railway companies would be of value to our readers. We give them in the order of their passage by the Legislature.

1. *Railroads, Common Carriers.*—Any railroad company receiving freight for transportation, shall be entitled to the same rights, and be subject to the same liabilities as common carriers. Whenever two or more railroads are connected together, any company owning either of said roads receiving freight to be transported to any place on the line of either of the said roads so connected, shall be liable as common carriers for the delivery of such freight at such place. In case any such company shall become liable to pay any sum by reason of the neglect and misconduct of any other company or companies, the company paying such sum may collect the same of the company or companies by reason of whose neglect or misconduct it became so liable. Sec. 9, [Revised Statutes, page 681, fifth edition, 1858.]

2. *Right to take and carry—Motive Power—Compensation—Regulations.*—Every corporation formed under this act shall have power: To take and convey persons and property on their railroad by the power or force of steam, or of animals, or by any mechanical power, and to receive compensation therefor—to regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor; but such compensation for any passenger and his ordinary baggage, shall not exceed three cents per mile. (Laws of 1850, ch. 140, § 28.)

Sec. 33 provides that the Legislature may reduce or alter the rate of freight, fare, &c., on such railroads; provided, that the same shall not be reduced below a profit of ten per cent. per annum upon the capital actually expended, without the consent of the corporation; nor unless it shall have been ascertained that the net annual income of the corporation exceeds ten per cent. per annum on the capital actually expended. (Laws of 1850, ch. 140, § 33.)

3. *Conductor and others must wear Badge—Refusal to pay fare—Expulsion.*—Every conductor, baggage master, engineer, brakeman, or other servant of any railroad corporation employed on a passenger train or in stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector without such badge shall have authority to meddle or interfere with any passenger, his baggage or property. *Ib.*, Sec. 30.

If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecesary force, at any usual stopping place, or near any dwelling house, as the conductor shall elect on stopping the train. *Ib.*, Sec. 35.

4. *Accommodations—Notice of Trains—Neglect—Damages.*—Every such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodation for the transportation of all such passengers and property as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting, and the junctions of other railroads, and at usual stopping places established for receiving and discharging way passengers and freights for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of freight or fare legally authorized therefor; and shall be liable to the party aggrieved, in an action for damages for any neglect or refusal in the premises. *Ib.*, Sec. 36.

5. *Checking Baggage—Refusal—Penalty—Witness.*—A check shall be affixed to every parcel of baggage when taken for transportation by the agent or servant of such corporation, if there is a handle, loop or fixture, so that the same can be attached upon the parcel so offered for transportation, and a duplicate thereof given to the passenger or person delivering the same on his behalf; and if such check be refused on demand, the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; and further, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded by the conductor in charge of the train; and on producing said check if his baggage shall not be delivered to him, he may himself be a witness in any suit brought by him to prove the contents and value of said baggage. *Ib.*, Sec. 37.

6. *Formation of Trains—Violation of act a Misdemeanor.*—In forming a passenger train, baggage, freight, merchandise or lumber cars shall not be placed in rear of the passenger cars; and if they or any of them shall be so placed, the officer or agent who so directed, or knowingly suffered such arrangement shall be deemed guilty of a misdemeanor, and be punished accordingly. *Ib.*, Sec. 38.

7. *Sign Boards at Crossings.*—Every such corporation shall cause to be placed, well supported by posts or otherwise, and constantly maintained across each traveled public road or street where the same is crossed by the railroad on the same level; said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers, and on each side of such boards, shall be painted in capital letters of at least the size of nine inches each, the words "Railroad crossing, look out for the cars." But this section shall not apply to streets in cities or villages, unless the

corporation shall be required to put up such boards by the officers having charge of such streets. *Ib.*, Sec. 40.

8. *Intoxication of Engineer or Conductor.*—If any person shall, while in charge of a locomotive engine running upon the railroad of any such corporation, or while acting as the conductor of a car or train of cars, on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor. *Ib.*, Sec. 41.

9. *Injury of Railroads, etc.—Penalty.*—If any person or persons shall wilfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to the said corporation treble the amount of damages sustained by such offence. *Ib.*, Sec. 42.

10. *Fences, Gates and Cattle Guards—Damages—Penalty—Walking on Track.*—Sec. 44 provides that railroads shall construct and maintain fences along the line of road, and gates and cattle guards at necessary places. Corporations shall be liable for damages to cattle, etc., when the injury results from negligence or wilfulness. Any person leading animals along the inclosure formed by such fence without consent of corporation shall be liable to a penalty of ten dollars. It shall not be lawful for persons not employed on such railroad, to walk along the track thereof, unless the same is laid along a public road. *Ib.*, Sec. 44.

11. *Riding on Platform—Injury.*—In case any passenger on any railroad shall be injured, while on the platform of a car, or in any baggage, wood or freight car, in violation of the printed regulations of the company posted up at the time in a conspicuous place, inside of its passenger cars then in the train, such company shall not be liable for the injury; provided said company at the time furnished room inside its passenger cars, sufficient for the proper accommodation of the passengers. *Ib.*, Sec. 46.

12. *Extension of Act to all Railroads.*—All existing railroad corporations within this State, shall respectively have and possess all the powers and privileges contained in this act, and they shall be subject to all the duties, liabilities and provisions, not inconsistent with the provisions of their charter, contained in the foregoing sections, 28, (except subdivision 9,) 30, 33, 35, 36, 37, 38, 40, 41, 42, 44 and 46 of this act. *Ib.*, Sec. 49.

This digest brings the statutes relating to railways down to 1854, from which point we shall continue it to the present year.

Russian-American Telegraph.

The St. Petersburg *Borsen Zeitung* says that all preparations on the mainland, and the soundings in Behring Straits, for the completion of the line of telegraph between Russia and America are nearly finished. In the coure of the present year the telegraph will be constructed over a distance of three thousand five hundred miles beyond Revel, and the lines will be finished from Granlay Haven to the Kwichpak, and along the valley of this river, from the mouth of the Anadyr to Fort Anadyr, from Okhotsk to Gischiga, and perhaps even as far as to be joined with the Anadyr line. The cable between Granlay Haven and Ssenjawin Bay, a distance of about seven hundred miles, and that between Cape Sponberg and Cape Tolstoi, in the Bay of Anadyr, will, as it is said, be laid before the end of this month.

Pacific Railroad of Missouri.

The earnings of this road for the fiscal year ending March 1, 1865 and 1866, have been as follows:

Main Line:	1865.	1866.
From passengers	$453,880 41	$831,245 11
" freight	609,272 14	924,075 86
" mails	30,487 50	37,996 25
" rents, etc	5,127 64	1,039 00
Totals	$1,097,967 69	$1,794,356 22
Transportation exp.	886,483 23	1,393,530 08
Net earnings	$211,484 46	$400,826 14
South West Branch:		
From passengers	$84,204 07	$69,923 61
" freight	107,902 31	82,501 34
" mails	5,775 00	5,775 00
" rents	12 00	
Totals	$197,713 38	$158,199 95
Transportation exp.	195,849 47	201,876 70
Net earnings	$1,863 91	
Loss on operating		$43,676 75
Earnings of both roads	$1,295,681 07	$1,952,556 17
Transportation exp.	1,082,332 70	$1,595,406 78
Net earnings	$213,348 37	$357,149 39

EXPENSES OF TRANSPORTATION IN DETAIL.

	1865. Main Line.	1865. S. W. Branch.	1865. Total.	1866. Main Line.	1866. S. W. Branch.	1866. Total.
Repairs of engines	$78,759 16	$17,962 64	$96,721 80	$132,908 83	$19,359 61	$152,353 44
" cars	36,325 42	14,708 71	90,070 77	90,077 73	12,327 73	102,398 50
" road bed	44,674 67	16,122 27	60,796 94	83,802 18	17,563 33	101,365 51
" track	168,584 57	45,388 39	213,972 96	339,490 75	45,860 32	385,351 07
" bridges	106,108 85	3,225 80	109,334 15	65,443 12	4,483 68	69,926 80
" buildings, etc	66,968 63	7,160 59	74,129 22	77,121 28	2,908 65	80,029 93
Fuel consumed	69,163 97	21,993 53	91,157 50	120,419 80	29,528 85	149,948 65
Oil and waste	14,776 66	3,234 77	18,011 43	24,148 72	2,895 58	27,044 30
General superintendence	8,686 63	2,540 71	17,227 34	9,714 50	2,470 85	12,174 85
Agents and clerks	29,488 53	7,558 91	37,047 64	40,663 88	8,442 97	49,106 85
Train hands	83,653 78	20,777 86	104,431 64	134,823 00	19,489 42	158,812 42
Flagmen	39,613 73	4,649 16	44,262 89	59,741 00	5,898 48	65,684 48
Watchmen, etc	9,210 46	2,661 10	11,781 56	14,484 22	2,480 05	16,914 27
Handling freight	31,828 24	13,056 76	44,885 00	44,682 27	10,402 06	55,084 33
Stationery, etc	10,497 59	2,590 37	13,087 96	13,698 23	2,264 27	16,227 50
Loss and damage	8,471 44	2,659 11	11,120 54	27,520 53	1,874 45	29,394 98
All other expenses	59,761 40	9,558 80	69,320 20	112,933 23	18,358 48	126,191 66
	$886,483 23	$196,849 47	$1,082,332 70	$1,398,580 08	$201,876 70	$1,595,406 78

At the date of the last annual Report, February 28, 1865, the road was completed to Warrensburg, 218 miles from St. Louis; leaving a gap of 65 miles unfinished. On the 28th of May, 1865, trains commenced running to Holden, 232¼ miles; on the 14th of June to Kingsville, 237 miles; on the 26th of July to Pleasant Hill, 248½ miles; and on the 19th of September the last rail was laid and spike driven at Little Blue, 265 miles, where a connection was made with the track which had been laid eastward from Independence, 7.6 miles; the road having been opened and operated from Kansas City to Independence same months previous. On the 20th of September, the President and Vice-President of the company passed over the whole line of road from Kansas City to St. Louis, a distance of 283 miles; and on the 2d of October, the trains commenced their regular trips.

The Report gives a complete history of the enterprise from its inception in 1849 to the date of its completion in 1865—all of which we are obliged to omit for want of space.

The following statement will show the earnings of the road from commencement. It will be recollected that it was only in operation its whole length from October 2, 1865:

Year ending December	31, 1852	$ 108 15
" "	31, 1853	41,323 29
" February	28, 1855	97,176 39
" "	28, 1856	330,222 34
" "	28, 1857	426,285 97
" "	28, 1858	668,346 59
" "	28, 1859	674,248 95
" "	28, 1860	648,600 00
" "	28, 1861	683,644 28
" "	28, 1862	457,183 69
" "	28, 1863	679,956 06
" "	28, 1864	906,745 95
" "	28, 1865	1,097,967 69
" "	28, 1866	1,794,356 22

Since the destruction of the road, bridges, depots, &c., &c., during the invasion of the fall of 1864, we were necessiated to husband every resource to complete the road, and every building that could be dispensed with, and every other outlay that could be postponed, became imperative; so that after rebuilding water tanks and repairing the track and bridges, &c., &c., all the available means were applied to the construction of the road and in adding to the rolling stock, so necessary to operate the same as it progressed; and although strict economy was observed in all departments, yet it will be seen on referring to the accompanying reports that there is a large "floating debt" yet to be provided for; besides large sums of money to pay for engines, coaches and cars now being made, required for its length and business.

The gross earnings for the past year show a large increase over any previous one; but the net earnings do not appear in so favorable a light. This is easily explained, and may not happen again. It is known that there are two great features to obtain in railroading—the one "construction" and the other operating. When the road is completed, its cost is readily learned, and is fixed and stationary, and all repairs, renewals of track, bridges, depots, water tanks, rolling stock, &c., &c., that become necessary thereafter, are charged to the operating expenses of the road; and so great has been the outlay made necessary in order to meet the growing business, that, notwithstanding the large gross receipts, the net earnings seem small.

During the past year the track, buildings, bridges, &c., &c., which have been added and replaced, are as follows: Bridges at Lamine Box creek, Evans creek, Limekiln and Grays creek, Nos. 1, 3 and 4 to replace the original structures. Station houses have been built at South Point,

Gray's Summit, Miller's Landing, Hermann, Osage, California, Syracuse and Otterville. Tank houses at Miller's Landing and McDirk's. Some additions have been made to the machine shops at Jefferson City and St. Louis, an addition at Warrensburg, and an engine house at Knobnoster; a very large extension has been made to the freight house at Seventh street, St. Louis; besides many of the sidings or switches along the road have been lengthened. During the year, 43,437 new cross-ties have been placed in the main line between St. Louis and Gasconade, and 37,046 between Gasconade and Dresden; 6 new freight locomotives, 6 new passenger coaches, 75 box cars, and 8 stock cars have been added. In addition there have been made at the company's machine shop 5 baggage, 5 caboose, 9 box, and 40 stock cars; and 2 passenger coaches will be finished in the ensuing June; 389 tons of iron have been re-rolled, and 520 tons of new iron have been placed in the track. And at Kansas City an engine house for 3 locomotives, and a blacksmith shop have been erected. The cost of nearly all of the foregoing has been charged to operating expenses.

The right of way along the levee has been obtained from the Common Council at Kansas City, and arrangements satisfactorily made with parties westward for the right of way to the State line.

Messrs. Robt. Campbell, David Rankin, Jr., and Hudson E. Bridge have purchased grounds in Kansas City on which a large freight house has already been erected for the joint use of the Union Pacific and this company. It is intended to build on these grounds the machine shop and passenger depot. These gentlemen have paid for the ground, and so soon as the several sums paid by them with interest is refunded, they will convey the title to the company.

The track extends and the road is operated at this time to Locust street, at which point a passenger and freight depot has been built, and work is progressing westwardly to the State line, distant one and three-fourths of a mile, and the track will be laid and trains operated to meet the Union Pacific Railway about the last of this month.

The Missouri River Railroad, connecting our own with Leavenworth, is extending their road along the banks, meeting this road at the State line, being of the same gauge and a feeder.

A lease has been negotiated and executed between that company and our own for a term of twenty years, and it is expected that the road will be finished and operated during the ensuing June.

The contracted cattle yards have been greatly enlarged, and superior accommodations furnished under a contract with parties who give it their personal attention.

The first grand division of the road has been fixed at Jefferson City, and a large donation of ground favorably located has become the property of the company, upon which the machine shop, &c., will be removed and extended.

The regular monthly instalments of interest have been paid the County of St. Louis, and every effort made to sustain the credit of the company. With a completed road and no sufficient equipment to operate, the same would not be unlike a finished house, without furniture; and to avoid the former as much as possible, additional rolling stock has been ordered, to be paid for when delivered. Much of the equipment added the past year has been paid for by the individual credit of the Directors, who are at this time largely in advance.

Twenty locomotives, eleven passenger coaches, and one hundred box cars are contracted for, and will be delivered the succeeding months. Besides, it becomes imperative that some considerable new or re-rolled iron should replace the rail east of Jefferson City. Advices have been received that some of the locomotives and passenger coaches are *in transitu*, and others will immediately follow; and it is probable that an evening express through trains will be inaugurated the ensuing April.

Southwest Branch.

It will be seen on referring to the act of the General Assembly, approved March 3d, 1857, that the road became the property of the State on the 3d of March 1861. Not being so extended to Springfield, and the Chief Executive of the State declining to take possession, the road has been ever since operated by the company, and during the year 26,864 cross-ties have been renewed, and water stations built at Moselle and Sullivan, and the track and road bed is in good condition. By an act of the General Assembly, approved February 19th, 1866, the Governor was required to take possession of the road, and, pursuant to his requisition, the road, rolling stock and appurtenances have been scheduled, and the same is now operated by Commissioners. A temporary arrangement for transportation over the main line has been satisfactorily made.

The earnings of the year are not flattering. From the account stated between the two roads it appears that the branch is debtor to the main line. A sale of all the remaining "free lands" has been effected, and as the residue of lands allotted to the company was the property of the Southwest Branch, that portion attached to the main line having been sold, the Land Department has been discontinued.

The telegraph line was extended soon after the opening of the road to Kansas City, and is in successful operation along the whole line.

The road and rolling stock are in good order, and notwithstanding the greatly increased transportation, no passenger has yet been injured.

The same policy of guarding the road, bridges, &c., is continued, and no material change made in its general management.

The equipment of the road consists of 48 locomotives; 31 passenger, 7 mail, 17 express, 23 caboose, 239 box, 133 stock, 211 flat, 1 magazine, 4 wreck, 1 paymaster's and 9 shanty cars. Number of miles run 831,433. Total cost $348,942 54. Average number of miles run by engines 17,321.

Condensed Balance Sheet, March, 1.

Main Line:	1865.	1866
Capital stock	$3,497,085 45	$3,581,598 78
State bonds	7,000,000 00	7,000,000 00
Land grant sales	111,215 97	131,039 38
" " rents	216 90	255 90
Total receipts from transportation	6,645,300 15	8,461,010 75
Mortgage construction bonds	1,314,000 00	1,500,000 00
St. Louis county b'ds	12,350 00	700,000 00
Bills payable	241,209 21	911,688 16
Audited acco'ts unpaid	408,003 02	238,754 66
	$19,229,380 70	$22,524,347 63
Construction—East.	$6,022,716 87	$6,051,303 91
" West.	4,093,011 53	5,181,829 15
Rolling stock	1,101,970 76	1,504,015 27
Office expenses	133,635 17	151,259 68
Contingencies	75,062 75	76,110 21
Interest account	750,241 28	953,297 97
Discount on construction and anticipation bonds	8,860 00	8,860 00
Commission on purchases	17,375 95	17,375 95
Suspended debts	218,148 09	43,518 18
Materials on hand	139,405 29	122,569 35
Cash in hands of trustees	21,724 05	31,578 05
Cash in hands of fund commissioners	3,155 35	9,893 00
Interest, discounts & commissions	1,141,078 89	1,238,933 13
Land grand expenses	5,362 43	6,044 38
Total transportation expenses	5,502,631 29	6,896,161 37
Due by South West Branch	....	61,968 12
Cancelled debts	....	169,629 91
	$19,229,380 70	$22,524,347 63

S. W. Branch:	1864.	1865.
Capital stock	$70,513 33	$.... ....
Construction bonds	3,232,000 00	3,282,000 00
State bonds	1,268,000 00	1,268,000 00
Sales of land	20,655 83	20,655 83
Rent of Granby Mines	24,328 94	24,328 94
Total receipts from transportation	960,640 20	1,151,718 40
Audited accounts unpaid	....	95 00
Balance due Main Line	....	61,968 12
	$5,576,138 30	$5,758,766 29
Construction	$3,098,939 84	$3,099,574 84
Rolling stock	116,926 86	119,737 87
Office expenses	41,912 61	46,650 50
Commission on purchases	2,140 93	2,140 93
Contingencies	24,166 92	28,666 92
Interest on bonds	567,321 94	577,321 94
Cash	31,992 61	....
Discount and commission	1,032,975 59	1,032,765 59
Expenses of Geological survey, etc	42,369 16	42,369 16
Total transportation expenses	617,661 84	819,538 54
	$5,576,138 30	$5,758,766 29

Included in the amount charged to the operating expenses of the road for the past year, are the following items:

520 tons of iron used	$59,600 00
Spikes, chairs, etc.	6,500 00
Material and labor in rebuilding depots	19,780 00
" " " bridges	24,160 00
" " " water stations	1,920 00
Rerolling 389 tons rails, and hauling to and from Mills	22,700 00
Fish plates and chairs	5,000 00
	$139,660 00

In addition to these items, there have been rebuilt at Machine shops, 5 locomotives, 4 passenger, 3 mail, 2 baggage, and 2 caboose cars, and at least 75 per cent of the material used in their construction was entirely new.

President.—George R. Taylor.

Directors.—George R. Taylor, Robert Campbell, Adolphus Meier, George Patridge, Oliver A. Hart, Robert Barth, Hudson E. Bridge, Henry L. Patterson, Daniel R. Garrison, Samuel B. Wiggins, Benjamin Stickney, Charles H. Peck, and Wm. M. McPherson.

Vice President.—Daniel R. Garrison.

Secretary and Treasurer.—J. C. Porter.

Chief Engineer and Sup't.—T. McKissock.

Dubuque and Sioux City Railroad.

This company have decided to at once commence grading on the northern branch of their road from Waverly to the Minnesota line. The only question to be decided is: "What course shall the road run?" The citizens of the Cedar, the Little Cedar, Floyd Creek and the Shell Rock Valleys are making strenuous efforts to secure the road through their respective localities. Engineers are already in the field surveying the different routes and obtaining all the information they can in regard to the expenses of building and operating the road and the business that will be given to it when finished.

☞ The Iowa Division of the Chicago and Northwestern Railway is now completed to within about 90 miles of Omaha. The rails are to be laid upon this portion of the route by the 1st of April next.

Union Pacific Railway.

WYANDOTTE, Kansas, Saturday, Oct. 6.

Gens. Curtis and Simpson, and Dr. White, Commissioners, have just examined the Fifth Section of the Eastern Division of the Union Pacific Railway, and reported upon the same to the Secretary of the Interior. The road is now running a hundred and thirty-two miles west of Wyandotte.

Oswego and Syracuse Railroad.

This road is 36.29 miles in length, extending from Syracuse to Oswego. At the former place it connects with the New York Central, and Syracuse, Binghamton and New York Railroads; and at the latter with steamboats to ports on Lake Ontario and the St. Lawrence. It has 2.21 miles of sidings, and 0.39 mile of branch road. The weight of rail per yard is 57 lbs. The equipment consists of 5 engines, 7 first class, and 3 second class passenger cars, 4 baggage, mail and express, and 63 freight cars.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$119,074 93	$128,254 25
" freight	95,347 41	104,287 15
" mails	2,846 39	3,043 00
" interest	1,449 81	4,331 00
" bonds	114,000 00	.....
" use of freight cars	51 49	.....
" land	2,237 00	.....
" miscellaneous	223 86	721 57
Totals	$335,230 89	$240,636 97
Payments, other than for construction:		
Transportation exp.	$106,937 86	$181,026 67
Interest	13,880 48	21,668 59
Dividends on stock, 8 per cent	39,223 50	36,562 50
Payments to surplus fund	81,983 51	1,231 59
Payments for repair shops	.....	147 42
Totals	$242,025 35	$240,636 97

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$119,074 93	$128,254 25
" freight	95,347 41	104,287 15
" other sources	4,571 55	8,095 57
	$218,993 89	$240,636 97
Expenses, viz:		
Repairs of road	$15,117 03	$23,261 89
Cost of iron for do	5,208 87	14,762 48
Repairs of buildings	2,777 42	3,152 40
" fences & gates	1,016 88	2,684 92
Taxes	11,917 36	27,677 02
Repairs of engines	11,403 27	14,368 88
" cars	6,968 03	12,128 69
" tools, etc.	1,020 94	2,645 86
Incidental expenses	1,754 14	2,989 61
Office expenses	1,124 90	2,222 68
Agents and clerks	2,818 29	3,347 70
Labor, handling freight	4,936 69	5,839 00
Porters, watchmen and switch tenders	1,654 20	1,762 62
Wood and water station attendance	1,632 94	1,671 46
Conductors, etc.	2,186 42	2,868 24
Engine and firemen	5,050 36	5,477 24
Fuel and preparing	14,302 73	36,140 67
Oil and waste	1,370 13	1,587 04
Loss and damage	1,217 97	2,597 87
Use of freight cars	1,155 48	2,743 10
Gen'l superintendence	2,300 00	1,954 82
Contingencies	10,003 81	9,142 68
	$106,937 86	$181,026 87
Earnings less exp.	$112,056 03	$59,610 10

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	$258,655 13	$312,096 87
Bridges	25,078 38	25,078 38
Superstructure including iron	283,257 41	293,016 58
Passenger and freight stations, buildings & fixtures	10,056 24	10,183 52
Engine and car houses, machine shops, machinery and fixtures.	23,735 47	24,810 86
Land, land damages and fences	151,461 28	156,342 14
Locomotives & fixtures and snow plows	63,139 33	63,139 33
Passenger and baggage cars	21,256 55	25,696 61
Freight and other cars	43,804 02	46,204 10
Engineering & agencies	21,409 71	23,241 13
Totals	$901,853 52	$979,810 12

STOCKS AND DEBTS.

	1864.	1865.
Capital stock	$396,340 00	$482,400 00
Funded debt	311,500 00	311,500 00
Floating "	23,708 34	19,875 00
Totals	$731,548 34	$813,775 00

The number of miles run by passenger trains in 1865, was 44,096; by freight trains, 28,210; by work trains, 14,896—total, 87,202 against 88,498 in 1864, a decrease of 1,296. Number of passengers carried in 1865, was 170,137; do., carried one mile, 3,746,946. In 1864 the number carried was 181,416, and the mileage of do., 3,958,185—a decrease in passengers of 11,279, and in mileage of 211,239. Tons of freight carried in 1865, 72,705; and the mileage of do., 2,236,346. In 1864 the tonnage was 79,834, and the mileage of do., 2,451,432—a decrease in tonnage in 1865, of 7,129, and in mileage of 215,086.

☞ Track laying upon the Union Pacific Railroad is progressing so rapidly that it will reach the crossing of the North Platte River, a distance of 285 miles from Omaha, by the 1st of November next; and will be completed to a point within 40 miles of Julesburg by the 1st of January, 1867.

Syracuse, Binghamton and New York R. R.

This road is 81 miles in length extending from Geddes to Binghamton. At Syracuse it connects with the Oswego and Syracuse, and New York Central Railroads; and at Binghamton with the Erie Railway. It has 8 miles of second track and sidings. The weight of rail per yard is 60 lbs. The equipment consists of 12 engines, 10 passenger, 3 baggage, mail and express and 121 freight cars.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$161,393 92	$173,570 26
" freight	237,056 32	195,730 41
" express	6,927 88	11,620 33
" mail	6,000 00	6,000 00
Miscellaneous items	2,673 51	5,772 70
Totals	$414,015 68	$392,693 70
Payments, other than for construction:		
Transportation exp.	$170,928 79	$347,747 16
Interest	110,145 81	87,268 36
Totals	$281,074 60	$435,015 36

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$161,393 92	$173,570 26
" freight	237,056 32	195,730 41
" other sources	12,927 88	17,620 33
	$411,378 12	$386,921 00
Expenses, viz:		
Repairs of road	$40,832 46	$105,660 75
Cost of iron	20,325 14	60,723 80
Rents	597 50	652 50
Repairs of buildings	6,643 31	16,249 25
" fences, etc.	168 22	2,702 46
Taxes	8,078 84	23,988 26
Repairs of engines	12,713 85	31,825 26
" cars	18,109 99	21,512 60
" tools, etc.	1,090 49	3,176 77
Incidental expenses	2,021 54	2,346 91
Office expenses	572 86	110 61
Agents and clerks	4,987 80	5,758 97
Labor, handling freight	4,064 48	5,567 03
Porters, watchmen and switch tenders, etc.	2,255 85	2,677 00
Wood and water station attendance	42 85	.....
Conductors, etc.	3,982 20	5,092 36
Engine and firemen	3,950 92	5,469 74
Fuel and preparing	16,287 79	34,386 55
Oil and waste	5,520 29	6,488 61
Loss and damage	11,892 02	3,650 01
Gen'l superintendence	3,750 08	3,750 02
Contingencies	2,940 31	6,506 83
	$170,928 79	$347,747 16
Earnings less exp	$240,449 33	$39,173 84

COST OF ROAD AND EQUIPMENT.

	1864.	1865.
For graduation and masonry	$27,356 29	$27,356 29
Bridges	39,121 19	39,381 94
Superstructure, including iron	5,249 71	9,249 71
Passenger and freight stations & fixtures.	13,904 19	16,945 31
Engine & car houses, machine shops, machinery, etc.	15,452 48	17,399 22
Land, land damages and fences	18,750 11	19,250 11
Locomotives and fixtures and snow plows	372 97	372 79
Passenger & baggage cars	1,350 00	1,350 00
Freight & other cars.	7,443 08	14,286 53
Engineering and agencies.	2,579 43	2,694 43
Gross sum paid for the road in Oct. 1856	2,667,243 35	2,667,243 35
Cost of Union R. R. purchased Aug. 12, 1858	133,983 77	133,983 77
Totals	$2,932,806 39	$2,949,513 45

STOCK AND DEBTS.

	1864.	1865.
Capital stock	$1,200,130 00	$1,200,130 00
Funded debt	1,587,257 00	1,595,191 22
Floating debt	38,832 53	83,868 75
Totals	$2,826,219 53	$2,879,189 97

The number of miles run by passenger trains in 1865, was 128,326; by freight trains, 80,309—total, 208,635, against 207,280 in 1864—an increase of 1,755. Number of passengers carried in 1865, 259,183; do., carried one mile, 6,554,885. In 1864, the number carried was 240,954, and the mileage of do., 6,035,905—showing an increase in passengers of 18,229, and in mileage of 518,480. The number of tons of freight carried in 1865, was 182,441; and the mileage of do., 13,158,884. In 1864 the tonnage was 253,636; and the mileage, 18,293,256—a decrease in tonnage of 31,195, and in mileage of 5,134,872.

Railroads and Canals of New Jersey.

An abstract statement of their finances, etc., for the year ending December 31st, 1865.

(Compiled from the official Returns to the Legislature.)

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Rate. p. c.
	$	$	$	$	$	M.	$	$	$	$	$	$	
Belvidere Delaware	997,112	2,193,000	259,473	3,449,585	3,425,878	64.21	159,452	363,453	57,152	589,057	436,888	143,169	....
Burlington County	177,750	60,000	16,750	254,500	250,000	7.12	39,415	26,416	739	66,570	68,838	*2,258	....
Central	10,685,940	1,509,000	.....	12,194,940	13,255,237	73.08	688,774	2,286,780	60,835	3,036,390	1,748,484	1,287,956	‡10
Camden and Atlantic	1,062,743	1,034,776	143,352	2,240,871	1,885,941	60.22	210,700	69,337	3,600	283,638	189,571	94,067	....
Cape May and Millville	447,000	200,000	13,552	660,552	659,603	39.00	.....	.....	.....	81,322	70,038	11,284	....
Delaware and Raritan Canal	2,298,400	10,169,472	175,000	17,186,672	4,315,143	65.50	.....	.....	.....	1,128,007	317,578	810,429	†5
Camden and Amboy	4,543,800				9,476,363	104.20	.....	.....	.....	5,146,650	4,254,726	891,924	
Freehold and Jamesburg Agricultural	230,845	.....	.....	230,845	230,332	11.50	18,829	30,219	790	49,839	32,640	17,199	5
Flemington	150,011	99,500	119,739	369,250	369,250	12.00	8,736	6,090	515	15,402	17,123	*1,721	....
Hibernia Mine Railroad Co.	25,250	.....	15,000	40,250	40,250	....	.....	.....	.....	18,880	14,867	4,013	....
Hackensack and New York	94,100	40,000	.....	134,100	154,416	4.88	.....	.....	.....	47,394	41,624	5,770	....
Long Branch and Sea Shore	.....	.....	.....	.....	176,277	9.00	(Unfinished.)						
Morris and Essex	3,199,050	3,084,775	108,104	6,391,929	6,537,292	90.00	457,162	192,147	31,147	680,456	513,786	166,670	◊7
Millstone and New Brunswick	102,365	.....	8,749	111,114	111,114	6.63	5,993	6,504	.....	12,947	8,110	4,387	....
Morris Canal	2,000,000	860,715	.....	3,060,715	3,093,627	101.00	.....	.....	.....	596,033	298,742	297,301	10
Millville and Glassboro'	368,200	3,750	176	372,126	433,303	22.30	.....	.....	.....	53,362	32,436	20,926	6
Newark and Bloomfield	103,890	.....	.....	103,890	112,575	6.00	.....	.....	.....	40,649	33,592	7,056	3½
Northern	158,800	260,000	64,521	483,321	461,561	21.27	120,823	52,307	11,901	185,032	185,158	26,874	....
New Jersey	5,000,000	805,000	.....	5,805,000	4,641,335	33.80	1,451,773	262,438	161,770	1,875,981	1,072,658	803,323	10
Orange and Newark (horse)	281,550	305,950	.....	587,500	599,414	17.00	100,855	.....	4,502	105,357	75,899	29,458	....
Paterson and Ramapo	248,000	100,000	.....	348,000	350,000	15.12	(Leased and operated by Erie Railway Co.)					.....	5
Paterson and Hudson River	630,000	.....	.....	630,000	630,000	14.50	(Leased and operated by Erie Railway Co.)					.....	8
Perth Amboy and Woodbridge	57,200	100,000	.....	157,200	214,582	6.50	10,665	1,495	.....	12,160	11,808	352	....
Rocky Hill	45,345	.....	.....	45,345	45,006	....	.....	.....	.....	.....	.....	.....	....
Raritan and Delaware Bay	2,520,700	1,498,000	664,885	4,684,385	3,975,489	81.00	166,093	135,172	19,359	320,624	351,586	*30,962	....
South Branch	388,300	.....	.....	388,300	408,582	16.00	(Operated by Central R. R. Co. of New Jersey.)						....
Salem	180,550	100,000	.....	280,550	262,565	16.00	.....	.....	.....	37,469	26,919	10,550	6
Sussex	192,625	200,000	5,074	397,699	397,699	12.00	.....	.....	.....	53,054	36,706	16,348	....
Warren	1,408,300	600,000	.....	2,008,300	2,008,300	21.04	32,955	235,071	4,669	272,695	149,983	122,712	5½
West Jersey	588,400	400,000	388,000	1,376,400	1,588,483	38.05	.....	.....	.....	255,593	199,000	56,593	....

* Loss in operating road. † Also a dividend of 5 per cent. in stock. ‡ Also a dividend of 25 per cent. ◊ Part cash and part stock.

An interesting experiment has just been made by Mr. Eaton, of the Grand Trunk (Ca.) Railway, to try the new peat fuel introduced by Mr. Hodges. The locomotive was specially adapted for the purpose by Mr. Eaton. The peat, which was green, was estimated to contain 30 per cent. of water, instead of the average amount of 10 per cent., which ordinary dried peat holds. The train ran from Montreal to Matilda, a distance of 102 miles, six minutes in advance of the ordinary running time, and carrying the full amount of steam the entire way. This section of the Grand Trunk contains the heaviest gradients between Montreal and Toronto, which renders the work performed remarkable.

The result, so far, establishes the fact that a ton of green peat will perform an equal if not greater amount of work than a cord of seasoned wood. It is a well known fact that ordinary wood in a green condition is quite unfitted for raising steam in a locomotive, which renders the comparison still more striking. From the enormous deposits of peat scattered over the Province, the Grand Trunk Railway and other companies will find a cheap substitute for wood, now every day becoming more expensive.

Upper Mississippi States.

The following table is given to show the increase of the States named at intervals of five years:

Census.	Iowa.	Wisconsin.	Minnesota.
1850	.....	305,391	6,077
1855	192,214	552,451	.....
1860	509,414	775,881	172,023
1865	674,913	868,987	248,848
	754,732		

The increase per centum was as follows:

Periods.	Iowa.	Wisconsin.	Minnesota.
1850–'55	165.03	80.90	
1855–'60	32.49	40.45	10 years 2,730.72
1860–'65	11.82	11.99	44.69
	292.67	184.52	399.49

Taking the three States together they have increased in the past fifteen years from 503,682, to 1,872,517, or 1,368,835—271.76 per centum.

☞ The Shepaug Valley (Ct.) Railroad Company, which is to build a road from Bethlehem to the Housatonic road, has been organized. This road is intended to run from Bethlehem to Litchfield, through Morris, and then to follow the Bantam and Shepaug Rivers through Bantam Falls, Davis Hollow, Snecky Hollow, Factory Hollow, Pork Hollow, Moosehorn, Judea, Green, Steep Rock and Mine Hill, to the confluence of the Shepaug and Housatonic.

☞ The Wheeling (Va.) *Register* says that "the city railway movement is about to be brought before the people of that city at an early day in a prominent manner. The Committee appointed by the Chamber of Commerce and the Corporators of the proposed railway have already received considerable encouragement."

☞ The Farmers' Railroad is now completed from Oil City to Petroleum Centre, and trains commenced running through from Corry to Oil City on the 6th inst.

☞ The old project of a railroad from Amesbury, Mass., to Exeter, N. H., has been revived. The road will be about 10 miles long, and will not be a very expensive one to build.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston ..... "	50	25½	20,000	8
Algomah ..... "	25	3	20,000	1⅜
Allouez ..... "	25	1¾	20,000	4
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... "	25	4¼	20,000	----
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	1⅛	20,000	14¾
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	30c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	1
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	49¾
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	6¼
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	44
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	5¼
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1¼	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	4
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5¼	20,000	14¾
Flint Steel River ..... "	25	9¾	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	55
French Creek ..... Pa.	5	----	100,000	55c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	21
Hanover ..... "	25	1½	20,000	3¼
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	3½
Hungarian ..... "	25	1	20,000	2¼
Huron ..... "	25	19	20,000	46
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2¼	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	12
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20 000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	2	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	4½
Marquette ..... "	25	3¼	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4¾	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6¼	20,000	----
Merryweather ..... "	25	----	20,000	3
Mesnard ..... "	25	8	20,000	----
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18¼	20,000	18
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5¼	20,000	17
Native ..... "	25	2	20,000	1¼
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons ..... N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3¼	20,000	----
North Western ..... "	25	11¾	20,000	4¼
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5¼	20,000	5¼
Pewabic ..... "	25	3¾	20,000	35
Phila. & Boston ..... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	12¼
Pittsburg & Boston ..... "	25	5½	20,000	51
Pontiac ..... "	25	10⅝	20,000	1⅜
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	25	10	20,000	51
Relinnee ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6¼	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	7¼
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	9
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5¼	20,000	1
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	4
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1¼
Star ..... L. S.	25	11¼	20,000	1¼
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3¼
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1¼	20,000	----
Union (L. & M.) ..... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1¼	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ..... Ariz.	100	----	50,000	----
West Minnesota ..... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa.	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	100,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ..... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	48
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire ..... N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ..... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	2½
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	60
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	16½
Atlantic & G. C ..... Md.	----	----	----	1¼
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ..... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2
Big Mountain ..... Pa.	----	----	----	4¼
Boston & Pictou ..... N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ..... "	10	10	30,000	----
British American ..... N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	3¼
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	55
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	57½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	6¾
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6¼
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	4¾
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	4
Maryland Anth ..... Md.	20	20	25,000	5
Metropolitan ..... "	100	100	100,000	----
Mt. Pleasant ..... Pa.	----	----	----	28
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	5
North Carbondale ... "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	155
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ..... "	50	50	16,000	18½
Shamokin ..... "	----	----	----	----
Somerset I. & C ..... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia ..... W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	64½
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ..... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	50c
Bates & Baxter ..... "	----	----	----	----
Benton ..... "	5	----	100,000	2
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	75c
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	4¾
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chandiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	35c
Consol Gregory ..... Col.	100	----	50,000	70c
Copalimsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	5¼
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	2
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	75c
East Bannock ..... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ..... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	200,000	----
Gunnell Central ..... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ..... "	10	----	60,000	----
Hope ..... "	25	----	80,000	2½
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ..... N. S.	5	----	100,000	----
Kansas-Colorado ..... Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	3
Liebig ..... "	5	----	200,000	80c
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	13¼
Do. preferred ..... "	100	100	57,744	30½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ..... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada ..... Nev.	10	----	100,000	----
N. Y. & N. Sco ..... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	6¼
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ..... Col.	10	----	50,000	6
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	12
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ..... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
hl Dorado ..... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ..... Idaho.	1000	----	5,000	----
Mount Vernon ..... Nev.	10	----	500,000	----
New York City ..... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	55
Santa Clara ..... "	100	----	30,000	7¼
Miscellaneous:				
American Tin ..... N. H.	----	----	----	----
Rutland Marble ..... Vt.	25	25	40,000	33
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l't in single t'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	----	27
30 Nov. '65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,227	144,680	10,130	5½	----	43½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	----	94½
30 Nov. '65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro'poli'n)		—	----	—
30 Nov. '65	2.74	—	29	6	—	Lowell (Horse)	145,119	43,706	—	1,413	15,157	loss	—	----	—
30 Nov. '65	12.50	—	167	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	----	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		—	----	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov. '65	33 76	—	840	151	—	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	----	59½
30 Nov. '65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,677	—	----	50½
30 Nov. '65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	----	—
30 Nov. '65	6.75	—	52	16	—	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	----	—
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	----	25
30 Nov. '65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	----	—
30 Nov. '65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.		—	----	—
30 Nov. '65	—	—	392	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	----	90½
30 Nov. '65	1.58	—	15	3	—	West Cambridge	16,350	13,000	—	—	8,955	loss.	3½	----	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	5,600	2,922	4	----	—
30 Nov. '65	11.66	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	----	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	—	----	—
						NEW YORK.									
30 Sep. '65	7.17	—	...	8	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	----	—
30 Sep. '65	17.50	—	...	35	—	Blecker St. & Fulton Ferry	1,595,966	900,000	610,000	43,000	103,216	37,588	—	100	----
30 Sep. '65	10 73	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5 802	81,027	12,500	—	100	----
30 Sep. '65	14.33	—	...	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1,000,000	100,000	612,779	198,082	—	100	----
30 Sep. '65	7.75	—	...	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	24,068	8,282	—	100	----
30 Sep. '64	24.00	—	...	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	----
30 Sep. '65	56 18	1.90	...	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	----
30 Sep. '65	11.75	4.00	...	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,962	104,691	5,651	—	100	----
30 Sep. '65	0.09	9.41	...	—	—	Brooklyn City & Ridgewood	147,200	164,000	20,000	3,200	—	—	—	100	----
30 Sep. '65	—	3.50	...	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	—
30 Sep. '65	24.00	—	...	116	—	Central P'k, N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74,05	—	100	----
30 Sep. '65	—	2.0	...	—	—	Clinton Avenue (Albany)	.....	2,500	.....	.....	.....	.....	—	—	—
30 Sep. '65	—	2.00	...	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	—	—
30 Sep. '65	19.75	—	...	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	----
30 Sep. '65	11.82	—	...	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	----
30 Sep. '65	—	6 00	...	—	—	East & North River (W. Co.)	650	650	.....	.....	.....	.....	—	—	—
30 Sep. '65	18.00	1.00	...	141	—	Eighth Avenue	1,260,915	1,000,000	180,000	.....	627,153	90,670	6	100	----
30 Sep. '65	12.00	—	...	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep. '65	4.52	—	...	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '65	10.00	—	...	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	----
30 Sep. '65	—	19.00	...	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	.....	.....	—	—	—
30 Sep. '65	19.10	—	...	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	----
30 Sep. '65	—	11.00	...	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	—	—
30 Sep. '65	11.00	—	...	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	----
30 Sep. '65	16.00	—	...	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	105	—	100	----
30 Sep. '65	8.37	—	...	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	—	100	----
30 Sep. '65	17.50	—	...	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211,243	9	100	----
30 Sep. '65	—	5 00	...	—	—	Third Avenue & Fordham	975	975	.....	.....	.....	.....	—	—	—
30 Sep. '65	4.46	1.00	...	—	—	Troy and Cohoes	50,000	50,000	.....	operated by	T. & L.	R. R.	—	—	—
30 Sep. '65	—	—	...	—	—	Troy & Lansingburg	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '65	6.50	9.00	...	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	----	----
30 Sep. '65	1.50	—	...	—	4	V. Brunt st. & Erie Bas. (Buff)	82,000	50,000	12,000	.....	12,839	808	—	----	----
30 Sep. '65	—	—	...	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	—	—
30 Sep. '65	—	4.00	...	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	...	7	—	Hoboken and Hudson City	32,000	30,000	.....	2,000	.....	.....	—	----	----
31 Dec. '62	5.05	2.50	...	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	...	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec. '65	17.00	—	...	150	22	Orange and Newark	599,414	281,650	300,900	20,950	105,358	29,459	—	50	----
31 Dec. '62	5.80	—	...	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	.....	.....	.....	40	10	55
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	----
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	28
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	174,611	160,000	—	—	122,866	38,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	17
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'burg & E. L.)	.....	.....	.....	.....	.....	.....	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,585	75,000	35,000	150	88,795	20,243	16	50	----
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	----
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	69,722	7½	50	----
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,636	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	89
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gir'd F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	38
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	63
31 Oct. '65	6.25	—	145	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,455	5	50	21½
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	...	...	...	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	...	...	...	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	...	...	...	Passenger (Cinc.)	69,857	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.62	—	...	...	...	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1894	----
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	.....	----
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	59
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	.....	.....	----
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	----
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	----
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	.....	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br., Morris'a & Ford'm	118,000	7	J. & J.	.....	----
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-72	90
Malden and Melrose: 1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	----
Middlesex: 1st Mortgage	32,000	--	.....	.....	-
Malden & Melrose bonds	49,451	--	.....	.....	----
Real Estate	10,000	--	.....	.....	----
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	----
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1891	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	----
Quincy: Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	.....	.....	----
Union: Real Estate Mortgage	20,000	6	J. & D.	1869	----
Utica City: 1st Mortgage	100,000	7	.....	.....	----
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	----
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1878	----
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Oct. 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	188
Loan of March 31, 1848 ..... registered	5,908,342	6	" "	1868	135
" " " ..... coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---		Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	103
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	109
" " " ..... coupon		5	" "	1871	110
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	112½
" " " ..... coupon		6	" "	1881	112½
Loan of July 17, & Aug. 5, 1861 ... registered	264,307,500	6	" "	1881	112
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ... registered	514,780,500	6	May & Nov.	1882	111½
" " " (5-20s) ..... coupon		6	" "	1882	103½
Loan of March 3, 1864 (5-20s) ... registered	100,000,000	6	May & Nov.	1884	---
" " " (5-20s) ..... coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s) ... registered	183,381,750	6	May & Nov.	1885	111½
" " " (5-20s) ..... coupon		6	" "	1885	110½
Loan of March 3, 1864, (10-40s) ... registered	170,869,350	5	Mar. & Sept.	1904	99½
" " " ..... coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ... registered	8,922,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350			Due.	----
" June 30, '64 & Mar. 3, '65 1st series	743,996,050	7.3	Feb. & Aug.	1867	106½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	106½
Matured Debt not presented	22,517,022				
Gold Certificates of Deposit	11,057,040				
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	22,500,000	---	" " "	1 d y	----
United States Notes (greenbacks)	399,165,292	---			----
Fractional currency	27,025,278	---			----
Navy Pension Fund	11,750,000	---			----
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" — " "	688,000	6	" "	1876	----
" —Funded Interest Bonds ... "		---			----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116½
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	97
" " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	109
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97½
" — " ..... "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	----
" — War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" — " ..... "	2,058,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" — " ..... "	3,204,000	6	" "	'68-'72	95½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	95
" —Fu de ' Coupons ..... "	----	6			----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	60
" — " " ..... "	1,727,000	6	"	1870	102
" — " " ..... conpon	3,192,763	6	"	1890	----
" — " " ..... inscribed		6	"	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — "	244,000	5	Jan. & July.	'70-'74	100
" — "	375,000	5	April & Oct.	'72-'74	100
" — "	220,000	5	May & Nov.	1880	100
" — War Loan	6,420,000	5	" "	1894	100½
" — Scrip	297,000	6	June & Dec.	'68-'77	113
" — "	150,000	6	April & Oct.	1868	125½
" — "	1,024,000	6	Jan. & July.	'71-'75	110
" — "	2,080,000	6	" "	'76-'78	111½
" — War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'73-'83	----
" —Canal Loan ..... "	100,000	6	" "	1878	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102½
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	82
" — " " (H. & St. R. R.)- "	3,000,000	6	" "	'72-'85	82
" — " " (Pac. R. R.)... "	7,000,000	6	" "	'72-'87	82
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds..coupon	1,650 000	6	" "	'83-'85	100
" — " " Notes	2,306,000	3	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	99½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	105
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	107½
" — " ..... general fund	1,199,780	6	quarterly.	pleas.	---
" — " " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	800,000	6	"	1868	98½
" — ..... canal fund	3,060,000	6	"	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1878	100
" — " " ..... "	2,250,000	6	"	1874	98½
" — " " ..... "	500,000	6	"	1875	99
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	91
" — " " ..... "	900,000	5	"	1875	93
" — " " ..... general fund	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	83½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	62½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,163,532	6	" "	1870	98
" — " " ..... "	1,500,000	6	" "	1875	98
" — " " ..... "	4,095,809	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95½
" — " " ..... coupon	6,168,000	5	"	'77-'82	96
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	97
South Carolina—State Bonds (sterling) "	481,444	5	Jan. & July.	1868	----
" — " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " (new) ... "	----	---			----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	80
" — " ..... "	239,167	5½	" "	'72-'79	----
" — " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,882	6	" "	long.	94½
" —Funded Interest ..... "	873,813	6	" "	1892	72½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'96	43
" — " ..... coupon	11,108,000	6	" "	'86-'95	69½
" " (sterling). ..... "	1,866,000	5	" "	1872	----
" —Funded Interest ..... registered	----	6	" "	'76-'96	----
" — " ..... coupon	----	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----	6			----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates..	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — "		6	"	1870	98
" — "		6	Jan. & July.	1873	97½
" — "	19,024,523	6	May & Nov.	1875	100
" — "		6	Jan. & July.	1886	99
" — "		6	quarterly.	1890	98½
" — " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — "		5	Various.	'66-'70	124½
" — "		5	"	'71-'75	----
" — "	7,846,026	5	"	'76-'80	100½
" — "		5	"	'81-'86	102
" — "		6	"	'67-'76	----
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — "	305,000	5	Jan. & July.	'77-'78	101
" — " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	93
" —Improvement Loans ..... "		6	" "	'66-'95	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	98
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — "	4,714,000	6	" " " "	'76-'78	----
" " — "	1,800,000	6	" " " "	1883	----
" " — "	5,149,271	6	" " " "	1887	----
" " — "	275,000	6	" " " "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " — " "	3,125,200	5	" "	1870	94
" " — " "	319,000	5	" "	1873	----
" " — " "	1,000,000	5	" "	1874	----
" " — " "	334,700	5	" "	1875	----
" " — " "	2,016,000	5	" "	1876	----
" " — " "	2,375,000	5	" "	'79-'80	----
" " — " "	900,000	5	" "	1890	----
" " — " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,800	6	" "	'68-'93	96½
" — " " (new)	7,898,717	6	" "	'68-'99	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,803,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'68-'83	----
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	94
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	98
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	88
" —Water Loan ..... "	434,000	6	" "	'71-'83	98½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	85
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,138,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'94	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328 828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525,336
1866	476,036	433,549	386,459	412,423	464,806	493,690	467,313	568,504	------	------	------	------	------
Chicago and Alton:													
1861	81,631	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	116,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.137	157,948	170,044	170.910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320.879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	381,559	318,549	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3.095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,006	482,164	499,296	468,359	585,623	747,942	702,621	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,234	989,053	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,834	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528.364
1864	47,393	66.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,399	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	104,331	103,037	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734.108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	------	------	------	------	------
Illinois Central:													
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,987	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,071	84,316	82,910	82,722	95,664	106,315	96,023	106,410	108,338	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,916	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,085	138,242	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	236,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235.690	276,181	231,265	189,077	2,189,077
1862	163,152	163.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,591	368,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	------	------	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,992	236,846	207,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,624	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,569	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,523	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,091
1866	131,707	122,621	124,175	121,904	245,511	213,944	209,199	188,223	275,906	------	------	------	------
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,605	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,265,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,448	372,619	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	------	------	------	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,881
1863	335,685	361,834	396,771	429,929	505,617	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,282	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,500	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,468
1865	690,144	678,504	857,583	733,866	637,186	646 995	884,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,073	672,628	644,573	554,828	641,848	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,070	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	------	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,036	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,596	151,062	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	265,154	2,060,372
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	------	------	------	------
Western Union:													
1866	43,716	37 265	32,378	33,072	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,006	39,301	43,382	86,918	102,918	85,276	60,698	84,462	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and St. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1870	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,321,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	99
" " " 1854	960,084	6	Ja. Ap. Ju.Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1667	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	326,900	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	96
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99
" " $800,000	354,100	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	91
" " $2,500,000	867,000	6	"	"	1889	91½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	98
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o.M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Fr'nkfort o.M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99½
1st Mortgage pref. S. F.	619,000	7	April & Oct.	" "	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	94
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1893	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	88½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	84½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	76½
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	476,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend	36,600		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connecticut and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	293,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,280					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	99½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	82
Land Security	3,344.60	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	261,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	850,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	New York.	1891	85
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	" "	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	108
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	91
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,263	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	522,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1870	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	8				
Income	1,508 070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	8			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1866	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	114
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept	" "	1879	101½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	151
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	88½
North Missouri:						
State Loan (20 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	360,000	10	" "		1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,491,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now Stock)						68
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	82
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction, Main Line	1,314,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	13,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,929,000	7	March & Sept.	New York.	1893	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	800,000	6	Feb. & Aug	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	600,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93½
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,300	6	" "	"	1880	92½
" 1844, "	894,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	415,500	6	" "	"	1886	110½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,392					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsbg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	80½
Bridge Bonds	165,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	120
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to Wilmsp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				73
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	41
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	180,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"Italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total (incl. all other assets and liabilities).	Rate I operated, incl. road I used, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,952	502,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb. '59	80.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,991	—	335,010	109,500	21,632	518,965	80.3	.....	55,761	31,552	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	183,900	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,826	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	46	28	592	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,492,858	695,370	—	....
29 Feb. '60	88.5	26.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	116.5	.....	505,166	260,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,591	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	366,900	100,000	—	.....	23.8	52,855	102,333	20,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,463	644,735	166,186	—	....
31 Aug '65	61.6	13.6	66.2	—	22	37	821	Hartford and New Haven	3,244,319	254,000	1,156,914	3,000,000	927,000	97,022	4,664,388	76.2	457,236	1,459,711	415,528	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,085	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '65	76.2	3.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	396,766	58,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	629,209	1,982,213	548,834	9	112
30 Nov. '65	59.4	7.0	8.2	—	18	17	292	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	550,000	9,231	2,962,831	66.4	329,984	714,058	268,390	9	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,661	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	741,620	—	5,024	749,544	5.0	.....	27,282	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,536	—	....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232,100	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	120,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,587	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,903,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,588,976	102.5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,960	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	35	Savannah, Albany and Gulf	1,286,634	52,574	—	1,275,901	10,200	180,621	1,476,140	71.6	.....	.....	.....	—	....
31 July '60	100.1	100.5	10.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	188.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	230.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,013,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,883,517	8½	112
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777,552	2,670,210	2,070,679	10,193,010	5,754,406	294,207	17,518,440	400.0	2,082,580	6,175,558	2,799,435	31	137
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,669	26,155,641	12,020,483	825,898	39,680,452	930.0	.....	6,820,750	1,802,272	—	46
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,224,851	3,164,236	1,442,781	10	108½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	10,668,060	708.3	3,567,426	7,181,208	2,174,924	10	129½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,621	525,000	92,397	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	44
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	—
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	51½
31 Aug. '65	132.0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	240,115	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	168,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.4	.....	448,858	230,834	9	75
31 Dec. '64	84.0	—	....	—	15	....	....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,760	397,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,359	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,765	132.0	.....	315,172	117,941	6	100
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73 0	411,278	1,248,726	598,671	12	154
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,464	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4,473,123	63,961	—	3,649,396	660,000	27,364	4,891,849	100 0	200,815	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,256	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,992	111.8	.....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,288	52,300	71,669	514,646	79,000	8,644	728,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,199,591	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,605,964	*	—	5,527,871	3,297,000	59,507	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	605,230	—	3,242,518	566,000	389,297	5,855,320	80.0	189,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	613	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,180,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	53.7	—	....	135.9	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,091	*	—	1,233,015	248,969	108,454	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,196	329.3	1,741,670	4,446,490	1,638,114	15	116½
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,133	1,644,259	1,314,784	10,471,500	8,537,175	665,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	99½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	230.0	—	....	—	25	22	326	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,739	893,992	6,231,895	236.0	.....	544,242	329,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,015	—	798,265	456,949	276,699	1,974,144	59.1	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,152,836	7,177,600	.....	.....	206.8	570,524	1,047,567	420,026	—	40
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,768	—	2,469,540	4,350,000	93,578	7,395,870	163.8	480,188	950,499	640,641	—	....
31 Dec. '62	162.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	283.0	—	14.4	—	4	22	566	*Pacific*	10,115,728	1,101,971	—	3,191,923	490,423	629,212	12,580,308	283.0	598,415	1,997,793	211,310	—	....
28 Feb. '66	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	3,008,940	116,927	—	70,513	3,467,234	.....	5,883,402	114.0	190,582	197,744	1,895	—	....
30 Sep. '64	86.6	3.6	8 2	—	16	13	219	*St. Louis and* [illegible] *Mountain*	5,497,063	360,029	—	1,971,2.2	3,501,000	40 558	6,852,105	90.1	253,189	309,291	72?	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,291	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,692	219,302	—	—
31 May, '66	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	102½
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,886,333	16,151,962	10,112,584	897,829	36,811,376	296.8	2,988,010	6,509,945	4,561,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,128	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,092,961	4,518,900	5,211,244	1,689,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	10
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,218	752,605	172,232	6	110½
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	448,557	973,450	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	130½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	141
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	141½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 50)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	67
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	109
30 Nov. '65	51.0	42.5	75.8	—	27	28	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,255	8	118
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	—	91,748	814,991	71.0	185,647	300,964	51,227	8	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	43,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	58	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	106½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	8	124
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	51,543	—	243,305	226,900	522	470,727	(Op	er by B.	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,655	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Surrend	ered to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	55½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	144
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	110½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	58.6	—	8.0	—	18	16	246	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	58.6	382,852	539,743	155,896	—	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,883	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	.....
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.0	387,789	615,728	215,973	9	106
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	—	—	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75 2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,559	10	130
31 Dec. '65	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,885,941	*	—	1,064,743	1,034,775	143,352	2,240,871	60.2	.....	288,638	94,067	—	.....
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	127½
31 Dec. '65	53.0	—	.....	45.5	21	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,882,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	28.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	800,000	—	6,434,399	33.8	654,192	1,876,981	803,323	10	128
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	280,000	64,521	483,321	21.2	103,815	185,932	26,874	—	.....
31 Dec. '65	65.0	16	.....	.....	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec. '65	18 2	—	.....	.....	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	46½
21 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588,400	400,000	288,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	6,335	Erie	17,646,351	*	5,665,544	25,105,800	22,379,982	4,299,762	53,291,895	807.0	6,839,928	15,434,775	5,066,611	4	84½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	121½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	982,000	—	2,928,474	107.0	366,319	588,406	353,606	8	60½
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	664.9	5,804,048	13,975,524	2,694,714	6	116½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,621	44,810	—	75
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,850	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	69,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.8	—	.....	.....	.....	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	.....	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselae	r and S	aratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	886,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,000	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,050	85,000	600	184,250	10.3	20,895	50,106	23,739	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,236,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,228	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	51.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	270,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,[illegible]0,736	826,107	1,249,734	3,000,000	1,629,000	320,500	5,996,577	202.0	.....	1,361,566	582,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,[illegible]12	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,00[illegible]	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2,386,132	663,205	10	114
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	55	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,423,741	2,696,377	736,794	5	91
31 May '66	108.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,280	114,996	8,269,819	188.6	994,554	2,388,868	1,035,717	13	127
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,418	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,464	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,080	—	35,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	41	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,984,354	595,400	391,992	3,882,168	1,218,972	106,818	4,972,740	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	238	Sandusky, Mansfield & New'k	2,189,890	*	88,934	893,204	1,291,800	88,820	2,228,824	125.0	241,240	382,807	166,133	—	.....
31 Dec. '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	10,980 918	*	—	3,427,050	6 683,868	—	10,248,016	250.0	1,944,258	2,060,322	945,192	3½	46½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenance.	Property and Assets. Rolling-stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,460	614,000	313,542	2,876,042	44.0	134,201	356,277	123,882	—	.....
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,464,305	13,441,150	30,000,000	1,796,588	48,000,780	420.0	2,847,700	5,811,253	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	68.5	240,418	370,223	149,587	—	39½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	88½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,451,500	742,585	14,481,135	204.5	1,437,362	1,732,329	38,671	15	151
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	354,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased to North. Cen.				302,872	580.973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	760,000	*	—	660,000	400,000	—	1,060,000	18.5	149,558	454,480	138,682	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.6	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	per. by Penn. R.R.Co.			7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,894,565	500,000	100,000	2,403,565	32.0	30,875	63,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	362,215	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,785,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	94.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,620	10	64½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,282	—	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading R. R.)				3	55
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	"	"	"	"	8	57
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	34½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	339.2	6,604,300	17,459,109	4,189,111	10	66½
31 Oct. '65	17.0	3.0	22.6	—	18	42	119	Phila., Germant'n & Norristo'n	1,139,079	268,489	—	1,476,300	1[illegible]3,000	—	1,659,300	24.0	311,691	656,739	336,576	8	59
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,692,766	—	—	5,169,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)				—	32½
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,250,948	3,765,774	4,561,353	20,240,673	6,900,663	—	30,608,075	571.3	3,688,309	11,142,519	4,812,271	10	58½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	125½
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,856	10,669,242	197.0	981,468	3,884,609	1,046,804	10	80½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130,361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,073	8,489,062	3,283,547	10	109½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leased to North. Cen.		144.0		316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,026	962,300	130,840	1,777,176	26.4	138,578	247,246	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,000	625,641	169,523	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,282	151,586	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	—	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,883	466,498	511,266	5,819,275	3,071,000	711,297	9,793,557	242.0	.....	413,757	196,965	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,669,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	754.118	337,384	6	.....
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	80.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rado	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	0.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	480,577	175,993	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.6	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	*	—	1,687,500	.....	.....	1,687,500	(oper. by Vt. Central				8	103
Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	515,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	(oper. b. Troy & Boat.				—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,066	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,380	1,851,500	292,842	4,745,258	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	212,852	7½	.....
30 Sep. '66	140.5	2.7	12.0	—	24	18	240	Richmond and Danville	6,592,659	*	2,318,432	2,000,000	1,656,500	775,142	8,711,021	191.7	.....	168,136	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	836,750	204,808	28,853	.....	43.5	1,058,054	168,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,928	195.0	280,968	634,081	359,130	5	.....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	196.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,118	508,845	—	56
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,325	5,692,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y	11,838,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,599	*	15,311	1,631,130	911,029	22,984	2,663,276	49.0	.....	242,798	117,942	—	16
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible]16,345	*	—	15,122,430	54,750,510	7,336,405	77,210,346	1,096	.....	4,386,510	1,154,856	—	.....
21 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,338	—	1,280,000	18,100	136,000	1,799,232	60.0	.....	152 565	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,261	—	—	4,273,261	92.0	158,416	139,107	87,181	—	.....
								NEW GRANADA.													
31 Dec 63	t.		—	—	11	22	120	Pan ma	9,000,000	*	65	5,000,000	[illegible]4,000	—	10,762,723	45.7	.....	127,438	1,228,924	—	265

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	8
Catawissa (preferred)	1,150,000	7	—	31½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	57½
Chicago & Alton (preferred)	2,425,400	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	74½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,473,500	10	10	77½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,865	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	45
Erie (preferred)	8,535,700	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,782,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	98½
" " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,400,000	7	—	74½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	74
Toledo & Wabash (preferred)	984,700	7	7	73
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	—	----
" " " (2d pref.)	908,422	7	—	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	96
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	----------	----------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	295,750	6	----------	----------	90
Boat Loan	99,852	6	----------	----------	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	83½
Improvement	1,601,670	6	M. & N.	1876	75
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	' '	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	800,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	120
Chesapeake and Ohio	100	8,223,595	—	----
Delaware Division	100	1,633,350	—	57
Delaware and Hudson	100	10,000,000	10	153
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,091,700	10	59
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	123
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	29
" " (preferred)	50	2,888,988	---	37½
Susquehanna and Tide Water	50	2,048,260	---	14
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 50 — @ 52 —
Pig, American, No. 1 49 — @ 50 —
Bar, Refined, English 100 @105 —
Bar, Swedes, assorted sizes (in gold) 95 — @100 —

	Store Prices.
Bar, Swedes, assorted sizes	— — @170 —
Bar, English & American, Refined	— — @120 —
Bar, English & American, common	— — @110 —
Scroll, English	150 — @200 —
Ovals and Half round	145 — @155 —
Band, English	— — @150 —
Horse Shoe	145 — @155 —
Rods, English	125 — @180 —
Hoop, English	160 — @220 —
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	— 23 @ — 24
Sheet, English, Single, Double and Treble	— 6½ @ — 8
Rails, English (gold) per ton	— 55 — @ — —
Rails, American	— 85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 18½ @ — 24
English Spring (1st & 2d qlty.) — 11½ @ — 13
English Blister (1st & 2d qlty.) — 12½ @ — 20
English Machinery — 14 @ — 16
German — 15½ @ — 17½
American, Blister — 11½ @ — 13½
American, Cast, Hammered — 18 @ — 22
American, Cast, Rolled — 13 @ — 15
American Spring — 11 @ — 12½
American Machinery — 14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — 43 @ — —
Sheathing, Yellow — — @ — 32
Pig, Chile — — @ — —
Bolts — 43 @ — —
Braziers' — 43 @ — —
American Ingot (cash) — 30½ @ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ — —
Spanish — — @ 6 87½
German Refined — 6 87½ @ 7 —
English — 7 — @ 7 25
Bar — — @ 11 —
Pipe and Sheet — — @ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb. — — @ — 25
Straits (gold) — 22 @ — —
English (gold) — 22½ @ — 22½

	Gold.	Currency.
Plates, I.C. Charcoal p. box	10 — @ 10 25	15 — @ 15 50
Plates, I. C. Coke	7 25 @ 9 50	10 50 @ 14 —
Plates, Coke Terne	7 25 @ — —	10 50 @ 10 75
Plates, Charcoal Terne	10 — @ 10 25	15 — @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb. 7 — @ 7 25
Clinch (cash) — — @ 8 50
Copper — — @ — 50
Ausable Horse, Norway Iron, Forged — — @ — 32
Zinc Nails (6 mos.) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 24 @ — 24½
Refined, free L. S. to White — 58 @ — —
Refi'd, in bond, prime L. S. to White — 42 @ — 42½
Refi'd, in bond, Standard White — 43½ @ — 45
Naptha, Refined (60@63 gravity) — 28 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	Th 4	F 5	Sat. 6	M 8.	Tu. 9.	W. 10
Atlantic M. S. S. Co	112	112	111½	111½	110½	110½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	116	116	116½
Canton Co.	54½	----	54	----	53½	55
Central Am. Transit	----	----	----	----	20	20
Chicago & Alton	111½	111	111	110½	----	----
" " pref.	----	----	----	----	----	113
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	131	135	----	126½	----	135½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	46½	43	43½	42½	44½	45½
" " pref.	75½	74	73½	72½	74½	74½
" " 1st M.	----	89	89	----	88½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	96	----	----	----
" " Consol	----	83	----	----	----	84½
Chicago & Rock Isl.	107½	107½	107	106	107½	107½
" ' 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	114
Clev. and Pittsburg	91	89½	89	88	89½	90½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	75	----	----	76½
Clev. and Toledo	122	122½	122½	122½	122	123½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	55½	54	54½	54½	57	57½
Del. & Hudson Canal	154	----	----	153	----	----
Del., Lack. & West.	151	151	----	----	----	----
" " 1 M. 8 p.c. '71-5.	----	----	----	----	100	100
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	94½	91	92	89½	83½	84½
" pref.	82½	81½	80½	80	79½	80
" 1 M. 7 p.c. '67	----	103	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	99½	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	94½	----	----	----	----
Hudson River	123½	122½	123	123	119½	120½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	104	104½	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	129	127	127½	126½	127	128½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	103	103
Marietta & Cin. 1st pref.	44½	44	44	43	----	42
" " 2d "	----	----	77	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	13½	13½	13½	13½	13½
Michigan Central	114½	114	114½	113	114	114
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	90½	89½	88½	87½	89½	91
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	100
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	98½	----	----	----
" " 1st pref.	----	87	----	87	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	55	----	----	----	----	54½
" " pref.	73½	73½	----	72½	----	73½
" " 1st mort.	91½	91	----	91	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	79	80	----	80	79½	81½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	80	80	----	----	80	----
New York Central	119½	117	115	115	115½	116½
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	114	114	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	96	----	----	----
" " 6s, S.F. '87	95	----	----	----	----	94½
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	84	----	84	83½
" ex-coupon.	64½	64½	----	63½	63½	63½
" new	64½	64½	----	64	63½	63½
Ohio & Miss. cer.	35	34½	33½	33	34	35½
" " pref.	----	81	----	80	81	----
Pacific Mail S.S. Co.	219	----	218½	----	218½	219
Panama	----	----	----	----	----	----
Phila. and Reading	118	116½	116½	115½	116½	116½
Pitts. Ft. W. & Chicago	109½	108½	108½	108	110	109½
" 1M.	----	103½	----	----	----	104
" 2M.	----	----	----	----	97	----
" " 3M.	----	----	----	89½	----	----
Quicksilver Mining Co.	55	56	55½	53½	54½	54½
St. L., Alton & T. H.	40	39	38½	44	----	----
" " pref.	73	73	74	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	83	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	94	----	----	94½	----	----
" ex-coupon.	72½	73	----	----	----	72½
" new	72½	72	72½	72½	72½	72
Tol. Wab. & Western	46½	46	45	----	45½	45½
" Pref.	73	----	----	----	----	----
" " 1M. ex.	93	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	69½	----	----	69	----	69½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	109½	----	----	110	----	110
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	102½	103	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99½	99½	99½	99½	----	----
U. S 5s, 10-40s, reg.	----	99½	----	99½	----	----
U. S. 6s, 1881, reg.	111½	----	----	----	----	112½
U. S. 6s, 1881, coup.	111½	112½	112½	112½	----	112½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	138	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	135	----	----	----
U. S. 6s, 5-20s, c. 1862.	111½	112½	----	113	113½	113½
U. S. 6s, 5-20s, c. 1864.	----	----	109½	110	----	110½
U. S. 6s, 5-20s, c. 1865.	109½	109½	109½	110½	110½	110½
U. S. 6s, " reg.	111½	----	----	----	----	----
7.30 Notes, 1st series.	106	106	106½	106½	106½	106½
" " 2d series.	106	----	106½	106½	106½	106½
" " 3d series.	106	106½	106½	106½	106½	106½
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Cattawissa	----	----	----	----	----	----
" preferred	32½	32½	31½	32	32½	32
Camden & Amboy	129½	----	129½	----	130	130
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	92	92
" " 6s, '83.	----	----	----	----	----	----
" " 6s, '89.	----	----	91½	----	----	----
" mort. 6s, '89.	98	----	95	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	57	----	----	57	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	----	59	59	59	59½	59
" " 6s, '84.	92½	92½	92½	92½	92	92
Lehigh Valley R. R.	64½	64½	64½	64½	----	----
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	36	----	----	----	----	35
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	57½	----	----	----	57	57
Morris Canal	----	----	----	----	85	----
" " pref.	----	----	123	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s. 92	92½	92	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	46½	46½	----	----	46½	46½
Pennsylvania R. R.	57½	57½	57½	57	57	56½
" 1st m.	101½	102	101½	101½	101½	----
" 2d m.	----	99	----	----	96	96
Penn. State, 5s	95½	----	----	95½	----	----
" " 5s, coupon.	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	96½	----	95½	----	96½	----
" " new.	99½	99½	100	99½	100	99½
" " mun.	----	----	----	----	100	----
Phila., Germ. & Nor.	----	59	----	----	----	----
Phila. & Reading	58½	58½	58	58½	57½	58½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	95	----	----	----	----	93½
Philadelphia & Erie	33½	33½	33½	33	----	33
" " 6s.	----	91	91	----	91	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	29	----	----
" " pref.	37½	----	37½	----	37½	----
" " 6s '82	----	84	----	----	83½	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83.	24	----	----	23½	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	86	86
Hestonville, (Horse)	17½	17½	----	----	17½	----
Chestnut & Wal. "	----	----	----	----	----	55
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	W.4.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875.	99½	----	----	----	----	100
" " 1886.	----	----	----	----	----	----
" " 1870.	98	----	----	----	98	----
" " 1890.	99½	99½	99	----	98½	98½
Balt. and Ohio	113½	----	114	----	114	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	99
" " " '80.	----	----	----	----	----	----
" " " '85.	----	99½	98½	97	97	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85.	88	88½	----	----	----	----
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	17½

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	Th. 4.	F.5.	Sat.6.	M.8.	Tu.9.	W 10
Boston and Lowell	----	----	----	110	----	110½
Boston and Maine	139½	150½	----	130½	----	----
Boston and Providence	141	----	----	----	----	----
Boston and Worcest.	141½	----	142	----	----	----
Cheshire, pref.	57½	----	57½	----	----	57½
Concord	68½	----	68	----	----	----
Connecticut River	108	----	----	----	----	----
Eastern, Mass.	107½	108	109	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116	116	----	116	----	116
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	105	----	106	----	----	----
Old Colony & Newport.	107	107	107	106½	106½	106½
Ph., Wil. & Baltimore	56½	56	56½	----	56½	56½
Portl'd, Saco & Ports.	102	102	----	----	----	102½
Vermont & Canada	----	----	----	103	----	----
Vermont & Mass.	----	55	55½	----	----	----
Western	140½	142½	----	143	144	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	94	----	----	----	94½
Metropolitan "	----	58½	59½	----	59½	----
Middlesex "	----	----	----	----	----	50½
Central Mining Co.	----	----	49½	----	----	----
Copper Falls "	45½	----	46	----	45½	44
Franklin "	56	----	58	57½	56	55
Huron "	46	46	----	----	----	----
Isle Royale "	----	----	----	12	12	----
National "	----	----	----	----	----	----
Minnesota "	----	----	17	17	17½	18
Pewabic "	----	36½	35½	35½	36	35
Pittsburg "	----	----	51	----	50½	51
Quincy "	51	50½	----	----	51	----
Rockland	----	----	8½	----	----	7½

London Stock Exchange.

The following were the closing prices for American Securities on the 21st of September.

United States 5-20 yrs., 1882, 6 per cent	72 @ 72½
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	44 @ 46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	70 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	49½@ 50½
Erie shares, $100 (all paid), 8 p. c	47½@ 48½
Do., convertible bonds, 6 p. c	69 @ 71
Illinois Central 6 per cent, 1875	80 @ 85
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	78 @ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	63 @ 65
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	77 @ 78
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, October 13, 1866.

Stock Exchange and Money Market.

Money has been in more active speculative demand, since our last. The extraordinary activity in Stocks has given temporary employment to enormous sums. Capitalists have been well prepared to meet the increased requirements of operators. Hence, there has been no marked changes in prices. Strictly first class houses have been promptly supplied at 4 per cent, and other leading firms at 5 per cent, on call. The rates to the large dealers in Government Securities have ranged from 3@4 per cent, with very liberal offerings at these figures. There has been rather less movement in the discount line, chiefly because of the comparative scarcity of prime to good short-date commercial paper, rates on which have been stationary at from 5@6½ per cent. per annum. Lenders have been more ready to respond to discount applications and have evinced less disposition to discriminate against four and six months' notes, to which they were decidedly averse earlier in the season. The banks have been quite generous in granting aid to the current speculations. Last week, they increased their loans $4,406,778, and their circulation, $88,408; while losing $2,486,342 of their legal tender reserve, and $1,440,262 of their specie. They gained $5,147,585 in the deposit line. Their deposits are now $228,484,370, or about forty millions more than at the same time last year. Their legal tender reserve amounts to $85,339,679, against $58,511,752 same time last year. Their circulation now stands at $29,302,358, against $10,970,397 same time last year. The loans now reach the unprecedented sum of $274,210,161, or forty-six millions more than at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $138,180,293 a day, against a daily average of $96,261,995 the preceding week; and $100,881,220 the week ending with Sept. 22. The current week's exchanges average about $134,301,439 a day. The loss of legal tender, during the week, is mainly accounted for by remittances to the interior, where currency has been less abundant, and more urgently sought after. Reports from Chicago speak of a rather stringent and excited market, caused by the enlarged volume of business in produce, chiefly on speculative account, which interest the country banks have been seemingly decidedly eager to foster.

Mr. Camp, the superintendent of the City Bank Clearing House, has prepared the following interest exhibit of the annual clearances and balances of the city banks, for a period of thirteen years, ending with Oct. 1, comprising the whole period of the existence of the Clearing House, which was organized in 1853:

	Exchanges.	Balances.
1854	$5,750,455,087 06	$207,411,493 69
1855	5,362,912,098 38	289,694,137 14
1856	6,906,213,328 47	324,714,489 33
1857	8,333,226,718 06	365,313,901 69
1858	4,756,665,386 09	314,328,910 60
1859	6,448,005,956 01	363,984,682 56
1860	7,231,143,056 69	381,693,438 37
1861	5,915,742,758 05	353,383,944 41
1862	6,871,443,591 20	415,530,331 46
1863	14,867,597,848 60	677,626,482 61
1864	24,097,196,655 92	885,719,204 93
1865	26,032,384,341 89	1,035,765,107 68
1866	28,717,146,914 09	1,066,135,106 35
Total for 13 years	$151,590,133,640 51	$6,780,211,230 52
Balances	6,780,211,230 82	
Tot'l trans.	$158,070,344,871 33	

National Bank notes to the amount of $495,700, were issued last week, making the total issue to 1,661 banks thus far $293,528,603, against $194,182,630 same time last year. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $332,903,300; and for the public deposits, $39,171,950—making a total of $372,075,250.

The U. S. Sub-Treasury receipts, week ending with Oct. 6, were $10,212,269, including $2,266,335 from customs duties; payments, $7,766,590; balance at the close of the week, $90,288,601, against $87,842,832 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $4,810,139, and payments, $2,348,066. Tuesday, receipts, $3,415,062, and payments, $1,973,738. The balance at the close of business on Tuesday stood at $92,058,007, against $89,457,801, a week ago.

Government revenues were moderate last week. Excises, yielded about $6,500,000; customs at

the port of New York, $2,266,335, and at the outports, at least $1,150,000 more, making the grand total income for the week equal to about $11,624,000 in currency, against disbursements of only $834,934 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $108,000,000.

An extremely favorable representation has been given to the last public debt statement, to Oct. 1, the details of which we print elsewhere in this paper. These details show a net liquidation of $22,346,226 54 during the month of September; and of $184,352,629 75 since August 31, 1865, when the debt was largest. The net indebtedness of the country August 31, 1865, was $2,757,689,571 43; October 1, 1866, it was $2,573,336,941 68—net liquidation in 13 months, $184,352,629 75. Thus it appears that the debt has been cancelled at the monthly rate of over thirteen millions since August 1, 1865. The aggregate legal-tender circulation shows a slight contraction, being now $554,677,432, against $555,115,732 on 1st ult. The plain greenback circulation on June 1 was $402,128,318; August 1, $400,361,728; Sept. 1, $399,603,592, and Oct. 1, $399,165,292. It is confidently expected that the interest-bearing Public Debt, amounting to $2,240,996,132 will be further reduced, perhaps by the 1st January, and certainly by the 1st July, 1867, to two thousand millions, and the entire Interest charge to about $120,000,000 per annum. Already $22,500,000 of the principal has been notified for payment on the 25th inst., and the gradual and judicious application of only a portion of the gold balances in the Treasury to the purchase of the 6s of 1867-8, and other gold-bearing Stocks, would not only make a further reduction of say $50,000,000, but greatly hasten, by the very influence of these purchases, the conversion of the 7.30 per cent. notes into the Consolidated 5-20 Stock of 1865, and still leave, at the close of the present quarter, (Dec. 31,) full sixty millions of Gold in the ownership of the Treasury, after paying out $24,000,000 in November for Gold Interest. We should not be surprised to find Government anticipate the purchase or prepayment of a large portion of the $155,000,000 Compound Notes out of the surplus currency revenues of the quarter.

We have been rather authoritatively informed that Government negotiated successfully last week for the purchase of over a million of the gold bearing six per cent. bonds of 1867. The price agreed upon was about 93½ per cent. in coin, according to our advices, which, with gold, at 150, is equal to about 140 in currency. This would leave a small profit to the parties of whom the Government is represented as having made the purchase.

Gold has been as low as 148 regular way, and as high as 152 cash, since our last. The latter figures were realized on a few exceptional transactions on Monday, when the *bulls* in the Gold Room sharply cornered the speculative and mercantile *short* interest. Cash gold on that day was extremely scarce, and as much as 1½@2 per cent. a day was paid for the use of coin for immediate delivery. On Tuesday, there was a decided reaction. The opening price 149, followed by a decline to 148, and a final rally to 149⅜. On Wednesday, the opening figures were 149⅛, and the highest rate 151¼, the closing quotation having been 150⅜. The speculative and mercantile demand was more urgent, and the *bulls* availed themselves of this circumstance to give the market a fresh twist. In the street it was stated that the parties, of whom the purchase of 1867 bonds was made by Government, as mentioned above, were represented in the Gold Room on the *bull* side, which if true, would seem as if they were disposed to increase the profit of the Stock turn, by inflating the premium on the specie equivalent. This is pretty sharp practice, even for Wall street. The customs demand last week, averaged $391,466 a day; thus far, this week, it has been equal to $491,500 a day, or equal to a weekly aggregate of $2,949,000. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $755,788, but there were no receipts from California. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $106,949,636, against $76,903,526 same time last year. The total receipts of California gold at this port since Jan. 1, have been $32,749,404, against $13,728,147 same time last year, showing an increase, in 1866, of $18,521,258. The exports of specie from this port, last week, were $296,700, making the total outflow of specie from the port, since Jan. 1, $54,167,929, against $23,029,538 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, $46,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,852,589, against $28,565,043 same time last year. Outside of the speculative and mercantile demand for coin, the main reliance of the *bulls* is on the Customs drain. The Customs revenue of the Government at this port keeps up to a handsome average, leading to a steady accumulation of coin in the National Treasury. Of the Treasury coin balance on the 1st inst., which stood at $86,259,909, the sum of $75,202,269 was absolutely the property of the department, as against $60,858,698 on the 1st of September, showing a gain during the month of $14,343,571; while the sum of only $11,057,640 belonged to depositors holding gold certificates, as against $15,480,220 standing to the credit of the same parties on the 1st ult., indicating a reduction of $1,422,580 in this form of the National obligations.

According to the official records of the Treasury Department demand notes, to the amount of $250,374 75 are at present outstanding. These notes are receivable for customs duties, but cannot by law be redeemed at the Treasury for more than par in greenbacks. $59,779,625 have been redeemed since the original issue of $60,030,000.

By the *Teutonia* on Wednesday, equal to $42,300 in coin was received at this port from Hamburg.

Foreign exchanges have been seriously disturbed and depressed, this week, mainly by the *clique* operations in gold, though in part by the increased offering of bills, resulting from fresh speculative purchases of U. S. 5-20s, on foreign account. Bankers' 60 day bills on London have been quoted down to 106½@107½, and on Paris to 5.32½@5.25; sight bills on London to 107⅜@108⅛; and on Paris to 5.25@5.22½. There has been a limited offering of produce bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,930,151, against $2,418,527 same week last year. The exports since January 1, have been to the value of $148,258,934, against $120,219,890 same time last year.

A marked increase in business in Government securities has been noticeable this week. There have been extensive investment, and some considerable speculative purchases. The favorable debt statement of the 1st inst., stimulated the demand, very decidedly. The purchases have been quite evenly distributed through the whole list, though the 5-20s of all four issues have been the most freely dealt in. U. S. sixes of 1867 closed 138½; U. S. sixes of 1868, at 135½; U. S. sixes of 1881 closed 112¾@113; U. S. Five-twenties of 1882 at 113@113¼; U. S. Five-twenties of 1865 at 108⅜; U. S. Five-twenties of 1866, 108¼@108⅜; U. S. Ten-forties at 99⅝, and U. S. Seven-thirties at 106⅛@106⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....117	May, 1865 .....112¼
July, 1864.....116½	August, 1865....110¾
August, 1864....116	September, 1865..110¼
October, 1864....115	October, 1865....109¾
December, 1864..114	

In the railway and miscellaneous share line, last week, closed very briskly and buoyantly, after the most extensive six days' business on record. The Erie speculation, however, suddenly broke down on Monday, leaving the market decidedly feverish. Tuesday, the annual election took place, resulting practically in the restoration of the old board of directors to office for another year, the only important change having been the substitution of Mr. Lane for Mr. Vanderbilt. The street talk is that the big fellows in the old board bought up their opponents, thus silenced opposition, and depriving the street operators of much of their antcipated profits on the inflation of the stock. Since Monday, there has been a less excited, but more stable and promising market for all really paying property. The tendency on Wednesday was toward higher figures for the better class of stocks.

There has been less doing in produce and merchandise, during the week, and prices of breadstuffs, cotton, and provisions have favored buyers. There has been comparatively little inquiry for produce for export, because of the current rates in this market being above the views of shippers. Speculation in produce at the West is less rampant, in consequence of the contracted volume of currency available at the various centres, and the breadstuff market closes decidedly heavy. Cotton has receded 5@6 cents per lb., but closes with rather more buoyancy. The week's exports of cotton have been 1,813 bales from this port, and 2,100 bales from all the shipping ports, leaving an available supply of 110,000 bales here, and at all the shipping ports, of 260,000 bales. According to the official annual exhibit of the Cotton trade of the United States, for the year ending Sept. 1, 1866, the total receipts at all the shipping ports of the United States, were 2,151,043 bales, against 3,656,086 bales in 1860-'61; total exports, 1,554,664 bales, against 3,127,565 bales in 1860-'61; total taken for home consumption, &c.,

667,292 bales, against 843,740 bales in 1860-'61. The total receipts at all the shipping ports from May 1, 1865, to Sept. 1, 1866, were 2,571,043 bales. In dry goods, the business has been principally in domestic cottons, heavy woolens, and fancy dress fabrics, at, however, less buoyant prices. The total imports of foreign dry goods, last week, were $1,867,576, and the total amount marketed $1,838,907. The value of foreign merchandise imported last week, was $2,539,429—making the grand total specie value of last week's imports of dry goods and merchandise, $4,406,006, and since January 1, $238,979,377, against $151,-265,588 same time last year. The freight market is quiet, but firm with 521 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 22.	Oct. 2.	Oct. 6.
Consols	@89¼	89½	89¼
U. S. 5-20's	@72½	70¼	70¼
Erie	@48	51½	51½
Ill. Central	@78½	78¼	78½

The New York exports, exclusive of specie, for the week ending Oct. 9, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$2,418,527	$2,939,151
Prev. reported	117,801,363	145,328,783
Since January 1	$120,219,890	$148,258,934

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$3,129,787	$1,867,576
Gen. merchandise	2,715,999	2,539,429
Total for the week	$5,845,786	$4,407,005
Prev. reported	138,839,335	236,460,263
Since January 1	$144,685,121	$249,867,268

The balance in the Sub-Treasury on Wednesday was $92,858,315 41.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, issued to Wilmington, Charlotte and Rutherford R. R., 64½; Ohio and Miss., 1st mort., 90½; Illinois 6s, 1877, 100; Virginia 6s, ex-coupon, 46; Louisiana 6s, 95; New York State 6s, 1872, 100; do., 5s, 1875, 93; do., 7s, Bounty Loan, 107½; Minnesota 8s, 102½; do., 7s, 1870, 105; New Jersey Central, 127½; Hannibal and St. Joseph, 40; do., pref., 55; Chicago and Great Eastern, 51¼; do., 1st mort., 65; Stonington, 111; Chicago and Milwaukee, 70; New York and New Haven, 112; Great Western 2d mort., 1893, 75; Smith and Parmalee Gold, 12; Bergen, C. and O., 0.85; Bullion Consol., 5.05; La Crosse, 3.00; Eagle, 0.75; Consol. Gregory, 0.70; Downieville, 2.04; Burroughs, 0.75; Rocky Mt., 5.95; Quartz Hill, 5.95; Liebig, 0.80; Montauk, 0.98; Benton, 1.90; Oak Hill, 0.65; Nye, 0.37; Croydon, 6.06; Columbian, G. and S. 1.35; Central Coal, 55; Wilkesbarre Coal, 64¼; Pennsylvania Coal, 155; Butler Coal, 16; Spruce Hill, 4; Ashburton Coal, 16½; Schuylkill Coal, 8; Bennehoff Run Oil, 8; Excelsior, 0.33; Oceanic, 0.19; Brookline, 0.55; N. Y., Ph. and Balt., 0.14; Shade River Oil, 0.17; Bemis Height, 2.60; Mariposa pref., 30¼; Brunswick City Land, 8; Union Navigation, 111; Adams' Exp., 100; Boston Water Power Co., 33; Wallkill Lead, 2.28; Keystone Silver, 0.14; Western Union Tel., 55¼; do., Russian Extension, 97; Central Bank, 116; Phœnix Bank, 107; Nassau Bank, 108; Corn Ex. Bank, 120; Bank of Commerce, 120; Shoe and Leather Bank, 112; 4th National Bank, 107; Ocean Bank, 106; Am. Ex. Bank, 118; Merchants' Bank, 116⅛; Bank of America, 138½; Hanover Bank, 111.

Philadelphia.—Sunbury and Erie 7s, 95⅛; Camden and Atlantic 2d mort., 60; Belvidere Delaware bonds, 81; West Jersey R. R. bonds, 85½; Huntingdon and Broad Top 1st mort., 85; New Jersey 6s, 100; Harrisburg 6s, 93; Allegheny Co. 20-year bonds, 76; Germantown R. R., 30; Connecting R. R., 93; Girard College R. R., 28; 13th and 15th streets, 21⅛; Sch. Nav. Boat Loan, 88; Camden and Amboy, scrip, 45½; St. Nicholas Coal, 2½; N. Y. and Middle Coal Fields, 5; Fulton Coal, 6⅝; Keystone Zinc, 1⅛; Mechanics' Bank, 33; Commonwealth Bank, 58; Corn Ex. Bank, 70; Northern Bank of Kentucky, 122½; Farmers' and Mechanics' Bank, 133½; Central Bank, 130; Commercial Bank, 58; Consolidation Bank, 45; Maple Shade Oil, 2⅜; Feeder Dam, Egbert, ¼; Big Tank, ¼; Ocean, 5; Caldwell, ¾; Corn Planter, 44c. The latest quotations are: City 6s, 95½@97; do., new, 99¾@99⅞; State 5s, 95¾@96; do., coupon, 95¾@96½; do., 6s, W. L., 103@104; Phila., Wil. and Balt., 56½; Reading, 58⅛@58¼; do., 6s, 1870, 93½@94; do., bonds, 92@92¼; do., con., 115@116; Camden and Amboy, 129¾@130; Penn. R. R., 56¾@56⅞; do., 1st mort., 101@101½; do., 2d mort., 96@96¼; Little Schuylkill R. R., 35@36; Morris Canal, 84@85; do., pref., 121@124; do., bonds, 90@93; Wyoming Valley Canal, 59½@61½; do., 6s, 86@90; Susquehanna Canal, 14@14⅛; do., 6s, 61@61⅛; Sch. Nav., 28¾@29¼; do., pref., 37⅛@37½; do., 6s, 1882, 83¾@84; Union Canal bonds, 23@24; Delaware Div. Canal 56@57; do., bonds, 92@95; Elmira and Williamsport, 30@32; do., pref., 42@44; do., 7s, 1873, 98¼@99; do., 5s, 65@69; Lehigh Coal and Navigation, 58¾@59; do., bonds, 1884, 91⅞@92; North Pennsylvania, 39¾@40; do., 6s, 92¼@92½; Philadelphia and Erie, 32⅝@32¾; do., 6s, 90@91; Minehill, 57@57¼; Catawissa, .@..; do., pref., 31¼@31⅜; Lehigh Valley, 64⅜@64¾; do., bonds, 96½@99; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 88@91; West Philadelphia, 72@75; Spruce and Pine, 35@38; Green and Coates, 30@31; Chestnut and Walnut, 55@56; Thirteenth and Fifteenth, 21¼@21½; Girard College, 28@28½; Tenth and Eleventh, 64@66; Union, 41@43; Hestonville, 17¼@17⅜.

Boston.—Boston, Hartford and Erie, 10; do., 7s, 43; Vermont Central 1st mort., 120; do., 2d mort., 41; Ogdensburg 1st mort., 100; Rutland and Burlington 1st mort., 120; Eastern R. R. 6s, 1874, 98¾; Pittsfield and North Adams R. R., guar., 94; Ogdensburg and Lake Champlain, 75; do., pref., 102½; Sandusky, Dayton and Cin., pref., 32½; Granite Railway, 53¼; Connecticut and Pass. Riv. pref., 77½; Boston Water Power Co., 33; Cary Imp., 14; Adams Express Co., 101½; East Boston Co., 13; Mammoth Vein Coal, 4; Short Mt. Coal, 18½; Mt. Pleasant Coal, 28; Breton Coal, 3¼; Tudor Lead, 1.70; Coal Hill, Lead, 1⅛; Montezuma Gold, 1.70; Quartz Hill Gold, 6.15; Croydon Gold, 5.85; Bullion Consolidated, 4.75; Caledonia Gold, 0.10; Baltic Gold, 0.50; Cook Co., Ills., 7s, 97½; Chicago 7s, sewerage, 99¾; St. Louis 6s, 1871, 93½; Hallowell 6s, 97½; Albany 6s, 1886, 96; Charlestown 5s, W. L., 90¼; Portland 6s, 1877, 98; Bath 6s, 1891, 97¾; Bangor 6s, 1874, 98⅝; Boston 6s, 1867, gold, 140; do., 1874@1877, currency, 101¼; do., 5s, gold, 1869, 126¼; do., currency, 1880@1884, 100½; Rhode Island 6s, 97; Connecticut 6s, 97; Maine 6s, 99½; Massachusetts 5s, 1868, gold, 125¼; do., 1883@1894, 100¼; do., 6s, 1876, gold, 111¼; Pepper Well Oil, 1.00; Boston and Oil Creek Land, 0.10; Pittsburg and Boston, 0.12; Massachusetts and Oil Creek, 0.35; New England, 0.17; Indian Spring, 0.50; Great Basin, 0.08; Oil Creek, 0.15; State Bank, 110¼; Everett Bank, 100; Mt. Vernon Bank, 116; Market Bank, 101; Eliot Bank, 118; Bank of Republic, 127; Revere Bank, 133; Bank of Commerce, 118½; Bank of Redemption, 119¾; Suffolk Bank, 113¾; Webster Bank, 109¼; Tremont Bank, 120; Merchants' Bank, 118¼; Exchange Bank, 140½; Bank of North America, 105¼; North Bank, 115; Shoe and Leather Dealers Bank, 139¾; Faneuil Hall Bank, 128½; Blackstone Bank, 125; Bay State Mining Co., 14¾; Bedford, 30c.; Boston, 1; Concord, 6½; Canada, 1.10; Dana, 3⅛; Eagle River, 4; Evergreen Bluff, 14¾; French Creek, 55c.; Hancock, 21; Humboldt, 37⅛; Hungarian, 2¼; Hanover, 3¼; Manhattan, 4¼; Madison, 2; Mesnard, 3; Northwestern, 4½; Native, 1¼; Phœnix, 12¼; St. Clair, 9; South Side, 1½; Superior, 3⅝; St. Louis, 8; St. Mary's, 1; Winthrop, 2.

Baltimore.—N. W. Va. R. R., 18; do., 1st mort., 96½; Marietta and Cincinnati bonds, 87½; Liberty Copper, 1.40; Guilford, 0.15; Santa Clara, 7½. Gardner Hill, 0.70; Mineral Hill, 0.45; Atlantic Coal, 1.00; Farmer's and Planters Bank, 32; Mechanics Bank, 17; Howard Bank, 12; Franklin Bank, 127½; Union Bank, 64⅛; Bank of Commerce, 28⅛. The latest quotations are: Balt. and Ohio, 114@114; do., 6s, 1867, 99@100⅜; do., 1875, 98@99; do., 1880, 98@99; do., 1885, 97@97¼; Northern Central, 46¼@46⅞; do., bonds, 1885, 88¼@89; N. W. Va. 1st mort., 1873, 97@97½; do., 2d mort., 90@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 86@87; Central Ohio, 21@25; do., 1st mort., 82@85; Western Md. bonds, 76@76½; do., guar., 96@97; Maryland 6s, coupon, 1870, 102@104; do., Ins., 100@102; do., 1890, 100½@102; Baltimore 6s, 1870, 98@98; do., 1873, 96@97; do., 1875, 100@100¼; do., 1886, 98¾@99; do., 1890, 98½@98¾; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R. R., 18@18¼; Canton Co., 53¼@53½; Gardner, 0.50@0.65; Am. Gas Coal, 1.20@1.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@110; Santa Clara, ½6@7⅝; Balt. Chrome, 0.40@0.50; Bare Hill, 0.60@0.70; Atlantic Coal, 1.00@1.05; Mineral Hill, 0.45@0.65; Baltimore Coal, 150@190.

☞ Messrs. Fowle & Co., 70 Broadway, N.Y., are sole agents in the United States for Owen's Patent Wheel, Tire and Axle Co., Rotherham, Eng., Manufacturers of Owen's Patent Axles, and solid, weldless cast steel and wrought iron tires—warranted equal to any imported. See their advertisement in another column.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Oct. 5th, 1866, were $75,191 90
Corresponding week of 1865 ..... 92,082 76

Decrease $16,890 86

The earnings of the Grand Trunk Railway of Canada for the week ending Sept. 29th, 1866 were $167,053 00
Corresponding week of previous year.. 169,642 00

Decrease $2,589 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Sept., 1866.. $33,577 00
Corresponding week previous year.... 35,581 21

Decrease $2,004 21

The earnings of the Western Union Railroad for the week ending Sept. 30, 1866 . .. $24,401 07
Corresponding week previous year.... 23,680 34

Increase..... $720 73

The earnings of the Chicago and Rock Island Railroad for the 4th week in Sept., 1866 were..... $104,781 00
Corresponding week of previous year.. 86,406 00

Increase..... $18,375 00

The earnings of the Chicago and Northwestern Railway for the fourth week in Sept., 1866 were..... $315,850 00
Corresponding week of previous year,. 330,490 00

Decrease..... $14,640 00

The earnings of the Detroit and Milwaukee Railroad for the fourth week in Sept., 1866, were $41,356 00
Corresponding week of 1865..... 43,389 00

Decrease..... $2,033 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of Sept., were $17,460, an increase of $8,913 on the same week last year.

Illinois Central Railroad.

The statement of this Company for the month ending September 30, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	19,255.07 for	$193,044 16
Acres Int. Fund Lands sold	920.00 for	13,198 40
Acres Free Lands sold..	2,047.80 for	28,378 70
Total sales during month of Sept., 1866..	22,222.87 for	$234,621 26
To which add Town Lot Sales		1,285 00
Total of all		$235,906 26
Cash collected in Sept		$224,947 46

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$160,152 98
do.	Freight	330,510 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	50,000 00
Total Receipts in Sept., 1866..		$551,021 31
Total Receipts in Sept., 1865..		$686,381 63

☞ The New York, Alexandria, Washington and Georgetown Steamship Company has organized and appointed the following officers: Abraham H. Covert, president; John R. Elvans, vice-president; Richard Riker, treasurer; Geo. W. Brown, secretary. Three fine steamers have been purchased.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th Sept., inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865..	490,600	5,733,700	10,493,900	573,100
1866..	120,100	2,261,300	19,180,900	342,600
Dec.	370,500	3,472,400	*8,687,000	230,500

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,064,980 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of Sept., in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1.
Flour, bbls.....	670,400	490,600	120,100
Wheat, bush....	11,572,400	5,733,700	2,261,300
Corn, bush.....	7,435,600	10,493,900	19,180,900
Barley, bush....	220,500	573,100	342,600
Oats, bush.....	5,759,200	6,413,800	6,643,800
Rye, bush.....	135,300	501,800	679,800
Malt, bush.....	.....	421,200	333,100
Beef, bbls	5,600	7,190	100
Pork, bbls.....	54,700	14,850	11
Bacon, lbs.....	559,300	1,273,100	.....
Butter, lbs.....	147,200	107,600	47,300
Lard, lbs.....	1,760,500	1,964,100	58,900
Cheese, lbs.....	438,100	6,557,100	1,432,900
Wool.....	658,500	426,400	403,200

St. Louis and Iron Mountain Railroad.

The St. Louis *Republican*, in noticing the sale of this road on the 27th ult., says:

The sale was one to foreclose the mortgage held by the State on this road, which now amounts to about $4,700,000, consisting of the principal of the bonds issued by the State to the road, $3,501,000, and interest in arrears.

This road, which as it is well known, connects St. Louis and the great iron region at Pilot Knob, is eighty six and a half miles long. The company which built it was chartered with a capital of six million dollars. The paid up subscriptions to capital were $1,971,447, to which St. Louis city and county contributed $1,500,000 in bonds. Other corporations subscribed, chiefly in bonds, $255,000. The balance, $282,500 was made up by individual subscriptions.

The cash cost of the road and equipment, including Potosi Branch, rolling stock, &c., was, per last report, November, 1865, $4,356,819. The discount and interest paid in State, county and city bonds was $1,448,114, making a total of $5,804,933. The gross earnings for the year ending October 1, 1865, were $524,713. The expenses were $484,244. These expenses include for operating expenses $167,674, repairs of rolling stock $101,684, and repairs of road and bridges $214,885. This last item was unusually heavy, owing to circumstances of an extraordinary character.

This road will now be put into the hands of the Commissioners and will be offered for sale on terms prescribed by an act passed at the last session of the Legislature.

☞ The President has appointed the following gentlemen United States Government Directors of the Union Pacific Railroad Company until the first Wednesday of October, 1867, viz: Timothy J. Carter, of Illinois, Charles T. Sherman, of Ohio, George Ashmun, of Massachusetts, Springer Harbaugh, of Pennsylvania, and Jesse L. Williams, of Indiana.

☞ The Columbia and Port Deposit Railroad Company broke ground at Port Deposit about two weeks ago, and have since been pushing their work forward. The road will connect with the Philadelphia and Baltimore Central, which is nearly completed to the Susquehanna River, and with the branch of the Philadelphia, Wilmington and Baltimore road from Perryville to Port Deposit, which is also being pushed rapidly to completion.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool	$4,356,477	$2,952,134
" cotton...	1,427,662	770,189
" silk.....	2,598,647	1,170,067
" flax.....	1,279,711	804,847
Miscellaneous dry goods..	425,058	650,944
Total entered for cons'n..	$10,087,555	$6,348,181

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool	$673,125	$1,828,397
" cotton...	87,173	351,378
" silk.....	291,111	999,851
" flax.....	364,268	402,791
Miscellaneous dry goods..	73,923	126,268
Total withdrawn from warehouse.....	$1,489,600	$3,708,415
Add entered for consump.	10,087,555	6,348,181
Tot. thrown on the market.	$11,577,155	$10,056,596

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool	$410,966	$1,234,756
" cotton...	122,468	354,717
" silk.....	365,464	508,417
" flax.....	188,827	569,312
Miscellaneous dry goods..	22,977	160,292
Total entered for wareh'g.	$1,110,702	$2,827,494
Add ent. for consumption.	10,087,555	6,348,181
Total entered at the port.	$11,198,257	$9,175,675

The imports of foreign dry goods at New York for nine months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool...	$17,604,327	$26,257,881
" cotton..	6,012,364	12,861,398
" silk.....	11,105,063	14,337,894
" flax	6,626,246	10,628,775
Miscellaneous dry goods.	2,250,870	6,178,775
Tot. entered for consump.	$43,598,870	$70,264,723

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool....	$8,471,475	$14,497,656
" cotton ..	2,533,705	5,187,922
" silk.....	3,263,091	6,461,309
" flax.....	3,625,800	4,335,280
Miscellaneous dry goods..	713,754	952,533
Total withdrawn from warehouse.....	$18,607,825	$31,434,700
Add ent. for consumpt'n	43,598,870	70,264,723
Total thrown on the market.....	$62,206,695	$101,699,423

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool...	$5,791,253	$16,005,910
" cotton..	1,476,306	5,018,631
" silk....	2,695,529	6,947,604
" flax	2,505,803	5,037,666
Miscellaneous dry goods.	443,107	1,213,804
Total entered warehouse.	$12,911,998	$34,223,615
Add ent. for consumpt'n.	43,598,870	70,264,723
Tot. entered at the port.	$56,510,868	$104,488,338

Western Maryland Railroad.

The President of this company, Robert Irwin, Esq., corrects a statement made in the Baltimore *American*, that "several routes have been surveyed—one near Emmittsburg, another near Mechanicstown, and a route midway between the two; the latter, called the tunnel route, seems to be the most favorable, and will probably be selected." The facts are: that the engineer of the company has been instructed to examine three lines from the tunnel at Royers' Summit, on South Mountain—one *via* Mechanicstown; the second *via* Emmittsburg, and the third *via* the middle route, which is midway between Emmittsburg and Mechanicstown. It is expected that the engineer will be able to report on these several lines in a short time, when the route selected will be submitted to the Mayor, Register and Comptroller for their examination and acceptance, under a section of the ordinance of the Mayor and City Council of Baltimore authorizing a subscription of two hundred thousand dollars to the stock of the Western Maryland Railroad Company. Until this is done, no one is authorized to say what line is the most favorable one, and the one most likely to be adopted. It may be proper to say, in this connection, that the bid of Messrs. Dougherty, Barry & Co., has no reference to either of these routes, but they are willing to build the road on the line selected by the company's engineer.

St. Louis and Iron Mountain and Cairo and Fulton Railroads.

As stated in our last issue, the sale of the St. Louis and Iron Mountain Railroad took place at St. Louis, as advertised, on the 27th ult., and was purchased for the State of Missouri by Robert A. Watt, Esq., President of the Board of Commissioners of that road, for the sum of Four Millions, Six Hundred Thousand Dollars. On the 1st inst., the Cairo and Fulton Railroad of Missouri was also sold to satisfy the claims of the State, and was purchased by Charles S. Rankin, Esq., President of the Board of Commissioners of that road, as a representative of the State, for the sum of Nine Hundred and Fifty-Seven Thousand Five Hundred Dollars. The Commissioners now invite proposals in writing for the purchase of said roads, which will be received until the 8th proximo, and shall each state the price bid for the respective roads, and that they are based upon the following terms and conditions, viz:

First. The price or consideration bid shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually: *Provided*, that all sums bid may be paid at any time prior to maturity, in either cash or the bonds or other liabilities of the State of Missouri.

Second. The roads and all rolling stock belonging thereto shall be kept in good serviceable condition during the progress of said roads (respectively) to completion.

Third. Bidders for the St. Louis and Iron Mountain Railroad must agree to finish that road to a point south of Pilot Knob, to connect with the Cairo and Fulton Railroad of Missouri, in three years, and to the Mississippi River, opposite to or below Columbus, Kentucky, in five years from the date of the sale; and they must also agree to expend in each and every year, in case they become the purchasers, the sum of five hundred thousand dollars in the work of gradation, masonry, or superstructure on said extension.

Bidders for the Cairo and Fulton Railroad of Missouri must agree to complete said road from the Mississippi River, opposite the town of Cairo, Illinois, or Columbus, Kentucky, to the intersection of the St. Louis and Iron Mountain Railroad line, within three years after the date of sale thereof.

Bids for the roads must be separate. Those for the St. Louis and Iron Mountain Railroad should be addressed to Robert A. Watt, President Board of Commissioners of that road; and those for the Cairo and Fulton Railroad of Missouri to Charles S. Rankin, President Board of Commissioners Cairo and Fulton Railroad of Missouri, St. Louis, Mo.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Sept. 1, 1866.	Oct. 1, 1866.
Debt bearing int. in coin.	$1,288,322,541 80	$1,310,065,941 80
Debt bearing interest in currency..	978,771,040 00	930,930,190 00
Matured debt not presented	19,653,443 82	23,302,372 14
Debt bearing no interest.	441,567,810 33	437,252,205 33
Total...	$2,728,314,835 95	$2,701,550,709 27
Coin in Treasury.....	$76,333,918 27	$86,259,909 35
Currency....	56,297,749 46	41,953,858 24
	$132,631,667 73	$128,213,767 59
Debt less cash in the Treasury.....	$2,595,683,168 22	$2,573,336,941 68

The total debt shows a decrease since the 1st of September of $26,764,125 68. The balance in the Treasury shows a decrease, as compared with September 1st, of $4,417,900 14. Deducting the amount on hand from the aggregate debt, both on the 1st of September and the 1st of October, the decrease of debt would be $22,346,226 54. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of October, 1866, and the actual decrease in the Public Debt since that period has been $184,352,629 75.

Atlantic and Pacific Railroad.

We last week announced the organization of this company, at St. Louis, by the election of John C. Fremont as President, Daniel R. Garrison Vice-President, Charles H. Howland Secretary, and J. P. Robinson Treasurer. General Fremont, on taking the chair, delivered an address, enlarging upon the advantages of the proposed route. 'By a recent act of Congress," he said, "the line of the road is laid in Southwestern Missouri and the valley of the Canadian, and generally along the thirty-fifth parallel to the head of navigation on the Colorado, and thence to the Pacific coast. To aid in its construction, the act grants over twenty-five thousand acres of land to the mile, making for the entire route about forty-six millions of acres. Its really central position makes the line national. It is believed that it will prove to be the shortest, and it certainly presents fewer natural obstacles, and is the most practicable of any among all the proposed routes to the Pacific. From Springfield to San Francisco its estimated length is one thousand eight hundred miles, making for the distance from St. Louis about two thousand miles, and from New York about three thousand two hundred miles to San Francisco. From New York, by way of Memphis, to San Francisco, the distance is three thousand seven hundred, making a difference of five hundred miles in favor of this route."

☞ Messrs. Bradford & Renick, 71 Broadway, N. Y., are prepared to furnish spruce, hemlock, cedar and hackmatack sleepers; also, Georgia pine, white pine, spruce and oak timber and lumber of every description. Address Bradford & Renick, 71 Broadway, N. Y.

☞ A Railroad Commission House in this city is in want of a thoroughly competent salesman, one having a good trade and acquaintance may address Box 4,955, N. Y. Post Office.

A West Side Railroad.

Another railroad, designed to connect Albany with New York, to be located on the west side of the Hudson River, is spoken of in the Newburgh papers. The company has been organized, and articles of association filed. The directors are: Geo. Talbot Olyphant, John Jacob Astor, Jr., John McB. Davidson, Daniel Butterfield, Homer Ramsdell, Thos. Cornell, John H. Hasbrouck, Thos. W. Olcott, Erastus Corning, Jr., Robert H. Pruyn, Samuel Schuyler, and Jos. H. Ramsey.

Union Pacific Railroad Company.

The completion of this road from Omaha, Nebraska Territory, westward to the 100th meridian of longitude is to be celebrated by an excursion and appropriate ceremonies. Invited guests will leave New York on the 15th inst., reaching Omaha the 22d. Tickets over the intermediate roads will be provided by the company—but will be good only in the hands of invited guests.

☞ The annual meeting of the Concord and Portsmouth Railroad Company was held at Manchester, N. H., on the 3d inst. The annual report was presented, and the following gentlemen elected directors for the ensuing year: Stephen Kenrick, S. Plumer Dow, Benjamin F. Martin, Joseph B. Walker, and Samuel N. Bell. At a meeting of the directors held subsequently, Hon. Stephen Kenrick was re-elected President, and William H. Hackett, Clerk.

☞ The railway from the Truro terminus of the Nova Scotia Railway to Pictou, is rapidly approaching completion. It is said that a very satisfactory offer has been made by a reliable English firm for the construction of the road from the Windsor terminus of the branch of the same road to Annapolis, and that it will probably be accepted.

☞ The Milwaukee *News* of 5th inst., says: "Our city experienced a pleasant surprise yesterday, in the arrival here of about forty ladies and gentlemen from Rock Island, an excursion party who came on the first train from that place to Savannah, on the new railway link just completed connecting those two points."

☞ The Union Pacific Railroad, Eastern Divisian, is now completed to Fort Riley, and will reach Junction City, 2½ miles west of Riley on the 15th inst.

New York and Oswego Midland Railroad.

The object of this road is to establish a direct connection between New York and Oswego. It is intended to find its way into New York through the northern junction of Sussex Co., N. J. We learn that engineers have been for some time surveying routes on the western side of the mountains from the vicinity of Port Jervis to near Beemersville, New Jersey, where it is said they will be obliged to tunnel the Blue Mountain; after which they intend crossing the valley by Deckertown, Hamburg and Snufftown, and thence through Passaic and Morris counties towards the Hudson river. It is intended to start from Oswego, running thence to Syracuse, and from that city southeast through Onondaga, Madison, Chenango, Otsego, Delaware, Sullivan and Orange counties, entering Sussex county, New Jersey, near Port Jervis.

Interest and Dividends.

A semi-annual dividend of eight per cent., free from United States Government tax, upon the capital stock of the Cleveland and Toledo Railroad Company, has been declared payable on the 25th day of October inst., at the office of Messrs. Wells, Fargo & Co., No. 84 Broadway, New York, and until the 15th day of November next, and after the latter date at the company's office in Cleveland.

The Central Railroad Company of New Jersey will pay, 20th instant, a quarterly dividend of two and a half per cent., free of tax.

The Chesapeake and Delaware Canal Company have declared a dividend of 25 per cent., free of tax, delivered after the 20th instant, in shares of the company, and in scrip for fractional parts of a share.

The Baltimore, Catonsville and Ellicott's Mills Passenger Railway Company has declared a dividend of 4 per cent. on the capital stock, payable on and after 31st instant, clear of United States tax.

Southern Pacific Railroad.

The New Orleans *Picayune* says that the Southern Pacific Railroad from Shreveport, La., to Marshall, Texas—about forty-five miles—is in excellent order, and daily trips are profitably made, with continually accumulating business, and that traffic is bound to increase constantly, as the road progresses, and as the vast and fertile regions from Marshall to El Paso are opened to a market, the best on the continent—New Orleans. The *Picayune* adds that a company of foreign capitalists has made propositions to build the road its entire length, and that the terms proffered are considered by many to be highly liberal. The propositions are now under consideration.

☞ The stockholders of the Washington, Alexandria and Georgetown Railroad Company have elected a new Board of Directors and the following officers: R. W. Latham, of New York, President; Joseph B. Stewart, of Washington, Secretary, and Wm. Keyser, of Baltimore, Treasurer.

☞ A fast freight line from the terminus of the Union Pacific Railroad to Denver and Salt Lake City has been organized. Relays of horses for the line will be stationed at proper intervals, and no efforts will be spared in forwarding freights by this line to their destinations.

Troy and Greenfield Railroad.

The following is a copy of an order adopted by the Governor and Council for the completion of the Troy and Greenfield Railroad from Greenfield to the tunnel:

"*Ordered*, That the Commissioners on the Troy and Greenfield Railroad and Hoosac Tunnel be, and they are hereby authorized to lease to the Fitchburg and Vermont and Massachusetts Railroad Corporations the railroad from Greenfield to the Tunnel, upon the terms and conditions contained in the proposal of said corporations of July 24, 1866; provided it shall first be ascertained by said Commissioners that the total cost of the completion of said railroad, substantially on its present location, will not exceed the sum of six hundred thousand dollars."

Chicago, Rock Island and Pacific Railroad.

The extension of this road from Kellogg Station, its present terminus, to Des Moines, Iowa, has been let to a Pennsylvania firm, and the prospect is that the work will be commenced at once. The Chief Engineer of the road has been directed to survey and locate the route west of Des Moines, and get 80 miles ready for letting immediately. We understand that the road is to be pushed through to Council Bluffs as rapidly as possible, and to a connection with the Union Pacific Railroad at Omaha.

St. Croix and Superior Railroad.

The immediate building of the St. Croix and Superior Railroad is now a fixed fact. We have been handed a note from A. L. Livingston Land Commissioner of the Company, stating that the Company's bonds have been endorsed and guaranteed by the Farmer's Loan and Trust Company, of New York, for $1,000,000 which will build and equip 40 miles of road. He has also just received a letter from J. C. Campbell, Chief Engineer, stating that iron for 20 miles, will be here next month, and Mr. Campbell will also be here to take charge of the work. Anthony W. Morse, of New York, Managing Director, will be here next week to push forward the enterprise.—*Hudson (Wis.) Star.*

☞ A meeting of stockholders of the Tennessee and Alabama, and Tennessee and Alabama Central, and the Southern Central Railroads was held at Decatur, Ala., on the 26th ult., and a combination of the companies effected under the title of the Nashville and Decatur Railroad. It is understood that the new company propose pushing forward the line to Montgomery, Alabama, whence there is direct communication with the Gulf.

☞ The Chief Engineer of the Truro and Moncton railway has been instructed by telegraph from England to push forward the work vigorously. Truro is the western terminus of the Nova Scotia railway, and Moncton a point on the European and North American. When this road is built there will be a through route by rail from St. John, N. B., to Halifax, N. S.

☞ Railroad Companies in want of a Purchasing agent of character and experience, one thoroughly acquainted with the business and markets, and having unexceptionable references, will please address "H." Box 5,314, N. Y. Post Office.

☞ The board of directors of the Kent County (Md.) railroad is composed of the following gentlemen: Geo. Vickers, president; D. C. Blackiston, Thos. J. Shallcross, Isaac Parsons, Chas. Beaston, Thos. W. Eliason, W. B. Wilson and Wm. T. Spry. Treasurer, Richard Hynson.

☞ At a meeting of the stockholders of the Louisville and Nashville Railroad Company, held in Louisville on the 1st inst., the following gentlemen were elected directors for the ensuing year: James Guthrie, James B. Wilder, William B. Hamilton, H. D. Newcomb, R. A. Robinson, W. H. Smith, Jo. C. Gould. The stockholders voted in favor of the extension of the Lebanon Branch Road to the State line.

☞ The Nashville and Northwestern Railroad, connecting Nashville directly with St. Louis, is stated to be making rapid progress in its connection with the Mississippi River. The bridge at Johnsonville is in course of construction, and west of Johnsonville to Hickman, Kentucky, the grade is ready for the iron. It is thought that by January next passengers and freight will be put through.

☞ The following gentlemen have been chosen directors of the Dover and Winnepissiogee Railroad for the ensuing year: William Hill, William Hale, George W. Woodman, George M. Herring, John McDuffie, Samuel A. Walker and Amos Paul. The road is in a prosperous condition, the travel having increased about 30 per cent. over the previous year.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company are now landing crossties and rails at Port Deposit, preparatory to laying the track of the branch road, connecting that town with Perryville. It is understood that the company intend laying the track forthwith.

☞ The Revenue of the Province of Canada for the month of September was $1,170,893 74; and the expenditure, $716,931 71.

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July 19th, 1866.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 20, 1866.

Virginia and Tennessee Railroad.

The annual meeting of this company was held in Lynchburg, Va., on the 11th inst. From the Report of the Directors which was presented, it appears that during the year ending 30th June last, the gross earnings of the road were $556,022 07; and its expenses of operating, building bridges, &c., $787,829 77. The road was not opened till July 24th, 1865, and all of its most important connections were not in running order till two-thirds of the fiscal year had ended. In addition to the several mortgage bonds of the road, which amount to $1,839,500, there is now due for coupons outstanding and not presented during the war and since, $362,160, making an aggregate funded debt of $2,550,782 55. For the payment of the bonds and coupons past due, the Legislature have authorized the issue of $600,000 bonds due in 34 years, and bearing 8 per cent. interest; these bonds will be issued in lieu of past due bonds and coupons. After the issue of this amount ($600,000) for past due bonds and coupons, and the sale of $400,000 of bonds authorized to be sold, the whole debt will be: Funded debt, $2,201,660; floating debt, $349,122 55; eight per cents to be issued $1,000,000—total, $3,550,782 55.

The company adopted a resolution in favor of consolidating the management of the railroads from Bristol, Tenn., to Norfolk, Va.

Debt and Resources of Virginia.

The credit of the State of Virginia has been somewhat damaged by the ill-advised and incorrect statements of her financial condition, which have appeared from time to time in different newspapers. In order, therefore, to correct, as far as possible, false impressions, and to place before the people of Virginia facts which they are entitled to know, we have investigated the subject for the purpose, giving them a reliable statement of our State finances:

In April, 1861, the public debt of Virginia amounted, in round numbers, to	$34,969,381 38
Interest on the same to July 1, 1865	5,071,337 29
Total debt of the Commonwealth, including interest, July 1, 1865.	$40,040,718 67

As no provision had been made up to this time by law for the payment of any portion of the interest on the State debt, and as the Legislature found upon assembling that all the State revenue that could be collected would not be more than sufficient to defray the ordinary expenses of the Government for the current year, no interest could be paid upon it. An act was therefore passed authorizing the funding of the interest due upon the State debt up to Jan. 1, 1867. Under this act not two millions has yet been funded. It is not probable that very much more will be funded until the act expires by limitation on Jan. 1, 1867. Then on the first day of January, 1867, the State debt will stand thus:

Public debt due April 1, 1861	$34,969,381 38
Interest on same to July 1, 1865	5,071,337 29
Interest on same from July 1, 1865, to Jan. 1, 1866	1,039,216 95
Interest from Jan. 1, 1866, to Jan. 1, 1867	2,078,433 90
Total amount of debt and interest due on Jan. 1, 1867	$43,158,369 52

The property of the State available as a set-off against this debt consists principally in the stocks and bonds of her various internal improvement companies. In all the railroads and canals lying in the State, Virginia owns a large and, in most cases, a controlling influence.

The State's interest in the capital stock of the several railroads is as follows:

The Alexandria, Loudoun and Hampshire, three-fifths; Fredericksburg and Gordonsville, three-fifths; Manassas Gap, three-fifths; Norfolk and Petersburg, five-sevenths; Orange and Alexandria, three-fifths; Richmond and York River, five-sevenths; Richmond and Petersburg, two-fifths; Richmond, Fredericksburg and Potomac, two-fifths; Richmond and Danville, three-fifths; Southside, three-fifths; Virginia and Tennessee, three-fifths; Virginia Central, three-fifths; Virginia and Kentucky, three-fifths.

In some of the less important roads her interest is greater. In the Blue Ridge and in the Covington and Ohio she owns the whole of the stock. She has already expended $3,000,000 on the construction of the Covington and Ohio Railroad.

The great problem is how to make these assets serve to extinguish their value of the State debt. We have heard that North Carolina has taken measures to exchange her railroad stocks for State stocks, but with the exact method by which this is to be accomplished we are not informed. Insurmountable difficulties seem to stand in the way of its accomplishment, however much it may be desired. If the State should throw her railroad stocks and bonds on the market, and attempt to sell them, they would depreciate enormously in value—and they are already low enough—while the calling in her own bonds with the proceeds of the sale, would increase their value, and Virginia would lose greatly by both the selling and the buying.

The value of the State stock is now about 43 cents on the dollar. Since the surrender of Gen. Lee they have been at different times as low as 35, and as high as 46. There are but two railroads in the State whose stock is as high as this, as will be seen by the following:

Orange and Alexandria	18
Richmond and Petersburg	40
Richmond, Fredericksburg and Potomac	60
Richmond and Danville	45
Virginia and Tennessee	20
Virginia Central	25
James River and Kanawha Canal	9

That it is a desirable thing to use these stocks—now no source of revenue—for the purpose of canceling a part of the State debt on which we pay a heavy interest, seems to be beyond question—but the method of doing it will be one of the most troublesome questions before the next session of the Legislature.

There is a strip of timber land belonging to the State lying principally along the Atlantic coast below Cape Henry, that was surveyed last Spring, and will be sold this Fall. It contains a little over forty thousand acres. It is very poor land, bordering on the sea and the desert, and is chiefly valuable for the fine timber growing on part of it, and for its valuable fisheries. It will probably

bring something under two hundred thousand dollars.

The State of Virginia will require for the expenses of the year beginning Jan. 1, 1867, including the interest of the State debt, $3,409,483 48.

As things stand now, the whole of this debt rests upon us, and none upon the State of West Virginia. At the last session of the Legislature, Commissioners were appointed to confer with other Commissioners to be appointed by the State of West Virginia, which were to constitute a body empowered to apportion the debt justly between the two States. West Virginia, however, failed to appoint Commissioners to confer with ours, and nothing, therefore, has been done. Some action will probably be taken at the next session of the Legislature of West Virginia.—*Richmond Times, Oct.* 10.

Receipts and Expenditures of the United States.

The Receipts and Expenditures of the United States Government for the fiscal year ending June 30, 1866, have been as follows:

Receipts:		
From Customs		$179,046,630 64
" Public Lands		665,031 03
" Direct Tax		1,974,754 12
" Internal Revenue		309,226,812 81
" Miscellaneous		65,125,966 46
Total		$556,039,195 06
Expenditures, viz:		
Civil, Foreign and Miscellaneous	$41,049,965 96	
Pensions and Indians	16,253,300 44	
War	284,449,701 82	
Navy	43,519,632 21	
		385,272,600 43
Balance applicable to payment of interest on Public Debt		$170,766,594 63
Interest		133,074,737 27
Excess of receipts		$37,691,857 36

But this excess of receipts does not show the capacity of the country to pay off its debts, for it all occurred in the last few months of the year. By the annexed statement it will be seen that the expenditures of the War Department, which in the first quarter of the fiscal year, (July 1 to September 30, 1865) were $165,369,237 32, dwindled down in the last quarter (April 1 to June 30, 1866) to $12,744,022 69; and those of the Navy from $16,520,669 81 in the first quarter to $9,218,474 in the fourth. The expenditures of the War Department during the current year would be over $240,000,000 less than those of the past, were it not for the equalization bounties bill. As compared with the fiscal year ending June 30, 1865, we find in the past year an increase of receipts from internal revenue of $100,000,000, and of customs of $95,000,000; while there has been a diminution of expenses for war of over $75,000,000 and for the navy of $80,000,000. The year ending December 31, 1865, showed a deficiency of $619,000,000; six months after that time, the year ending June 30, 1866, showed an excess of receipts over expenditures of $37,691,857 30. The cash on hand June 30, 1866, amounted to $130,669,815 19; on the 30th of June, 1865, it was $858,309 15—showing an increase of $129,811,506 04. If the gold in the National vaults, estimated in the foregoing figures at par, were expressed in currency figures, it would show a balance on hand at the end of the year of over $160,000,000.

The following is a statement in detail of the Receipts and Expenditures for the fiscal year ending June 30, 1866:

RECEIPTS.		
From Customs:		
Quarter ending Sept. 30		$47,009,583 03
Quarter ending Dec. 31		39,216,338 39
Quarter ending March 31		46,645,597 88
Quarter ending June 30		46,175,151 39
Total		$179,046,630 64
From Public Lands:		
First quarter		132,890 63
Second quarter		175,245 56
Third quarter		180,175 21
Fourth quarter		176,719 63
Total		$665,031 03
From Direct Tax:		
First quarter		31,111 30
Second quarter		368,843 31
Third quarter		1,086,163 44
Fourth quarter		488,636 07
Total		$1,974,754 12
Internal Revenue:		
First quarter		96,618,885 65
Second quarter		82,597,156 93
Third quarter		66,153,031 31
Fourth quarter		63,857,738 93
Total		$309,226,812 81
Miscellaneous:		
First quarter		18,393,729 94
Second quarter		17,515,705 56
Third quarter		10,874,024 30
Fourth quarter		18,342,516 66
Total		$65,125,966 46
EXPENDITURES.		
Civil, foreign, and miscellaneous:		
First quarter		10,571,460 99
Second quarter		9,377,132 25
Third quarter		9,248,033 17
Fourth quarter		11,853,339 55
Total		$41,049,965 96
Pensions and Indians:		
First quarter		6,024,241 86
Second quarter		1,437,629 52
Third quarter		5,808,127 04
Fourth quarter		2,983,302 02
Total		$16,253,300 44
War:		
First quarter		165,369,237 32
Second quarter		68,122,541 65
Third quarter		38,213,900 16
Fourth quarter		12,744,022 69
Total		$284,449,701 82
Navy:		
First quarter		16,520,669 81
Second quarter		10,341,555 68
Third quarter		7,438,932 28
Fourth quarter		9,218,474 44
Total		$43,519,632 21
Interest:		
First quarter		36,173,481 50
Second quarter		39,721,527 37
Third quarter		30,024,447 51
Fourth quarter		36,155,280 89
Total		$133,074,737 27

The total disbursements of the War, Navy and Interior Departments for the 1st quarter of the present fiscal year (July 1 to September 30, 1866,) have been $14,261,244 99—an average per month of $4,753,748. In 1865–'66, the same expenditures averaged during the entire year $32,106,050 per month; in 1864–'65, $101,076,333; in 1863–'64, $67,629,083; in 1862–'63 $57,498,333.

Dubuque and Sioux City Railroad.

The earnings of the first division of this road (100 miles) for the year ending December 31st, 1865, were:

From passengers		$173,476 32
" freight		431,199 98
" express		6,992 80
" mail		6,242 00
" miscellaneous		293 94
		$618,205 04
Expenses, viz:		
Repairs of road	$159,898 32	
" buildings	15,655 83	
" engines	30,113 53	
" cars	30,007 23	
" fences	5,666 11	
Agents and clerks	48,200 09	
Stores for stations and stationery	9,106 85	
Train hands	12,845 22	
Locomotive running	69,647 50	
Loss and damage	3,978 31	
Elevation of grain	21,852 61	
Telegraph supplies and repairs	3,446 00	
Interest and exchange	12,033 10	
New engines	6,843 33	
Insurance	2,315 70	
Miscellaneous	5,633 49	
		437,243 22
Earnings less expenses		$180,961 82

Of the above expenses, $408,838 25 are classed as ordinary, and $32,404 97 as extraordinary expenses and renewals. Deducting from the above the amount paid for State and Federal Taxes, $20,796 09, and the sum remaining applicable to the payment of interest and dividends is $160,165 73.

The following table shows the gross earnings of the 1st division of the road for each year since it was opened:

	Length of road.	Earnings.	Increase over previous year.
1858	37 miles	$62,519 68	$
1859	37 "	58,620 19	
1860	80 "	121,025 95	62,405 76
1861	100 "	199,410 11	78,384 16
1862	100 "	228,559 53	29,149 42
1863	100 "	276,197 40	47,637 87
1864	100 "	412,155 71	135,958 31
1865	100 "	618,205 04	206,049 33

The gross earnings of the 2d division, (an average of 12 miles) in 1865, were:

From passengers	$7,805 90
" freight	9,906 94
" express	551 82
	$17,764 16
Operating expenses and taxes	13,337 41
Leaving a balance of	$4,426 75

The total earnings of both divisions (average length 112 miles) in 1865, were $635,969 20. The average earnings per mile in 1865, were $5,878 29, against an average of $4,121 55 in 1864. Number of passengers carried in 1864, 67,241; do., in 1865, 98,934. Tons of freight carried in 1864, 80,036; do., in 1865, 115,112. The Report says:

The cost of operating the traffic of the second division, and of the Cedar Falls and Minnesota

Railroad, have not yet been charged to their several accounts, but will be as soon as the terms for doing such service are agreed on, which, when added to the earnings of the 1st division, will increase them.

The great freshet in June last injured, more or less, nearly every bridge and culvert on the line, and stopped our through traffic for one month, in consequence of which our earnings were much lessened, and our expenses largely increased.

The second division was opened for traffic to New Hartford on 1st June last; to Parkersburg on 26th same month; to Aplington on 2d August, and to Ackley on 19th October, which last station is the terminus of the road this winter. The length of road now in operation is 132 miles.

It is expected the contractor will have the iron laid to Iowa Falls in March, and it is hoped that about 1st May, the road will be open for traffic to that station, which will make 144 miles of road from Dubuque.

From 1st January, it will take about $60,000 to pay the contractor for completion of his contract, and for building depot and temporary engine house at Iowa Falls.

When we reach this point, our earnings may be expected to increase considerably, as we then can compete for the business from Fort Dodge and Sioux City, and the territory tributary to those places.

Traffic on this road is heaviest from July to December. Last fall we could scarcely do more than half the freight business offered, because of the limited equipment of the road, and persons anxious to find another exit to market, attempted to project other railroads.

The prospects of this road are very bright, as it runs through a prairie country, remarkable for its fertility and the healthiness of its climate; and the success of this enterprise is without a shadow of a doubt, if a proper expenditure is made in increasing its equipment, and furnishing other facilities much needed for doing a fast increasing business.

Every succeeding year must show an increase of traffic, if the road can only give the accommodation required.

We received in August last two new locomotives, and built at the company's shop two passenger cars, one baggage car, and two way cars, making our present equipment as follows, viz: 13 locomotives, 9 passenger, 3 baggage, 2 mail and express, 81 box freight, 20 stock, 38 platform, and 7 way cars.

Our passenger traffic has increased very much, and we should have two more passenger cars, and one mail and express car to accommodate this business during the next year.

Mileage of locomotives for the year, 282,384 miles.

Four new locomotives and fifty freight cars have been ordered to be delivered in the Spring, which will assist very much in adding to our earnings.

We are in great need of an increase to our shops and machinery for repairing locomotives and cars. What we have at present was only intended to keep six locomotives in repair. Now we have 13 locomotives, and we cannot keep them in good working order for want of means to do so. When we get the four which are ordered, we will have 17 locomotives, and it will be impossible to keep them in repair without the increase of both shops and tools. If our car shops were enlarged, we could build much cheaper and better cars than we can buy.

We also very much need an enlargement of the depot grounds and tracks in Dubuque, they being totally inadequate to our business.

A large proportion of the track is in excellent condition, but there are portions of it which need new iron, new ties, ditching and ballasting. The iron on the first 30 miles is nine years in use, and is much battered and worn, and has arrived at that state when deterioration goes on rapidly. Six hundred tons guaranteed new rails will require to be purchased early in the season to put this part of the track in order for next winter.

The damage done by the freshet caused large additional expenses; and we have renewed and repaired many bridges during the past season.

Several bridges and trestle works will require to be renewed, and others to be repaired and protected in 1866.

The track on the second division will require some expenditure to put it in fit condition for the regular running of trains. Portions of it will require to be ballasted and ditched.

Depots have been built at New Hartford, Parkersburg and Ackley. One is in an advanced state of construction at Iowa Falls, and will be ready as soon as required.

The markets for produce became very dull in December. Some predict a continuation of low prices in 1866, and consequently a falling off in railroad receipts generally; but I am confidently of opinion that if we receive the locomotives and cars ordered, that the earnings of 1866 will show a healthy increase over last year.

As our traffic increases, we will need additional room for elevation of grain. I would strongly recommend that arrangements be made for the building of another elevator. It should be about 500 feet distant from the present one, as security against fire.

A road has been projected from Ackley, on our line, to the coal mines at Eldora, in Hardin county, a distance of sixteen miles. When this road will be built, it will add largely to our traffic by hauling coal to Dubuque and other stations.

The Cedar Falls and Minnesota Railroad Company have now 14 miles of their road built. It connects with this road about 98 miles from Dubuque, and has proved during the past year a valuable feeder. If arrangements can be made with that company, for its immediate extension to the State line, and for lease on favorable terms, I would strongly recommend that such be done.

The second division of the road was completed to Iowa Falls, a distance of 44 miles, in April last, and regular trains commenced running to that point about the 1st of May. The depot at Iowa Falls was also completed and ready for occupation about the middle of April. By the extension of the road to Iowa Falls, the company became entitled to 153,600 acres of land, as provided by the Land Grant Act.

INCOME ACCOUNT.

Balance January 1, 1865	$102,314 68
Earnings for 1865, as above	618,205 04
	$720,519 72
Expenses—ordinary	$408.838 25
" extraordinary	32,404 97
State tax for 1864	3,982 38
United States taxes	16,813 71
Coupons 1st mortgage bonds	22,225 00
One half of coupons' Construction bonds, due Jan. 1, 1866	11.550 00
Dividends for 1864	75,482 54
Balance	153,222 87
	$720,519 72

The income for the year 1865, as above, was $618,205 04; expenses, taxes and coupons, $491,-814 31—leaving a balance subject to dividend of $126,390 73.

GENERAL BALANCE SHEET, JANUARY 1, 1866.

Dubuque and Pacific Railroad obligations	$2,981,137 57
Construction and equipment 1st div.	451,138 76
" 2d division	1,609,851 90
New engines	49,732 59
C. F. & M. R. R. bonds	1,500 00
Stores on hand	101,762 30
Balance due from stations	25,623 21
Individual accounts	5,057 90
Sundry balances, 2d division	16,415 30
Cash on hand, December 30, 1865	1,096 73
	$5,243,316 26
Capital stock—common	$1,673,641 42
" preferred	1,987,351 15
1st mortgage bonds 1st division	300,000 00
Construction bonds, 2d division	660,000 00
Floating debt	210.633 04
Dividend scrip	178,803 58
Amount due for supplies	23,929 46
" wages	25,048 93
Profit and loss	26,259 06
Net earnings, 2d division	4,426 75
Income account, balance	153,222 87
	$5,243,316 26

The officers chosen in February, 1866, are as follows:

President.—M. K. JESUP.

Directors.—Charles L. Frost, James Robb, H. L. Stout, Fred. Schuchardt, Isaac H. Knox, Platt Smith, M. K. Jesup, L. P. Morton and D. Willis James.

Vice President.—PLATT SMITH.

Secretary and Treasurer.—LOUIS BOISOT.

Gen'l Manager.—THOMAS WARNOCK.

Superintendent.—J. P. FARLEY.

Interest and Dividends.

The Baltimore and Ohio Railroad Company has declared a dividend of 4 per cent. on the stock of the Main Stem, payable on and after the 23d instant; also a dividend of 5 per cent. on the stock of the Washington Branch for the half year ending 30th ult., payable on and after 16th instant. United States tax paid by the company.

The Cinninnati, Hamilton and Dayton Railroad Company have declared a dividend of five per cent., in stock, free of tax, payable on or after the 25th inst., provided that all fractional parts be paid in cash, at the rate of four per cent.

Ohio and Mississippi Railroad.

An arrangement has been concluded between the Indianapolis and Cincinnati and Ohio and Mississippi Railroad Companies, under which a third rail is being laid between North Bend and Lawrenceburg, at the expense of the latter company, who are to have the use of the track between those points for general transportation purposes, until they shall have renewed their bridge across the Miami River, which will require several months to complete. The track will be ready for use next week. As a part of the consideration for this, the Ohio and Mississippi Railroad Company withdraw their suit against the Indianapolis and Cincinnati Railroad Company and cancel the contract on which that suit was based, releasing the latter company from all claims under it.

☞ The contract for the construction of so much of the Newark and New York Railroad as lies between the Hackensack and Hudson Rivers, was awarded on the 12th inst., to Messrs. Lee & Huston at present contractors on the Morris and Essex extension.

Manassas Gap Railroad.

We are informed that the Baltimore and Ohio Railroad Company offer to take the Manassas Gap railroad and put it in running order, but that the Manassas company refuse (through Mr. Marshal, its president,) to allow them to touch it until they are paid about $850,000 in advance of the cost of building the road to its present condition. The Legislature should compel the Manassas company either to make such an exhibit of its financial condition as will show conclusively their ability to put the road in running order up to Harrisonburg by the following September, and to commence the work at once, and in earnest, or else accede to the fair proposition of the Baltimore and Ohio Railroad Company as will be equitable

between the two corporations. The road is already graded up to this point, and the rails are laid from Strasburg to Timberville, in the lower end of Rockingham county, leaving a distance of about eighteen miles to lay the ties and put the iron upon them; then, with the building of some bridges we will have a road from here to Strasburg, and by the time it is completed from here to the latter place, the Baltimore and Ohio Company will have a branch road from Strasburg to Winchester finished.—*Harrisonburg Commonwealth.*

Troy and Boston Railroad.

This road is 34.91 miles in length, extending from Troy to the Vermont State Line. The length of double track, including sidings, is 7.48 miles. The weight of rail per yard, 58 to 65 lbs. The equipment consists of 13 locomotives, 10 first class and 1 second class passenger, 6 baggage mail and express, and 185 freight cars. The following statements embrace also the operations of the Troy and Bennington, Western Vermont, Southern Vermont, and Troy and Greenfield railroads—the total length of line operated being 112 miles. The four last named roads are leased and operated by the Troy and Boston Railroad Company.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$235,489 93	$321,976 99
" freight	319,543 25	313,677 68
" mail	10,862 50	10,862 50
" express	7,400 00	12,000 00
" newsman	150 00	200 00
Totals	$573,445 68	$658,717 17
Payments, other than for construction:		
Transportation exp,	$311,518 56	$378,657 23
Interest	132,385 73	127,389 58
Rents	74,500 00	71,400 00
Internal revenue	6,773 03	21,123 97
Hire of cars	9,936 35	6,994 97
Totals	$535,063 67	$605,565 75

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$235,489 93	$321,976 99
" freight	319,543 25	313,677 68
" other sources	18,412 50	23,062 50
	$573,445 68	$658,717 17
Expenses, viz:		
Repairs of road	$72,679 20	$87,215 04
Cost of iron for do	27,000 00	46,722 90
Repairs of buildings	1,485 54	1,782 65
" fences, etc.	1,355 20	2,986 68
Taxes	9,717 19	12,171 46
Repairs of engines	20,285 51	24,413 67
" cars	22,566 67	20,587 67
" tools, etc.	911 04	2,462 51
Incidental expenses	.....	3,250 44
Office expenses	4,801 68	5,107 30
Agents and clerks	25,018 03	26,070 07
Labor, handling freight	12,960 19	11,034 67
Porters, watchmen and switch tenders, etc.	5,700 00	6,450 45
Wood and water station attendance	400 36	570 74
Conductors, etc.	13,459 32	14,203 74
Engine and firemen	20,113 72	21,949 50
Fuel and preparing	43,490 36	62,520 33
Oil and waste	6,948 29	7,250 45
Expenses Union R. R.	5,100 44	8,844 12
Loss and damage	3,086 50	3,242 32
Gen'l superintendence.	3,000 00	3,000 00
Contingencies	11,709 32	6,820 52
	$311,518 56	$378,657 23
Earnings less exp	$261,927 12	$280,059 94

Cost of Road and Equipment.

	1864.	1865.
For graduation and masonry	$778,398 13	$783,467 07
Bridges	33,825 90	33,825 90
Superstructure, including iron	266,703 32	282,999 26
Passenger and freight stations, etc.	39,357 79	49,357 79
Engine & car houses, machine shops, machinery, etc.	15,991 34	15,991 34
Land, land damages and fences	195,228 53	206,028 53
Locomotives and fixtures and snow plows	104,796 00	118,701 00
Passenger & baggage cars	33,357 97	33,357 97
Freight & other cars.	145,334 67	149,884 67
Engineering and agencies.	310,274 46	360,774 46
Totals	$1,923,268 11	$2,034,387 99

Stock and Debts.

	1864.	1865.
Capital stock	$607,111 22	$607,111 22
Funded debt	1,250,000 00	1,452,000 00
Floating debt	322,700 00	282,216 18
Totals.	$2,179,811 22	$2,341,327 40

The number of miles run by passenger trains in 1865, was 175,452; by freight trains, 221,374—total, 396,826, against 372,270 in 1864—an increase of 24,556. Number of passengers carried in 1865, 258,742; do., carried one mile, 8,177,790. In 1864, the number carried was 246,111, and the mileage of do., 5,432,227—showing an increase in passengers of 12,631, and in mileage of 2,745,563. The number of tons of freight carried in 1865, was 150,711; and the mileage of do., 6,616,997. In 1864 the tonnage was 188,828; and the mileage, of do., 8,223,598, showing a decrease in tonnage of 38,117, and in mileage of 1,606,592.

Utica and Black River Railroad.

This road is 34.94 miles in length, extending from Utica to Boonville. It has 2.59 miles of second track and sidings. Weight of rail per yard, 58 to 61 lbs. The equipment consists of 5 engines, 7 passenger, 2 baggage, mail and express, and 54 freight cars. The length of main line of road from Utica to Philadelphia, N. Y., is 86.25 miles, of which only 34.94 miles is laid.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$59,810 91	$71,076 74
" freight	47,514 39	58,448 23
" mails	1,801 35	1,578 48
" express	711 75	1,475 21
" use of cars	1,317 93	816 04
" extra baggage	346 91	450 52
" interest	702 89	768 68
" lumber, iron, etc.	296 33	725 48
Totals	$112,502 46	$135,339 38
Payments, other than for construction:		
Transportation exp.	$48,903 01	$61,939 92
Dividends on stock	33,815 68	42,710 45
Masonry and embankments at trestle bridges	21,779 31	13,319 62
Land	8,291 94	177 00
Rolling stock	6,348 88	2,542 02
Totals	$119,138 82	$120,689 01

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$59,928 37	$71,483 79
" freight	49,179 23	59,714 79
" other sources	3,460 97	4,281 87
	$112,568 57	$135,480 45
Expenses, viz:		
Repairs of road	$8,870 67	$8,471 56
Cost of iron for do	3,150 00	308 00
Repairs of buildings	197 67	194 75
" fences & gates	522 15	851 65
Taxes on real estate	2,077 41	5,797 37
Repairs of engines	3,719 45	4,329 86
" cars	3,803 92	2,609 77
" tools, etc.	537 01	494 83
Incidental expenses	1,075 75	1,312 27
Office expenses	791 62	698 14
Agents and clerks	4,062 58	4,473 99
Labor, handling freight	1,036 01	1,095 76
Porters, watchmen and switch tenders.	1,332 81	1,455 59
Conductors, etc.	1,308 17	1,390 65
Engine and firemen	1,725 35	1,771 16
Fuel and preparing	6,950 33	9,579 53
Oil and waste	1,226 64	1,468 84
Loss and damage	718 11	7,801 86
Gen'l superintendence.	1,500 00	1,500 00
Mail service	50 00	60 80
Internal revenue tax	1,720 94	3,960 70
Contingencies	2,526 42	2,312 84
	$48,902 01	$61,939 92
Earnings less exp.	$63,666 56	$73,540 53

Cost of Road and Equipment.

	1864.	1865.
For graduation and masonry	$418,177 00	$420,121 23
Bridges	40,421 00	40,421 00
Superstructure including iron	234,165 00	234,165 00
Passenger and freight stations, buildings & fixtures	12,544 00	12,544 00
Engine and car houses, machine shops, machinery and fixtures.	3,757 61	3,757 61
Land, land damages and fences	91,178 43	91,355 43
Locomotives & fixtures and snow plows	24,898 00	24,898 00
Passenger and baggage cars	10,881 85	10,881 85
Freight and other cars	26,322 03	28,864 05
Engineering & agencies	59,310 81	59,310 81
Totals	$921,655 73	$926,318 98

Stocks and Debts.

	1864.	1865.
Capital stock	$811,600 00	$811,600 00

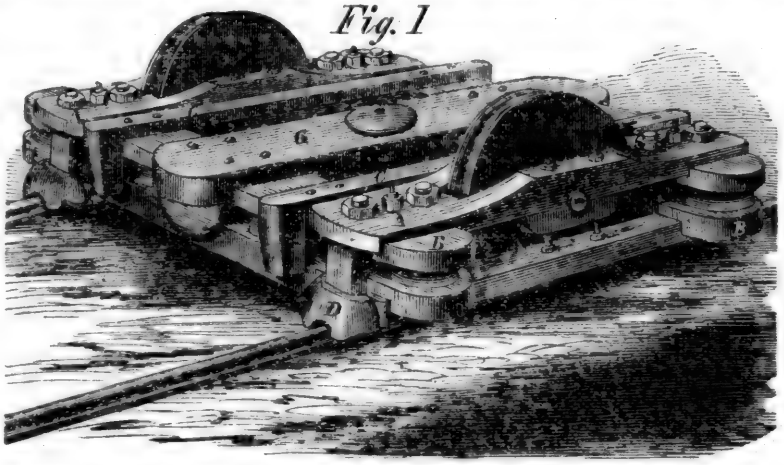
The number of miles run by passenger and freight trains in 1865, was 33,568, against 33,822 in 1864, showing a decrease of 260. Number of passengers carried in 1865, 86,245; do., carried one mile, 1,904,671. In 1864 the number carried was 76,076, and the mileage of do., 1,646,044—an increase in passengers of 10,169, and in mileage of 258,627. The number of tons of freight carried in 1865, was 20,543, and the mileage, of do., 546,538. In 1864 the tonnage was 28,614, and the mileage, 640,542—a decrease of 3,071 in tonnage, and in mileage of 94,004.

☞ The proposition to build a railroad from Mansfield to Framingham, Mass., on the Boston and Worcester Railroad, is receiving considerable attention. Surveys have been made, and a meeting of parties interested has been held. The road will be 20 miles long, and will probably pass through Foxboro', South Walpole, Medfield and Sherburne Centre. Estimated cost $471,000.

Improved Suspension Car Truck.

Cases have been known where a train of cars has been lifted bodily from the track by a tornado, and accidents have occurred which were attributed to the top-heaviness of cars, owing to their elevation from the track and the narrowness of their bases in the spread of the wheels. This improved

Fig. 1



STRAIT'S SUSPENSION CAR TRUCK.

truck is intended to bring the weight of the car nearer the track than is possible in the ordinary truck, to facilitate the ingress and egress of passengers, the loading and unloading of freight, to admit of the use of wheels larger than those commonly employed, and to allow independent action of the wheels on either side of the car.

Fig. 1 is a perspective view of a single truck. It will be seen that the body of the truck is suspended beneath the centre of the axle, thus bringing the car bottom so much nearer the rails. The wheels run in brackets, A, which are connected by double cross-ties, B. Between the upper and lower portions of the cross-ties, springs of rubber, or other suitable material, are interposed, and the whole frame is braced and made solid by longitudinal ties, C. The rubbers, D, are intended to run near the rail for the purpose of clearing obstructions from the track, and securing the cars on the track if by any means the wheels should be lifted from their places. To further secure this object, the wheels can be made with a light outer lip, as shown in the engraving. This is practicable in this truck, as the wheels move independently of one another on short axes.

Fig. 2

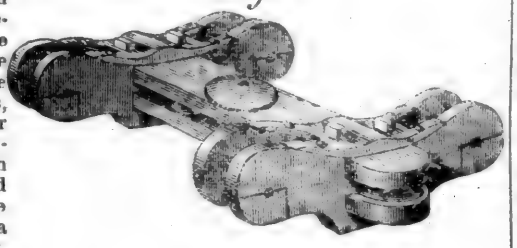
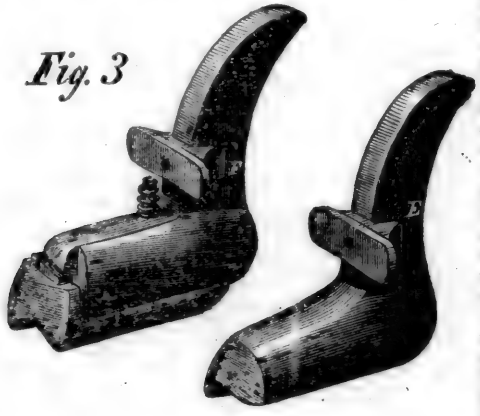


Fig. 2 shows a double truck intended for four wheels. Its plan of construction will be readily understood by the engraving without reference to its parts. Fig. 3 represents rubbers or guides to be attached to the double truck, projecting in front and in rear of the wheels. E is a fixed rubber at the rear of the wheel, and F an adjustable rubber, which can be raised or lowered at will by means of a bolt and spring.

Fig. 3



With these trucks the cars can fall but a short distance in case of collision, or running off the track. Larger car wheels may be used with greater speed and safety than with the ordinary truck, as the weight is suspended so near the rails. The truck may be attached to the car in the usual way or so that the wheels may work in wheel houses inside the car or in recesses outside, so that the car may be made wider, or consist of two stories. It is claimed that the wheels, being on independent axles, are subjected to much less wear and tear in rounding curves than where both of a pair of wheels are secured to the same axle. Patented May 1, 1866, by H. STRAIT, 66 East Pearl Street, Cincinnati, Ohio, whom address for further information.

☞ The Union Pacific railway, Eastern Division, was opened on the 15th inst., to Fort Riley, a prominent government post on the Plains, 418 miles west of St. Louis, and 135 miles west of the Missouri river at Kansas City.

☞ The first train passed over the section of the Nova Scotia Railway between New Glasgow and Fisher's Grant, or Pictou Harbor, a distance of eight or nine miles, on Saturday last. S. Fleming is the contractor.

Portland and Rochester Railroad.

The annual meeting of this company was held in Portland on the 3d inst. The following officers were elected :—N. L. Woodbury, President ; Chas. Q. Clapp, Wm. Kimball, John Lynch, A. K. Shurtleff, H. P. Deane, Portland ; Levi Morrill, Westbrook ; Frederick Robie, Gorham ; John M Duffie, Rochester, N. H., Directors. The report of the directors shows a large increase of business during the past year. The present company received possession of the road Nov. 15, 1865, from which time to Sept 1st. the receipts have been $36,562 41, and the expenses $32,602 32. During the same months in 1851 and 1852, when the road was new, the earnings were $9,982 14, and running expenses, $7,955 09.

This road is 26 miles in length, extending from a point on the Portland, Saco and Portsmouth Railroad, 41 miles from Portland, and running *via* South Berwick, Salmon Falls, Great Falls, Rochester, etc., to Union Village. The capital has been fixed at $370,000, including bonds to the amount of $200,000. The road is operated by the Eastern Railroad Company.

Michigan Southern and Northern Indiana Railroad.

It is stated that the suit brought by guaranteed stockholders, has been settled at the request of the plaintiffs, who preferred the very reasonable terms offered to all guaranteed stockholders to litigation. The injunction against a dividend upon the common shares of course falls with the suit, and as the $800,000 of bonds held by the company for dividend purposes have been sold, there is now no apparent obstacle against the resumption of dividends in the opinion of parties dealing in the stock.

Union Pacific Railroad.

We learn from Washington that it has been decided that, as the Union Pacific Railroad Company has completed the seventh section of its railroad, thirty-five miles in length, and has complied with all the requirements of law, it is entitled to $560,000 United States bonds, being $160,000 per mile for the said thirty-five miles. The bonds bear date October 13, 1866. This section reaches from the two hundred and fifth to the two hundred and fortieth mile-post.

☞ The Philadelphia *Ledger*, of 16th inst., says the November dividend of the Pennsylvania railroad will "be announced towards the close of the present month, and an impression prevails that it will be 4 instead 5 per cent., as heretofore. The company has done, and is doing, a very large business, but the profits, from various causes, are less. A 5 per cent. dividend on the capital of the company is a million of dollars, consequently 4 per cent. will be two hundred thousand less."

☞ Work on the tunnel under the Chicago River has been commenced, and it is expected to be opened for travel in a year from next March.

☞ The Horse Railway has proved so great a success in Halifax that the proprietor intends extending it to sections of the City through which it does not now pass.

☞ The Florida railroad, extending from Amelia Island to Cedar Keys, one hundred and fifty-four miles, its franchise, workshops and equipments, is to be sold on the 1st of November next to the highest bidder.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	---
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	8
Algomah ..... "	25	3	20,000	1½
Allouez ..... "	25	1½	20,000	4½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	---
Atlas ..... "	25	2	20,000	3½
Aztec ..... "	25	4½	20,000	---
Balt. and N. C. .... N. C.	5	----	20,000	---
Bay State ..... L. S.	25	13¾	20,000	14
Beaver ..... "	25	2	20,000	---
Bedford ..... Ca.	5	----	125,000	30c
Black River ..... "	"	2½	20,000	---
Bohemian ..... L. S.	25	17½	20,000	---
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	
Brooklyn ..... L. S.	25	2½	20,000	
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	1½
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	4½
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	6
Consolidated ..... "	25	5	20,000	---
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	---
Copper Falls ..... L. S.	25	24½	20,000	45
Copper Harbor ..... "	25	1	26,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	---
Dana ..... "	25	3½	20,000	3½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	4½
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	4½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	14½
Flint Steel River .. "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd .. "	25	6	20,000	----
Franconia ..... N.H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	57
French Creek ..... Pa.	5	----	100,000	60c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	22½
Hanover ..... "	25	1½	20,000	3
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	4
Hungarian ..... "	25	1	20,000	----
Huron ..... "	25	19	20,000	46
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	12
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	4½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	5½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	2½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	19
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	4½
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	6
Pewabic ..... "	25	3½	20,000	36
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	11
Pittsburg & Boston "	25	5½	20,000	51
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	25	10	20,000	50
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	5,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	----	200,000	----
Rockland ..... "	25	12	20,000	6½
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	8½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	6½	20,000	1½
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	4
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise, "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	8	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	---
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior ... Mich	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa	----	----	----	15
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point .... N.Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire. N.H.	5	----	100,000	----
New Jersey ..... N. J	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	20c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	2½
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	66½
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	14
Atlantic & G. C .. Md.	----	----	----	1
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	----	12½	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou .. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain .... "	10	10	30,000	----
British American. N.S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	34
Cameron ..... Pa.	50	----	50,000	57
Central ..... "	100	100	20,000	----
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	38½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	23
Hamp. & Balt. .... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6¾
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	1½
Lehigh & Susq ..... "	50	50	----	4½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein ..... "	----	----	----	4½
Maryland Anth .... Md.	20	20	25,000	4
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	27
Narraganett .... R. I.	10	10	8,000	----
N. Y. & M. C. Fi'da. Pa.	----	----	----	4½
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	153
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain .... "	50	50	16,000	18
Shamokin ..... "	----	----	----	----
Somerset I. & C. .... "	----	----	----	----
Spring Mountain .. "	50	----	----	75
Spruce Hill ..... "	10	----	100,000	4½
St. Nicholas ..... Pa.	----	----	----	2½
Shawmut ..... "	20	----	40,000	----
West Virginia .W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	63
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore .... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	60,000	----
American Flag .... Col.	10	----	60,000	4½
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	4½
Baltic ..... Col.	----	----	----	50c
Bates & Baxter .... "	----	----	----	----
Benton ..... "	5	----	100,000	2
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	85c
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	5½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	35c
Consol Gregory .... Col.	100	----	50,000	16c
Copalinsche ..... "	50	----	250,000	----
Corvdon ..... "	25	----	100,000	6½
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	2
Downieville ..... "	1	----	300,000	2½
Eagle ..... "	10	----	100,000	75c
East Bannock .... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,0 0	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	200,000	1½
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	1½
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor .... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	2½
La Crosse ..... "	10	----	100,000	4½
Liebig ..... "	5	----	200,000	30c
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	15½
Do. preferred .... "	100	100	57,744	28½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	60c
National ..... "	10	----	300,000	----
New York City .... Nev.	100	----	50,000	2½
New York ..... Col.	10	----	100,000	----
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	----
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	5½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	5
Sherbrooke, ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	13½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tarcher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	5c
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham .... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. .... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star .... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	56½
Santa Clara ..... "	100	----	30,000	6½
Miscellaneous:				
American Tin .... N.H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	30½
Sunapee, plumba. N H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'n single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	....	27
30 Nov. '65	4.52	—	208	31	--	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	....	43½
30 Nov. '65	27 43	—	—	—	—	Cambridge	754,671	727,800	150,000	94	(Union Co.)		9	....	94½
30 Nov. '65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	....	—
30 Nov. '65	2.74	—	29	6	--	Lowell (Horse)	45,119	43,706	—	1,413	15,157	loss	—	....	—
30 Nov. '65	12.50	—	167	32	--	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	....	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		—	....	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov. '65	33.74	—	840	151	--	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	....	59
30 Nov. '65	3.87	—	255	41	--	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,677	—	....	49½
30 Nov. '65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	....	—
30 Nov. '65	6.75	—	54	16	—	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	....	—
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	—
30 Nov. '65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.		—	....	—
30 Nov. '65	—	—	392	63	--	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90½
30 Nov. '65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	5,600	2,922	4	....	—
30 Nov. '65	11.80	—	44	8	--	Worcester	92,763	75,800	61,500	1,826	19,687	loss.	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	—
30 Sep. '65	17.50	—	—	35	—	Blecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10 16	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27.500	5 802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	24,068	8,282	—	100	....
30 Sep. '64	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173.827	3,666	9	100	....
30 Sep. '65	56 18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170.000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187 200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep. '65	24.00	—	—	116	—	Centr'l P'k, N. & E. Riv. (N.Y.)	1,517,906	955,900	550,000	.....	528,090	74,05'	—	100	....
30 Sep. '65	—	2.0?	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep. '65	19.75	—	—	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6 00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	383,298	105	—	100	....
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	—	100	....
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211,243	9	100	....
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordham	975	975	.....	.....	—	—	—	—	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope: by	T. & L.	R. R.	—	—	....
30 Sep. '65	—	—	—	—	—	Troy & Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	—	....
31 Dec. '65	17.00	—	150	22	--	Orange and Newark	599,414	281,550	300,900	20,950	105,358	29,458	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	54½
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,580	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	88	15	2	Fairm't P'k & Del. Riv.(Ph.)	.....	.....	.....	.....	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150 000	100,000	—	158,803	39,721	2	50	30
30 Nov. '65	19.00	—	250	44	0	Germantown	385,160	112,245	250,000	—	191,195	49,561	—	—	28½
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	25
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,728	3,562	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	155,813	39,179	—	50	17
31 Oct. '65	4.50	....	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16 000	72,460	14,007	—	25	15½
31 Oct. '65	....	....	....	....	..	Oakland (Pitts'burg & E. L.)	.....	.....	.....	.....	—	—	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,585	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,751	137,300	—	437,562	158,830	10	50	89
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	37
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	87,810	9½	50	63
31 Oct. '65	6.25	—	146	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	21
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	....	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway:					
1st mortgage	20,000	7	J. & J.	.....	....
Brooklyn City & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br., Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	90
Malden and Melrose:					
1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex:					
1st Mortgage	32,000	--	.....	.....	-
Malden & Melrose bonds	49,451	--	.....	.....	....
Real Estate	10,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin:					
1-t Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken.					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Oct. 1.					
Loan of Jan. 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	134
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	137
" " " coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 coupon	618,000	---		Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	105
" " " coupon		5	" "	1874	103
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	109
" " " coupon		5	" "	1871	110
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	103
" " " " coupon		6	July.	1881	109
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	112½
" " " coupon		6	" "	1881	112½
Loan of July 17, & Aug. 5, 1861 registered	264,307,500	6	" "	1881	112½
" " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	----
" " " (5-20s) coupon		6	" "	1882	114
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	110⅜
Loan of March 3, 1865 (5-20s) registered	183,381,750	6	May & Nov.	1885	106½
" " " (5-20s) coupon		6	" "	1885	110½
Loan of March 3, 1864, (10-40s) registered	170,869,350	5	Mar. & Sept.	1904	99⅜
" " " " coupon		5	" "	1904	99⅜
Pacific R. R. Bonds of (currency) registered	8,922,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---		Due.	----
" June 20, '64 & Mar. 3, '65 1st series	743,996,050	7.3	Feb. & Aug.	1867	106
" March 3, 1865 2d series		7.3	June & Dec.	1868	106⅜
" " 1865 3d series		7.2	Jan. & July.	1868	105½
Matured Debt not presented	22,517,022	6	At maturity.	Due.	----
Gold Certificates of Deposit	11,057,040	---			----
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	22,500,000	---	" "	1 d y	----
United States Notes (greenbacks)	399,165,292	---			----
Fractional currency	27,025,273	---			----
Navy Pension Fund	11,750,000	---			----
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" " " " "	683,000	6	" "	1876	----
" —Funded Interest Bonds	----	----			----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	120
" —War bonds		7	" "	1872	----
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July	'72-'90	99
" " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1889	----
" " " " "	2,271,750	6	" "	'68-'86	109
" " " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	97½
" " " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	100
" " " 1862-'79 "	436,000	6	" "	'62-'79	----
" " " 1865-'79 "	229,372	6	" "	'65-'79	----
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	----
" " " "	1,778,677	6	" "	1877	100
" " " "	241,000	6	" "	1879	----
" " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	87
" " " " coupon	2,058,173	2½	" "	1866	----
" " War Loan coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	417,000	5	" "	'66-'73	----
" " " " "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	95
" —Funded Coupons "	----	6	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds coupon	4,000,000	6	Jan. & July.	1883	99⅜
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	60
" " " " coupon	1,727,000	6	" "	1870	102
" " " " coupon	3,192,763	6	" "	1890	----
" " " " inscribed		6	" "	1890	----
" " " (sterling) coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102⅜
" " " "	244,000	5	Jan. & July.	'70-'74	100
" " " "	375,000	5	April & Oct.	'72-'74	100
" " " "	220,000	5	May & Nov.	1880	100
" " War Loan	6,429,000	5	" "	1894	100½
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " " "	150,000	6	April & Oct.	1868	125½
" " " "	1,024,000	6	Jan. & July.	'71-'75	110
" " " "	2,030,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" " " " "	1,750,000	6	" "	'78-'83	96
" —Canal Loan "	100,000	6	" "	1878	----
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122,000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102½
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	80½
" " " (H. & St. R R.)	3,000,000	6	" "	'72-'85	85
" " " (Pac. R. R.)	7,000,000	6	" "	'72-'87	81½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	99½
" " " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds general fund	700,000	7	quarterly.	1870	105
" " " bounty fund	25,566,000	7	Jan. & July.	1877	107½
" " " general fund	1,189,780	6	quarterly.	pleas.	----
" " " canal fund	702,000	6	" "	1866	----
" " " general fund	500,000	6	" "	1868	98½
" " canal fund	3,050,000	6	" "	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	100⅜
" " " " "	2,250,000	6	"	1874	98⅛
" " " " "	500,000	6	"	1875	99
" " " " "	900,000	6	"	1877	----
" " " " general fund	800,000	6	"	1878	97½
" " " " "	909,607	6	"	pleas.	----
" " " " canal fund	192,585	5	"	1886	----
" " " " "	1,163,000	5	"	1888	----
" " " " general fund	442,960	5	"	1868	----
" " " " canal fund	167,000	5	"	1871	----
" " " " "	4,500,000	5	"	1874	91
" " " " general fund	900,000	5	"	1875	93
" " " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	84
" " " (new) "	3,500,000	6	Jan. & July.	'90-'92	63
Ohio—State Bonds coupon	634,663	5	Jan. & July.	1865	----
" " " " "	536,798	6	" "	1860	98
" " " " "	379,866	6	" "	1868	----
" " " " "	2,183,532	6	" "	1870	98
" " " " "	1,600,000	6	" "	1875	98
" " " " "	4,095,309	6	" "	1881	100
" " " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State stock registered	20,209,000	5	Various.	'66-'90	98½
" " " coupon	6,168,000	5	"	'77-'82	96½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	103⅜
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" " " inscribed	1,708,000	6	" "	'68-'90	----
" " " coupon	1,499,000	6	" "	'77-'90	----
" " " (new) "	----	----			----
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	80
" " " "	239,167	5½	" "	'72-'79	----
" " " "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans "	24,382,832	6	" "	long.	94½
" —Funded Interest "	873,813	6	" "	1892	73½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	66½
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	42½
" " " coupon	11,108,000	6	" "	'88-'95	67½
" " (sterling). "	1,866,000	5	" "	1872	----
" —Funded Interest registered	----	6	" "	'76-'96	----
" " " coupon	----	6	" "	'76-'96	----
West Virginia—State Bond coupon	----	6	----	----	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) "	641,800	6	Jan. & July.	'77-'88	----
" " ( ) certificates	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" " " "		6	"	1870	98
" " " "		6	Jan. & July.	1873	97½
" " " "		6	May & Nov.	1875	97
" " " "		6	Jan. & July.	1886	99
" " " " coupon		6	quarterly.	1890	98⅜
" " " "		6	"	1890	----
Boston—Municipal Scrip	683,205	4	April & Oct.	'78-'79	----
" " " "	7,846,026	5	Various.	'66-'70	131
" " " "		5	"	'71-'75	----
" " " "		5	"	'76-'80	100⅜
" " " "		5	"	'81-'86	100⅜
" " " "		6	"	'67-'76	101½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" " "	305,000	5	Jan. & July.	'77-'78	101
" " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	95
" —Improvement Loans "		6	" "	'66-'95	----
" —Water Loans coupon	5,500,000	6	" "	'81-'97	98
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" " " (new)	966,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99⅜
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	99¾
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,754,000	6	" " "	'76-'78	----
" " " "	1,800,000	6	" "	1883	----
" " " "	5,149,271	6	" "	1887	----
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,375,000	5	" "	79-'80	----
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" " " (new)	739,222	5	" "	'67-'82	----
" " " (old)	2,252,800	6	" "	'66-'93	96½
" " " (new)	7,898,717	6	" "	'66-'99	99⅞
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds coupon	985,326	6	Various.	'66-'83	94
" —Railroad Bonds "	1,500 000	6	April & Oct.	'68-'71	99½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan "	484,000	6	" "	'71-'83	86
" —Sewerage Loan "	425,000	6	" "	'79-'88	85
" —Railroad Loans "	1,161,000	6	" "	'71-'77	----
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	----
" —City and County B'ds "	1,133,500	6	Jan. & July.	1875	----
" " " " "	2,200,000	6	" "	1888	----
		6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328 828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525,336
1866	476,036	433 549	386,459	412,423	464,806	493,680	467,313	568,504	520,959	-----	-----	-----	-----
Chicago and Alton:													
1861	81,531	75,621	78,361	65.358	75,250	63,761	73,474	136,897	141,174	122.487	104.254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81.994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.187	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,015	2,770,484
1865	280,503	275,285	299,063	258,450	322,278	355,270	235,985	409,251	401,280	357 956	307,919	236,824	3,840,093
1866	210,171	207,913	304,885	270,889	333,432	368,273	328,870	381,559	318,549	-----	-----	-----	-----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88.410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210.729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	-----	-----	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281.834	296,169	473,186	551,122	435,945	407.683	2,811,544
1864	273,876	317.839	390,355	421 363	466,830	566.145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,359	585,623	747,942	702,691	767,598	946,707	921,896	749,191	546,609	7,908,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,254	989,053	-----	-----	-----	-----
Chicago and Great Eastern:													
1861	18,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20.895	26 762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21.401	31,693	31.757	36.578	33,931	37,440	328,656
1863	33,829	32.804	38,485	40.641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97.145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	-----	-----	-----	-----
Erie:													
1861	404,507	391,932	458,560	547,174	506.610	430.063	372,705	419,010	515,948	719.354	734,108	714.211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,806	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,163,295	1,001,668	1,243,143	1,203,462	1,290 330	1,411,347	-----	-----	-----	-----
Illinois Central:													
1861	321,844	279,268	229,334	192.054	199,488	177,829	189.280	268,983	289,862	284.020	243.249	224.401	2,899,612
1862	190,130	236.637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,336	372,593	363,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	663,402	6,329,447
1865	571,536	528,972	616,646	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	-----	-----	-----	-----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29.384	37,271	56.687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64.306	35.326	40.706	58,704	52,864	77,112	83.059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	98,763	78,607	76,248	107,525	104.608	115.184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205.055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140.418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189.077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,813	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,398	409,427	426,493	392,641	338,499	380,452	429,191	-----	-----	-----	-----
Michigan Central:													
1861	142,234	119,764	151,671	172,614	149,550	133,620	123,077	144,982	236,346	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216.624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	385,663	329,105	413,501	460,651	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,996	359.645	429,160	-----	-----	-----	-----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,448	124,970	99,662	86,482	164.710	221,633	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	105,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,001
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	-----	-----	-----	-----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562.076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,436	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	-----	-----	-----	-----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,443	224,957	227,242	268,176	392,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,443	572,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,456	-----	-----	-----	-----	-----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	335,686	361,834	396,771	429,929	505,517	484,809	451,884	574,436	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,565,510
1865	653,053	608,305	116,215	923,233	416,311	666,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,964
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	867,583	743,866	637,186	646 935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,843	661,608	-----	-----	-----	-----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	125,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,783	222,786	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,884	-----	-----	-----	-----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	139,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	85,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,408,142
1863	86,321	91,971	103,058	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,439,795
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	243,840	221,670	220,209	265,154	2,050,322
1865	144,084	139,171	155.753	144.001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	-----	-----	-----	-----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,281
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	-----	-----	-----	-----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1888.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850.	676,000	6	Jan. & July.	"	1880	98½
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	99
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	96
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	660,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99
" " $300,000	354,100	6	"	"	1870	97½
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	91½
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	98½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	85
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	76½
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,220					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	99½
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	85
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	98½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	90
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	660,500	6	Jan. & July.	New York.	'88–'92	
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886	
Memphis Branch 1st Mortgage	286,000	7			'70–'75	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July	New York.	1880	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	800,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	111
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,855,000	7	May & Nov	" "	1885	100
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug	New York.	1893	91½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,999	6				
1st Mortgage	171,000	7			1870	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	251,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	105,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '48	
1st Mortgage Coupon	2,965,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. [S. F.]	596,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Debts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,298,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov	" "	1883	91
" " ["] B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101½
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	126,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,810,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	22
Chattel Mortgage	360,000	10	" "		1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	101
2d Mortgage (now stock)						70
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	81½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,500,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.		1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1840	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	93
" 1848, "	101,000	6	" "	"	1880	93
1849, "	67,000	6	" "	"	1880	93
1857, (convertible)	415,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103¾
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	800,000	7	Jan. & July.	" "	1912	97
" " (series H)	800,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	800,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	800,000	7	April & Oct.	" "	1912	"
" " (series L)	800,000	7	May & Nov.	" "	1912	"
" " (series M)	800,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	123
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	73½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	78,992	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben'e and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	16
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Conpon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	79
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				73
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	41
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98¾
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1868	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,836	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,270	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.6	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100.000	—	.....	23.8	53,955	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644.725	166,186	—	....
31 Aug '66	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,287	254,000	1,510,328	3,000,000	927.000	132.497	4,794,586	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202.500	150 848	2,787,594	124.0	192 989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,065	.....	62.0	159,074	419,469	135,922	10	....
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. L[illegible] and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	....
30 Nov. '65	76.2	8.8	9 3	—	4	2	16	New Haven and Nor[illegible]mpton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202.567	306,766	53.204	6	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000 600	2,000.000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	112
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	266,396	9	112
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	—	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	163 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733.700	129,500	.....	.....	53.0	.....	108,988	95,612	—	....
30 Apr. '60	45.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764.574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156.000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162.534	—	669,950	249,000	—	1,026,688	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,006,224	280 0	1.450.280	3,540,092	1,833,517	8½	112
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754.496	204,207	17.518,440	400.0	2,083,580	6.175,553	2,799,435	31	126
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6.820.750	1,802,272	—	45
31 Mar. '66	181.3	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228 4	1,234,851	3,154,236	1,442,781	10	108½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13.251.500	—	40,668.060	708.3	3,507,486	7,181,208	2,174,924	10	126
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353 624	525,000	92,307	3,104.654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,188	—	....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	203.0	.....	2,240,744	488,558	—	42
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	52½
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142 834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611.050	1,254.500	15,900	2,102,761	109.0	.....	442.893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,889,900	1,362,284	140,689	3,458,108	110 0	.....	448,858	230,334	9	75
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384.539	771,763	307,932	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	021,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800.000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371.40	—	86½
30 Nov. '65	78.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,423	73.0	411,278	1,248,726	598,671	12	154½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929.782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,961	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227.534	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605.298	52,300	71,669	514,646	78,000	3,644	729,257	29.0	239,626	174,949	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389.171	108,903	5	66
30 Jun. '66	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,665,964	*	—	5,527,871	3,297,000	39,307	12,578,715	300 0	983,047	4,314,540	2,172,515	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	53.7	—	....	136.3	..	..	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,989	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped	by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982.866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	115½
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,176	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,994	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	430,026	—	....
28 Feb. '65	268.8	—	17.7	68.0	23	21	272	*North Missouri*	6,743,482	697,708	—	2,469,540	4,350,000	93,378	7,695,870	168.8	480,186	950,499	640,641	—	45
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	600,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	1[illegible],685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	....
28 Feb. '66	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,819,490	119,738	—	.....	4,500,000	62,082	4,939,228	114.0	.....	158,200	loss.	—	....
30 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and [illegible]n Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	280,189	399,291	129	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,986,870	7,952,330	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	129	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1:0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	104
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,886,233	16,151,962	10,112,584	897,339	36,817,376	286.8	2,938,010	6,509,946	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	16¾
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,215	752,606	172,232	6	110½
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,968,254	446,557	973,480	4,070,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	131½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,660	207,400	—	3,600,000	31,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	141
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	144½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6	67
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	110½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798,600	414,238	5,568,837	89.0	622,202	1,277,075	490,768	6	111
30 Nov. '65	51.0	42.5	75 8	—	27	28	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	983,694	314,255	8	128
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	307,372	(Operated by Boston & Lowell)				8	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	—	91,748	814,991	71.0	185,647	300,954	51,227	8	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	106½
30 Nov. '65	13.0	—	0 7	—	1	3	—	Pittsfield and North Adams	432,450	11,247	—	450,000	—	—	450,000	13.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	8	124
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Operated by B. & L. Co.)				1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,042	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts ..	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,056	122,397	2	61
30 Nov. '65	154.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,676,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	144
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,509	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,508	183,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '64	53.6	—	8.0	—	18	16	248	Cheshire	2,703,488	*	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	.....	.....	101,242	8	.....
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers ..	698,268	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.0	387,789	615,728	215,973	9	110
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,418	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,263	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,667	1,702,359	10	130
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,944	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '66	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,686,949	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	109½
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	33.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,703,064	5,000,000	806,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	186,032	26,874	—	.....
31 Dec. '65	65.0	16	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,044	loss.	—	65
31 Dec. '65	18 2	—	.....	—	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118 133	5½	46½
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588.400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie .	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Rai	lway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	b,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,839,028	15,434,775	5,066,511	4	82½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	128
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	386,319	588,408	363,606	8	59½
30 Sep. '65	297.8	258.1	421.0	—	258	224	b,356	New York Central	27,396,542	3,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	119
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,811	1,479,957	1,047,166	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain.	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	76½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	57,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303.705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley.	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,857	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	362,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River .	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady ...	480,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"		"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,098	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,752,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,080	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.8	83,548	125,486	78,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina .	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep.	'60 161.5	15.0	.....	—	23	18	182	Wilmington and Manchester .	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep.	'59 161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	236,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton..	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	96
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	115
31 Oct. '65	95.5	—	33.5	1.0	36	28	993	Clev., Painesville & Ashtabula	3,802,784	936,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,807	203.5	1,429,741	2,696,377	736,794	5	92
31 May	'66 109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	120½
30 Nov. '65	64.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,788,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	961,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	446,302	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,354	595 400	391,992	3,382,168	1,218,972	109,818	4,972,746	206.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	238	Sandusky, Mansfield & New'k	2,189,890	*	38.934	398,204	1,291,800	38,820	2 228,824	125.0	241,240	382,807	186,133	—	.....
31 Dec. '64	242.4	—	—	—	48	18	989	Toledo & Wabash	0,080 918	*	—	3,427,050	6 653,868	—	10,243,016	250.0	1,244,258	2,050,322	945,492	3½	61½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0		----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	128,892	—	----
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,464,305	13,441,150	30,000,000	1,796,588	48,080,780	490.0	2,647,709	5,811,233	2,125,200	—	----
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000		3,629,000	69.5	240,418	370,223	149,587	—	37½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,363	1,763,320	38,671	15	161
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.		302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,558	454,480	138,683	10	----
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	----
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----------	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	----
31 Oct. '65	44.0	14.5	11.7	6 0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	178,775	352,213	78,702	—	16
31 Oct. '65	80.0	2 0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,785,613	40,714	—	1,355,000	2,276,725	121,409	3,753,134	82.0	173,037	633,015	60,201	—	----
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,573	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	65½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(oper	r. by Re	ading	R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	57½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	39½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,276,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839 2	6,604,300	17,459 169	4,189,111	10	66½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139,079	268,489	—	1,476,300	185,000	—	1,659,300	24.0	311 691	656,739	336,376	8	89
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	—	—	5,969 450	13,000,000	2,000	18,071,450	(oper	r. by Penn. R.R.	Co.)	—	—	32½
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,289 948	3,765,774	4,561,363	20 240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142.519	4,812,271	10	57½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	125
31 Oct. '65	96.0	—	83.0	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197 0	981,465	3,884,909	1,046 804	10	57½
31 Oct. '65	69.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	195,820	—	1 774,773	1,500,000	64.208	3,784,101	72.0	272,688	394 363	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,695	483.3	4,622,073	8,489 062	3 283 547	10	104½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	North'n	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	28.4	138,578	347,240	200,598	—	----
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	43
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	----------	62.0	340,600	625,641	169,823	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	196,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,046	*	—	1,201,000	384,000	—	----------	109.6	----------	283,263	151,636	6	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----------	164.5	----------	341,190	125,871	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '65	136.0	106.0	----	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----------	415,757	196,985	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29.967	19,187	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318 718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297.806	149,167	—	----
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,093,891	291.0	405,951	1,274,707	624,142	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,906	—	317,447	632,500	22,369	----------	47.4	54,175	83.129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23.808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734.118	337,384	6	----
1859.	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— —	'58 32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— —	'58 56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— —	'60 50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May	'60 70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	252,846	198,568	—	----
— —	'59 25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								VERMONT.													
31 May	'66 110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '65	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941,045	262,887	—	1
31 May, '63	47.0	6.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	----------	—	1,687,500	----------	----------	1,687,500	oper.	by Vt.	Central	----------	—	8	103
Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	1,301,886	23.7	48,995	64,267	26,451	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,080	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54.121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,606	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,063,655	2,517,500	590,056	----------	167.7	270,846	459,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	—	71½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,218,432	2,000,000	1,65 5,500	775,142	8,711,091	191.7	----------	183,136	81,892	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	75.6	159,981	279,945	145,385	7	----
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,763	79,585	6	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	---	—	10	11	161	Seaboard and Roanoke	1,469,248	*	1,200	844,200	472,811	52,928	1,639,648	80.0	----------	240,446	121,063	7	----
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	----
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	16,233,271	214.9	480,193	740,489	347,957	—	----
								WISCONSIN.													
31 Dec. '64	195.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 85	—	63½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402.00	951.880	8,755,527	285.9	913,288	1,985.511	647,931	—	----
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	238.798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,569	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	7,10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,865	—	----
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	----
11Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----------	—	----------	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	----------	----------	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	—	—	—	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----------	132 565	36,070	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	----------	----------	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRANADA.													
31 Dec 62	c.		—	—	11	22	120	Pan ma	9,900,000	*	658	5,000,000	75,800	----------	10,763,728	48.7	----------	927,439	1,328,924		246

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	31
Chemung (guarantied)	380,000	...	...	----
Cayuga & Susquehanna (guarant.)	343,500	...	...	----
Cheshire (preferred)	2,017,825	7	—	58
Chicago & Alton (preferred)	2,425,400	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	75
Cochecho (preferred)	177,750	8	...	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	76
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & Williamsport (preferred)	500,000	...	...	43
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	...	----
Marietta & Cincinnati (1st pref.)	6,206,475	7	3	43
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	98½
" " " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,400,000	7	—	77½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Ramapo (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	...	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	74½
Toledo & Wabash (preferred)	984,700	7	7	75
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	—	----
" " " (2d pref.)	908,422	7	—	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	96
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18—	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	...	...	...	...	...
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	92½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	495,500	6	A. & O.	1876	90
2d Mortgage	295,750	6	...	...	90
Boat Loan	99,852	6	...	...	93
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	83½
Improvement	1,601,670	6	M. & N.	1876	75
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	87
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	120
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,350	—	57
Delaware and Hudson	100	10,000,000	10	158
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	...	...	...	----
Lehigh Navigation	50	6,091,700	10	58½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	128
North Branch	100	...	...	----
Sault Ste Marie	100	...	...	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	28½
" " (preferred)	50	2,888,988	—	37
Susquehanna and Tide Water	50	2,048,260	—	14
Union	...	...	...	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	51 —	@ 53 —
Pig, American, No. 1		49 —	@ 50 —
Bar, Refined, English		100—	@105 —
Bar, Swedes, assorted sizes (in gold)		95 —	@100 —
		Store Prices.	
Bar, Swedes, assorted sizes		— —	@170 —
Bar, English & American, Refined		— —	@120 —
Bar, English & American, common		— —	@110 —
Scroll, English		150 —	@200 —
Ovals and Half round		145 —	@155 —
Band, English		— —	@150 —
Horse Shoe		145 —	@155 —
Rods, English		125 —	@180 —
Hoop, English		160 —	@220 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— 23	@ — 24
Sheet, English, Single, Double and Treble		— 6½	@ — 8
Rails, English (gold)	per ton	55 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½	@ — 24
English Spring (1st & 2d qlty.)		— 11½	@ — 13
English Blister (1st & 2d qlty.)		— 12½	@ — 20
English Machinery		— 14	@ — 16
German		— 15½	@ — 17½
American, Blister		— 11½	@ — 13½
American, Cast, Hammered		— 18	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 12½
American Machinery		— 14	@ — 16

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 43	@ — —
Sheathing, Yellow		— —	@ — 32
Pig, Chile		— —	@ — —
Bolts		— 43	@ — —
Braziers'		— 43	@ — —
American Ingot (cash)		— 31	@ — 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		6 75	@ — —
German Refined		6 87½	@ 7 —
English		7 —	@ — —
Bar	per lb.	— —	@ 11 —
Pipe and Sheet		— —	@ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb.	— 24½	@ — 25
Straits (gold)		— 21½	@ — 22
English (gold)		— 22½	@ — 22½
		—Gold.—	—Currency.—
Plates, I.C. Charcoal, p. box		10 — @ 10 25	15 25 @ 15 50
Plates, I. C. Coke		7 25 @ 9 50	10 50 @ 14 —
Plates, Coke Terne		7 25 @ — —	10 75 @ 11 —
Plates, Charcoal Terne		10 12½ @ 10 25	— — @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	7 —	@ 7 25
Clinch (cash)		— —	@ 8 50
Copper		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 32
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 23	@ — —
Regued, free L. S. to White	— 57	@ — 58
Refi'd, in bond, prime L. S. to White	— 40	@ — —
Refi'd, in bond, Standard White	— 41	@ — 41½
Naptha, Refined (60@63 gravity)	— 27	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

	Th 11	F. 12	Sat. 13	M 15.	Tu. 16	W. 17
Atlantic M. S. S. Co	111½	111½	111½	113	111	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	96	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	56	56½	56½	56½	54	54½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	112	113	----	113½	----	112½
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	138	136	136	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	46	47½	47	46½	44½	45½
" " pref.	75	75½	75	76½	74½	75½
" " 1st M.	----	----	----	----	----	89
" " 2d M.	----	----	----	----	----	----
" " S. F.	96	----	----	----	----	----
" " Consol.	84½	84	84	84	85	85
Chicago & Rock Isl.	108½	108½	109	110	108½	108½
" 1st M. '70	101½	----	----	----	----	----
Clev., Col. and Cin.	----	----	115	----	----	116
Clev. and Pittsburg	91	92	93½	94½	91	92½
" 2 M.	----	----	----	----	----	96
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	127	126½	127½	122½	119	120½
" " S. F. 7 p.c	103½	103	103½	----	----	----
Cumberland Coal, pref	57½	57½	58½	58½	57½	59
Del. & Hudson Canal	155	155½	156	158	156	156
Del., Lack. & West.	----	----	151	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	84½	84½	84	84½	82½	83½
" pref.	81	84½	86	87	85	84½
" 1 M. 7 p.c. '67	----	----	----	----	----	104
" 2 M. 7 p.c. '79	101½	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	99	----	98½
" 4 M. 7 p.c. '80	94	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	121½	122	124	127½	126½	128½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	102	----	----	----
" 2M. S. F.	----	----	104	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	128½	128½	128	128	126	127
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	41½	----	43	44	43	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	14	13½	13½	13½	13½
Michigan Central	116½	117½	116	117½	115½	----
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	111	----	----	----
M. S. and N. I.	90½	90½	91½	92	89½	90½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F	100	100	----	100	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	87
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	56	57½	60	62	60	64
" " pref.	74½	76	78	79	75½	78½
" " 1st mort.	----	----	91	----	----	91½
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	82	82	81½	----	----	----
" iss. to H. & St. J. R.	----	----	----	85	----	----
" " Pacific	82	----	----	81½	----	----
New York Central	116½	117½	117	119½	117	119
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	118½	----	118
" 6s. S. F. '83	----	----	----	----	96	96
" 6s. S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	63	62½	62½	63½	----	63½
" new	62½	----	----	----	----	63½
Ohio & Miss. cer.	33½	34½	34	34	33	33½
" " pref.	----	----	81	83	----	----
Pacific Mail S.S. Co.	----	----	----	219	217	216
Panama	----	----	----	----	----	----
Phila. and Reading	116½	116½	117	117½	115½	116
Pitts. Ft. W. & Chicago	109½	110½	110	111½	109½	110½
" 1M. 104	----	----	----	----	105½	----
" 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	55	54½	56	54½	54	56
St. L., Alton & T. H.	----	42	44	44	43½	----
" " pref.	----	74	77½	77½	76	74½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	83½	----	----	----	----
" " Inc. b'ds	----	----	79	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	72½	----	73	73½	73½	73
" new	72½	72½	74½	73½	73½	73½
Tol. Wab. & Western	47	50	54	52½	49	51½
" " Pref.	----	73	74½	75½	76	75
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	80½	----	83	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

	Th 11.	F.12	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	111½
U. S. 5s, 1874, reg.	----	----	103	104	105	
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 6s, 10-40s., coup.	99½	----	99⅝	----	----	99⅝
U. S 6s, 10-40s, reg.	----	----	----	----	----	99⅝
U. S. 6s, 1881, reg.	112⅞	----	113	113	112⅝	113
U. S. 6s, 1881, cou.	112⅝	----	112⅝	113½	----	112⅝
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	138	----	140	----	----	----
U. S. 6s, 1868, reg.	----	137	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	113½	113½	113⅝	113⅝	113⅝	113⅝
U. S. 6s, 5-20s, c. 1864.	110	----	110⅜	----	110⅜	110⅜
U. S. 6s, 5-20s, c. 1865.	110½	110½	110⅜	110⅜	110⅜	110⅜
U. S. 6s, "	----	----	----	106	----	105⅝
7.30 Notes, 1st series.	106⅛	106⅛	106⅜	106⅜	106⅜	106⅛
" " 2d series.	106	106	106	106	105⅝	105⅝
" " 3d series.	106	106	----	105⅞	105⅞	
American Gold	----	----	----	----	----	118½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	W.10	Th.11	F.12	Sat.13.	M.15	Tu.16
Cattawissa	----	----	----	----	----	----
" preferred	31½	31½	31	31½	31½	31⅝
Camden & Amboy	----	----	130	----	130	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70.	97	----	----	----	----	97½
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	----	----	----	92	92	92
" mort 6s,'89.	98½	----	----	----	----	98½
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	57	----	57	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	58⅞	58½	58⅞	58⅞	58⅞	58⅞
" " 6s,'84.	92	92	92	92½	92½	91½
Lehigh Valley R. R.	64½	64⅞	65	65½	----	----
" " 6s	----	----	----	----	----	98½
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57	----	57	57	57½	57½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	118	----
Northern Central	46½	46½	46½	46½	----	46½
Pennsylvania R. R.	56⅝	56½	56¾	56⅝	56⅝	56⅝
" 1st m.	101½	----	----	----	----	----
" 2d m.	96½	----	90½	----	----	----
Penn. State. 5s	95⅞	----	----	96½	----	96⅛
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	103½	103½	103¼	103¼	103¼	103⅛
Philadelphia City, 6s	----	----	----	96½	96½	96⅛
" " new.	99⅛	99⅛	99⅞	99⅛	99⅛	99⅛
" " muns	99⅛	----	----	99⅛	99⅜	99⅞
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	58½	58¼	58½	58	58	57⅞
" " 6s,'86.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	94
Philadelphia & Erie	32⅝	----	32⅛	32½	32½	----
" " 6s	----	----	----	90½	90⅛	90½
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	28⅛	28⅛	----	----	----	----
" " pref.	37	37	----	37	37	----
" " 6s '82	----	83½	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	14	----	----	----	----	13⅞
" " 6s '78.	61	61	----	----	60	60½
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	23½	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	60	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	17½	17	16½	16	15⅞	15⅝
Chestnut & Wal. "	----	----	----	55	----	55
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	87	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	W.10	Th.11	F.12	Sat.13.	M.15	Tu.16
Baltimore City 6s, 1875.	----	97	----	----	----	97
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	98½	98⅜	98⅛	98⅜	98⅛	98⅛
Balt. and Ohio	----	----	----	----	----	----
" " b'ds,'62.	----	----	----	----	----	----
" " '67.	----	----	----	----	----	----
" " '75.	----	99	----	----	----	----
" " '80.	----	----	----	----	----	98½
" " '85.	97½	----	----	----	----	----
Northern Central	----	----	----	----	----	46½
" " b'ds,'85.	----	88½	----	88½	88	
" " '95.	----	----	----	----	----	----
City Passenger R. R.	----	----	18	----	----	

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

	Th. 11.	F.12.	Sat.13.	M.15	Tu.16.	W.17
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	151	----	----	----	151½	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	144½	----	----	----
Cheshire, pref.	----	----	58½	58	----	60
Concord	----	68	68½	----	----	----
Connecticut River	----	----	110½	----	----	----
Eastern, Mass.	110	----	110½	111	111	111
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	118	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	110	110	110½	110	110	
Old Colony & Newport	106½	106	----	106½	106½	
Ph., Wil. & Baltimore	57½	58½	58	----	57½	57½
Portl'd, Saco & Ports.	102½	103½	----	104	----	
Vermont & Canada	103	103	----	----	103	
Vermont & Mass.	59	59½	60	61	61	60
Western	146	145	146	----	----	147
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	94½	----	----	----	94
Metropolitan "	59	----	59	59	59	59
Middlesex "	----	----	42½	----	----	50
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	45½	46⅛	45	45	45	47
Franklin "	56	56	----	56½	57	58
Huron "	45½	46	46	46	----	47
Isle Royale "	----	12½	12	----	----	----
National "	----	----	----	----	----	----
Minnesota "	18	19	19	19½	19	19½
Pewabic "	35	36	34¾	34¾	35	35½
Pittsburg "	51⅛	51	----	----	----	----
Quincy "	51	50	50½	50	50	50
Rockland "	7½	7½	7½	6½	6⅝	6⅝

London Stock Exchange.

The following were the closing prices for American Securities on the 28th of September.

United States 5-20 yrs., 1882, 6 per cent	71½@ 71¾
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	44 @ 46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	65 @ 70
Do. Pennsylvania, 1st mort., 1877	70 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	46 @ 48
Erie shares, $100 (all paid), 8 p. c	47½@ 48
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	80 @ 85
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	77 @ 78
Marietta and Cincinnati R. R. bonds, 7 p. c.	68 @ 70
New York Central, $100 shares	64 @ 65
Panama Railroad, 2d mort., 1872, 7 p. c	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	77 @ 78
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, October 20, 1866.

Stock Exchange and Money Market.

An effort has been made, during the past week, and more especially within the past three days, to create the impression that there was increasing stringency in money, and less disposition manifested by lenders to grant accommodation to responsible borrowers, unless on the most unexceptionable collaterals. This effort originated with the *bear* element in the Gold Room, and at the Stock Boards. In vindication of the theory of growing scarcity and tightness in money at this centre, it has been urged that the drain of currency to move the crops is now quite serious; that the banks are imprudently expanded and must soon contract, to avoid peril; that Government has been or soon will be, a seller of gold, and a hoarder of greenbacks; that, in short, symptoms of impending stringency in the Money Market abound on all sides. Despite all this sinister croaking, it is satisfactory to us to be enabled to state that money is far more abundant here than is needed to meet the requirements of speculation and regular business; that lenders are rather less anxious about collaterals; that not only Government stocks, but prime dividend paying railway and miscellaneous share property is regarded as acceptable security; and that rates on call loans rule steady at 3@4 per cent. to the large dealers in Government bonds and notes, and 4@5 per cent. to other leading stock firms. As late as Wednesday, p. m., we were reliably informed of heavy deposits having been made with two leading private banking houses on Nassau street at 3@3½ per cent., without any other security than a certificate of deposit. Another house in the miscellaneous stock line had $600,000 left with it on call at 4 per cent., the collaterals being U. S. 5-20s of 1865, of both series, May and July. Furthermore, the Government is not now, and is not likely soon to be, a seller of gold. It is now, and for some weeks will be, a liberal disburser of gold; at present, in redemption of U. S. 6 per cent. bonds, maturing in 1867, which are being bought in at equal 96@97, and those of 1868, at 90@92; and from Nov. 1, in liquidation of the twenty four million of coin interest claims maturing on the 1st proximo. That all or nearly all the gold thus disbursed by the National Treasury will be promptly marketed by the recipients we have doubt; that such a marketing of coin must depress the premium on gold is morally certain; that the currency realized for this coin will be presently re-invested in Government and other liberal dividend paying stocks, instead of being hoarded, or otherwise profitlessly locked up, cannot be questioned; and this mere shifting of money, without absolutely retiring it from the market, can have no adverse influence on the loan and discount market, is the prevailing opinion of the great bankers and capitalists. Commercial paper, of prime to good quality, is in very moderate supply and high favor with lenders, at from 4½@6 per cent. per annum. The banks, while reporting diminished resources in the form of deposits and legal tender reserve, show an expansion in loans and circulation, which, however, is not regarded as in any legitimate sense an alarming symptom. The banks have actually near twenty-five millions of a surplus of specie and legal tender reserve over the required average, the collective reserve in this form being $88,756,424, against a required average of $64,155,032, at the rate of 25 per cent. on $256,620,127 of deposits and circulation. The increase in loans, last week, was $2,233,058, and in circulation, $874,550, while there was a loss of $2,158,857 in legal tender, $1,625,673 in deposits, and 627,691 in specie. The bank deposits are now $226,858,897, or about forty-four and a half millions more than at the same time last year. Their legal tender reserve amounts to $83,180,422, against $50,459,195 same time last year. Their circulation now stands at $30,176,908. The loans are now up to the enormous sum of $276,443,219, or forty-six millions more than at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $128,391,818 a day, against a daily average of $138,180,293 the preceding week; and $96,261,995 the week ending with Sept. 29. The current week's exchanges average about $140,000,000 a day. The falling off in the legal tender reserve about equals the week's remittances of lawful money to the interior, to be use in moving the crops, and surely an outflow of a trifle over two millions cannot be regarded as an alarming drain from the enormous accumulations of capital at this centre.

National Bank notes to the amount of $543,-436, were issued last week, making the total issue to 1,661 banks thus far $294,072,059, against $195,-000,000 same time last year. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $332,903,300; and for the public deposits, $39,171,950—making a total of $372,-075,250.

The U. S. Sub-Treasury receipts, week ending with Oct. 13, were $13,681,534, including $2,546,-362 from customs duties; payments, $7,912,487; balance at the close of the week, $96,057,650, against $90,288,601 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $5,946,557, and payments, $5,-576,093. Tuesday, receipts, $2,007,613, and payments, $287,503. The balance at the close of business on Tuesday stood at $97,698,219 against $92,058,007, a week ago.

Government revenues were not quite as heavy, last week. Excises yielded, $4,539,702 in currency; customs at the port of New York, $2,-546,362 at the outports, at least $1,050,000 (in coin) more, making the grand total income for the week equal to about $9,934,245 in currency, against disbursements of only $3,015,318 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $114,-000,000. The customs revenue at the port of Boston, last week, was $373,000, and the receipts from the same source, from Jan. 1, to Oct. 1, $13,-651,442, against $13,129,985 same time last year. The Customs revenue at New Orleans, in September, was $481,058, against $225,626 same month last year, and $279,110 same month in 1860.

There has been a marked falling off in the Gold speculation, and a strong disposition to sell *short*, or against the market, has been developed since our last. The extreme rates of the week have been 155⅞, on the 11th inst., and 147⅛ on the 16th inst. The closing price on Tuesday was 149. On Wednesday the market range was from 148 to 148⅞, and the closing figure 148⅛. The apprehension that the Government was about to become a seller of Gold has worked against the *bull* interest, which has had nothing to encourage it, save the active customs inquiry. Some gold has really been disbursed by the Treasury in redemption of the Sixes of 1867 and 1868, at a liberal discount from par value in coin, and a considerable portion of this gold has been marketed by the receivers, leading to the conclusion that the Government itself had actually begun anew to realize the handsome ruling premium on part of its heavy coin reserve, which conclusion, however, we have reason to believe is not justified by "the facts of the case." Indeed we are authorized to state that the Treasury is not now, and does not contemplate becoming, a seller of gold. It will be glad to meet its coin interest obligations promptly on maturity, but beyond this, and the redemption of its speedily maturing bonds, when offered on advantageous terms, it does not purpose to proceed in the reduction of its own absolute specie reserve, which at present cannot fall much short of eighty-three million dollarst. The customs demand last week, averaged $424,393 a day; thus far, this week, it has been equal to $530,000 a day, or equal to a weekly aggregate of $3,180,-000. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $510,-320, and from California $1,174,250. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $109,638,636, against $78,895,265 same time last year. The total receipts of California gold at this port since Jan. 1, have been $33,923,655, against $15,090,922 same time last year, showing an increase, in 1866, of $18,830,733. The exports of specie from this port, last week, were $198,050, making the total outflow of specie from the port, since Jan. 1, $54,113,933, against $23,803,975 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, $52,900, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,905,489, against $29,483,020 same time last year. An effort was made on Wednesday to stimulate afresh the gold speculation, on the basis of the apparent fall of 2@2¼ per cent. of U. S. 5-20's in London the 16th inst., or to 68¼, but this effort proved abortive as on inquiry, it was discovered that this London quotation of 68¼ for U. S. 5-20s was *ex* the three per cent. November coupon, which would make the rate in London on the 16th 71¼, or really ¾ per cent. higher than on the 13th inst. The main cause of the inflation early in the week was the publication of a bogus Washington Dispatch, relative to anticipated action on the part of the President, hostile to the recognition of the Congress from which southern representatives should be excluded. This dispatch was first imposed on the proprietors of the Philadelphia *Ledger*, one of the most reliable newspapers in the country, and because of the character of the *Ledger*, the dispatch was accepted and published by most other journals. The prompt official exposure of the forgery destroyed its influence. On a careful review of all the testimony collected by the *Ledger* publishers, President Johnson has exonerated these gentlemen from all blame, or censure.

Government bonds and notes have been in quite brisk demand since our last, and prices especially of the gold-bearing bonds, have been on the advance. The 5-20s of 1862 are in renewed request for export. U. S. sixes of 1867 closed 140; U. S. sixes of 1868, at 137; U. S. sixes of 1881 closed 113; U. S. Five-twenties of 1882 at 114@114⅛; U. S. Five-twenties of 1865 at 110½; U. S. Five-twenties of 1866, 108¼@; U. S. Ten-forties at 99⅝, and U. S. Seven-thirties at 106⅛@106⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 percent. on these figures:

June, 1864	116¾	May, 1865	111½
July, 1864	116¼	August, 1865	110½
August, 1864	115¾	September, 1865	110
October, 1864	115¼	October, 1865	109½
December, 1864	113¾		

Foreign Exchanges have improved materially since our last, especially since Monday, in view of the fall in gold, and the increased demand for bills from importers. Bankers' 60 day bills on London have been quoted up to 108@108½, and on Paris to 5.25@5.23½; sight bills on London to 108¾@109¼; and on Paris to 5.22½@5.20. The offerings of produce bills are increasing. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2,285,710, against $4,161,096 same week last year. The exports since January 1, have been to the value of $150,544,644, against $120,380,986 same time last year.

There has been decidedly less speculation in Railway and Miscellaneous Stocks since our last, and the temper of the market, for some days, has been unquestionably bearish, the tendency of prices having been in favor of buyers. Tuesday forenoon's dealings were all seriously against the market, which was much depressed, and panicky. The afternoon transaction were characterized by more firmness and buoyancy. Wednesday's movements were restricted, on a variable market, which, at the close, was heavy and spiritless.

Produce and merchandise have been in fair, but not active demand, since our last. Breadstuffs and Cotton have improved in price. The current week's receipts at this port average only about 925 bales a day. The receipts at this port since Oct. 1, have been 18,433 bales, against exports of 3,539 bales. The receipts since the commencement of the current cotton year, Sept. 1, have been 46 231 bales, against exports of 25,013 bales. Since Jan. 1, there have been received here 478,-375 bales, and exported hence 334,951 bales. At an average of $180 a bale, the current calendar year's receipts represent a currency value of $86,-107,500, and the exports $60,291,180. Estimates of the available supply here vary from 85,000 to 110,000 bales. A stock of even 100,000 bales would be equivalent to a currency value of at least eighteen million dollars. The week's exports of cotton have been 1,240 bales from this port, and 9,500 bales from all the shipping ports, leaving an available supply of about 100,000 bales here, and at all the shipping ports, of 270,000 bales. Dry Goods have been less buoyant, but desirable fabrics have not yielded much, as they have not been plenty, or pressed for sale. The total imports of foreign dry goods, last week, were $1,-995,336, and the total amount marketed $2,204,431. The value of foreign merchandise imported last week, was $1,938,818—making the grand total specie value of last week's imports of dry goods and merchandise, $3,934,151, and since January 1, $242,913,528, against $157,403,230 same time last year. The freight market is dull, but firm with 477 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 2.	Oct. 6.	Oct. 16.
Consols	—@89½	89¼	89½
U. S. 5-20's	—@70¼	70¼	*68¼
Erie	—@51½	51½	49
Ill. Central	—@78¼	78½	78¼

* Ex-coupon.

The New York exports, exclusive of specie, for the week ending Oct. 16, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$4,161,096	$2,285,710
Prev. reported	120,219,890	148,258,934
Since January 1	$124,380,986	$150,544,644

The balance in the Sub-Treasury on Wednesday was $98,735,731 43.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, 107¼; do., 5s, 1876, 93; do., 6s, 1873, 100⅜; do., 1887, 94⅞; Connecticut 6s, 100; Kentucky 6s, 96; Michigan 6s, 1883, 96; Virginia 6s, ex-coupon, 46; Minnesota 8s, 102¾; Brooklyn Park Loan, 95; Jersey City Water Loan, 96; Great Western R. R. 2d mort., 1893, 76; Detroit, Monroe and Toledo bonds, 95; Chicago and Milwaukee 1st mort., 94; Ohio and Miss., 1st mort., 92; New Jersey Central, 109¾; Norwich and Worcester, 112; Hannibal and St. Joseph, 45; New York and New Haven, 112; Chicago and Great Eastern, 52½; Long Island, 59¾; Pennsylvania Coal, 153; Wilkesbarre Coal, 63; Ashburton Coal, 14; Butler Coal, 17¼; Spruce Hill, 4⅛; Spring Mt., 75; Central Coal, 57; Citizens Gas, 125; Boston Water Power Co., 32⅛; Rutland Marble, 30½; Brunswick City Land, 8¼; Quicksilver 1st mort., 95; Mariposa pref., 28¾; Union Navigation, 114; Adams' Exp., 95; American Exp., 99; Western Union Tel., 54½; do., Russian Extension, 98; Merchants' Bank, 116¼; Mechanics Banking Ass., 111; Central Bank, 117; 4th National Bank, 112; Am. Ex. Bank, 119¾; Phœnix Bank, 108; Continental Bank, 105; Chatham Bank, 140; Metropolitan Bank, 127; Bank of Commerce, 120; Nassau Bank, 108¼; 9th National Bank, 115; Smith and Parmalee Gold, 13.75; Nye, 0.65; New York, 2.90; Montauk, 0.62; Montana, 0.60; La Crosse, 4.75; Rocky Mt., 5.00; Quartz Hill, 5.75; Downieville, 2.25; Croydon, 7.00; Fall River, 0.90; Consol. Gregory, 16; Consol. Col., 0.38; Burroughs, 0.85; Bullion Consol., 5.45; Kipp and Buell, 2.15; Church Union, 2.60; Mill Creek, 0.50; Hope, 1.90; Gunnell, 1.21; Crozier, 0.50; Benton, 2.00; Atlantic and Pacific, 4.90; American Flag, 4.25; Gilpin, 3.00; Liebig, 0.30; Texas, 0.50; Keystone Silver, 0.16; Boscobel, 1.15; Columbian, G. and S. 1.40; Walkill Lead, 2.30; Canada copper, 2.00; Davidson, 2.00; Shade River Oil, 0.23; Bennehoff Run, 7.05; Bemis Height, 3.10; N. Y., Ph. and Balt., 0.25; Oceanic, 0.09; Brooklyn, 0.60.

Philadelphia.—Pittsburg 5s, 72; Camden and Amboy scrip., 45¼; 13th and 15th streets, R. R., 21; Girard College R. R., 28; Germantown R. R., 28¾; Phila. Wil. and Balt., 57; Camden and Atlantic, 10; do., pref., 15; do., 2d mort., 70; Elmira 5s, 66; West Jersey R. R. bonds, 87; Huntingdon and Broad Top 1st mort., 86; Reading mort. 6s, 1880, 93; Sunbury and Erie 7s, 96; Fulton Coal, 5¾; St. Nicholas Coal, 2⅜; N. Y. and Middle Coal Fields, 4⅞; Green Mt., 3⅛; New Creek, ⅝; Butler Coal, 17½; Locust Mt., coal, 45½; Swatara Falls, 1¾; Lehigh Zinc, 45; Philadelphia Bank, 150; Commercial Bank, 58½; Manufacturers Bank, 33; Union Bank, 66; Mechanics' Bank, 33; Girard Bank, 60; Commonwealth Bank, 58½; Caldwell Oil, 0.69; Ocean, 5⅛; McKean, 5; St. Nicholas, 2¼; Egbert, 1¼. The latest quotations are: City 6s, 96½@96¾; do., new, 99¾@99⅞; State 5s, 96½@96¾; do., coupon, 96½@97½; do., 6s, W. L., 103¼@103½; Phila., Wil. and Balt., 57¼; Reading, 57½@57⅜; do., 6s, 1870, 93⅛@94; do., bonds, 93@95; do., con., 117@117; Camden and Amboy, 130@130¼; Penn. R. R., 56¾@56⅞; do., 1st mort., 101¼@102; do., 2d mort., 96⅛@97; Little Schuylkill R. R., 35@36½; Morris Canal, 83@85; do., pref., 123@123½; do., bonds, 90@93; Wyoming Valley Canal, 59⅛@60; do., 6s, 84½@90; Susquehanna Canal, 13¼@14; do., 6s, 61⅞@62; Sch. Nav., 28⅜@28½; do., pref., 36⅞@37; do., 6s, 1882, 83½@84; Union Canal bonds, 23½@24; Delaware Div. Canal, 57@58; do., bonds, 91@93; Elmira and Williamsport, 28@30; do., pref., 42@44; do., 7s, 1873, 98¼@99; do., 5s, 65@67; Lehigh Coal and Navigation, 58½@58⅝; do., bonds, 1884, 92⅜@91½; North Pennsylvania, 39½@40⅛; do., 6s, 92@93; Philadelphia and Erie, 32½@32¾; do., 6s, 90⅝@90¾; Minehill, 55½@57¾; Catawissa, —@37½; do., pref., 42@44; Lehigh Valley, 65¼@65½; do., bonds, 98@99; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 88½@90; West Philadelphia, 71@74; Spruce and Pine, 36¾@37; Green and Coates, 30@31; Chestnut and Walnut, 53½@55; Thirteenth and Fifteenth, 21@21½; Girard College, 28@29; Tenth and Eleventh, 64@66; Union, 41@42⅜; Hestonville, 15¾@15⅞.

Boston.—Rutland and Burlington 1st mort., 123; Boston, Hartford and Erie 7s, 52; New York and Boston Air Line 6s, 45; Ogdensburg 1st mort., 101; do., 2d mort., 70; Vermont Central 1st mort., 120; Central Pacific 7s, 1884, gold, 97¾@98; Old Colony and Newport 6s, 1875, 98½; Essex R. R. 6s, 95; Vermont Central and Vermont and Canada chattle 8s, 103¼; Worcester and Nashua R. R., 122⅛; Ogdensburg and Lake Champlain R. R., 76½; Boston, Hartford and Erie, 16¾; Granite Railway, 52; Connecticut and Pass. Riv. R. R. pref., 76; Boston Water Power Co., 32½; Cary Imp., 13½; Adams Express Co., 99½; East Boston Co., 13¼; Mt. Pleasant Coal, 27; Mammoth Vein Coal, 4⅜; Short Mt. Coal, 18; Gilberton Coal, 23; Peck Gold, 0.38, Caledonia Gold, 0.25; Bullion Consolidated Gold, 5.40; Montezuma Gold, 1.60; Croydon Gold, 6.75; Coal Hill, Lead, 1⅛; Tudor Lead, 2.10; Revenue Extension Silver, 1.00; Cook Co., Ills., 7s, 98; Chicago 7s, Water Loan, 99¾; St. Louis 6s, 1886, 86; Albany 6s, 1887, 97¼; Boston 5s, 1868, gold, 131; do., 1869, 125; do., 1878, 101¾; do., 6s, currency, 1877, 101½; Roxbury 5½s, 1869, 98; Charlestown 5s, 1883, 90; Portland 6s, 1877, 98¾; Maine 6s, 99¼; New Hampshire 6s, 1867, 99⅛; Rhode Island 6s, 1882, 99; Connecticut 6s, 99; Indian Spring Oil, 0.40; Massachusetts and Oil Creek, 0.25; Pepper Well, 1.00; Cambridge Gas, 98¾; Bank of Commerce, 119; State Bank, 111¼; Howard Bank, 108¾; Everett Bank, 104¾; Merchants' Bank, 118½; Market Bank, 115; Shoe and Leather Dealers Bank, 137¾; Tremont Bank, 119½; Washington Bank, 122¼; Bank of Redemption, 111; Suffolk Bank, 114¼; Revere Bank, 132¼; Traders' Bank, 101½; Eliot Bank, 118¼; Atlas Bank, 115½; Old Boston Bank, 70½; North Bank, 113¾; Blackstone Bank, 127; Union Bank, 123¼; Globe Bank, 135¼; Atlantic Bank, 124¾; Columbian Bank, 114½; 3d National Bank, 108; Allouez Mining Co., 4¾; Atlas, 3½; Bay State, 14; Bedford, 35c.; Canada, 1.40; Calumet, 60; Concord, 6; Dana, 3¼; Eagle River, 4½; French Creek, 60c.; Hancock, 22¼; Hanover, 3; Humboldt, 4; Hungarian, 3; Hecla, 75; Madison, 4¼; Manhattan, 5⅞; Mesnard, 2½; Northwestern, 4½; Petherick, 6; Phœnix, 11; South Side, 1½; Star, 1¾; St. Clair, 8½; Superior, 3¼; St. Mary's, 1⅜; Winthrop, 2.

Baltimore.—Virginia 6s, registered, 42⅛; Mariettа and Cincinnati bonds, 87⅛; Western Maryland 2d mort., 77; Maryland Anthracite Coal, 4; Atlantic Coal, 1.00; Santa Clara, 6¾; Baltimore Chrome, 0.35; Lake Chrome, 0.15; Howard Bank, 12; Bank of Commerce, 28½; Union, 64; Mechanics Bank, 17; Exchange Bank, 97. The latest quotations are: Balt. and Ohio, 110@112½; do., 6s, 1867, 99@100⅜; do., 1875, 98@99; do., 1880, 98@99; do., 1885, 97@97½; Northern Central, 46@46⅞; do., bonds, 1885, 88@89¼; N. W. Va. 1st mort., 1873, 96½@97; do., 2d mort., 90@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 86½@88; Central Ohio, 21@25; do., 1st mort., 82@85; Western Md. bonds, 76@78; do., guar., 96@97; Maryland 6s, coupon, 1870, 100@104; do., Ins., 100@102; do., 1890, 100@102; Baltimore 6s, 1870, 98@98; do., 1873, 96@97; do., 1875, 96¾@97; do., 1886, 98@98¼; do., 1890, 98½@98¾; do., coupon, 100@100; Park, do., 99@100; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R. R., 17¾@18; Canton Co., 54@56; Gardner, 0.50@0.65; Am. Gas Coal, 1.20@1.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@110; Santa Clara, 7¾@8; Balt. Chrome, 0.25@0.50; Bare Hill, 0.60@0.70; Atlantic Coal, 1.00@1.05; Mineral Hill, 0.45@0.66; Baltimore Coal, 150@190.

American Dock and Improvement Co.

We invite attention to the Advertisement in another column for proposals for $1,000,000 bonds of this company. These bonds are for $1,000 each, due July 1, 1886, interest 7 per cent., payable semi-annually in this city. The punctual payment of both principal and interest is guaranteed by the Central Railroad Company of New Jersey; than which, no better security can be had. The bonds are issued for land purchases and for improvements in Communipaw Bay, under the authority of the State of New Jersey, on the extensive water front of the company, and in connection with the improvements of the said railroad company. Proposals should be sealed and indorsed "Proposals for Bonds," and directed to Samuel Knox, Treasurer, 103 Liberty street, New York. The time for receiving proposals is limited to Friday, October 26, at noon.

Erie Railway.

The annual election of directors of this company took place on the 9th inst. The following gentlemen were chosen: Robert H. Berdell, Alexander S. Diven, Samuel Marsh, John Arnot, Ambrose S. Murray, H. L. Pearson, Daniel Drew, William B. Skidmore, Dudley S. Gregory, William Evans, J. C. Bancroft, Davis D. A. Cushman, Thomas W. Gale, Isaac N. Phelps, J. F. D. Lanier, Franklin F. Randolph, Frederick A. Lane.

At a meeting of the Directors on the 16th Robert H. Berdell, Esq., was unanimously re-elected President, and Alex. S. Diven, Esq., Vice-President.

☞ It is stated that the New York Central Railroad is about to import enough steel rails from England to relay two miles of track, in order to test their durability. In Great Britain the London and Northwestern Railway has laid sixty-three miles of steel rail on their system, and the work of relaying with steel instead of iron is to be continued. On the Great Northern steel rails have also been laid at all the principal stations, and on the steepest incline of railway.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Oct. 12th, 1866, were $71,784 68
Corresponding week of 1865 ..... 91,329 89

Decrease $19,545 21

The earnings of the Grand Trunk Railway of Canada for the week ending Oct. 6th, 1866 were $144,211 00
Corresponding week of previous year.. 154,700 00

Decrease $10,489 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Oct., 1866.... $24,366 00
Corresponding week previous year.... 25,831 80

Decrease $1,465 80

The earnings of the Western Union Railroad for the week ending Oct. 7, 1866 ..... $20,503 96
Corresponding week previous year.... 19,917 10

Increase..... $586 86

The earnings of the Chicago and Rock Island Railroad for the 1st week in Oct., 1866, were $118,191 00
Corresponding week of previous year.. 99,152 00

Increase..... $19,039 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Oct. 4th, 1866, were $46,745 00
Corresponding week of 1865..... 43,975 00

Increase..... $2,770 00

The earnings of the Chicago and Northwestern Railway for the first week in Oct., 1866, were $265,033 00
Corresponding week of previous year.. 241,343 00

Increase..... $23,690 00

The earnings of the Michigan Central Railroad for the 1st week in Oct., 1866, were... $101,191 00
Corresponding week of previous year.. 109,846 00

Decrease $8,655 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Oct. 1866, were..... $105,550 00
Corresponding week of 1865 ..... 114,944 00

Decrease $9,394 00

The earnings of the Chicago and Great Eastern Railway for 1st week in Oct. were..... $29,643 63
Same period last year..... 27,635 94

Increase in 1866. ..... $2,007 69

The earnings of the Virginia and Tennessee Railroad for the first week of Oct., were $17,712, an increase of $5,268 on the same week last year.

The receipts of the Susquehanna Canal Company for the week ending Oct. 8th, were $7,107 40; previously this season, $161,250 97—making a total of $168,358 37.

☞ We last week noticed an election of directors of the Dover and Winnipiseogee Railroad. Wm. Hill, of North Berwick, has been elected President. This road runs from Dover to Alton Bay, 28 miles, passing through Gonic, Rochester, Farmington and New Durham. It is operated under contract by the Boston and Maine. This contract is dated November 1, 1863, and is for fifty years, at an annual rental of $29,000. Paid in capital, $389,047 60; funded debt, $420,953 33; cost of road $884,000.

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of Sept., 1866, were:

From freight		$145,127 46
" passengers		67,729 45
" miscellaneous		4,500 00
" military		583 70
		$217,940 61
Sept., 1865:		
Freight, passengers, etc..	$239,925 34	
Military	3,488 06	
		243,431 40
Decrease		$25,472 79
Decrease in regular traffic		22,568 43

The earnings of the Housatonic Railroad for the month of Aug, 1866, were $49,453 06
Same time in 1865..... 47,431 72

Increase..... $2,021 34

The receipts of the European and North American Railway, for the month of Aug., 1866, were $13,092 27, and for the corresponding period the previous year $12,890 69, being an increase of $201 58.

The earnings of the McGregor Western Railway for Sept., 1866, were..... $18,472 00
Same time in 1865..... 26,153 00

Decrease $7,681 00

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of Sept., 1866, were:

Erie Railway.....	$1,326,415 00	
Buffalo Division....	84,931 90—	$1,411,346 90
Sept., 1865—		
Erie Railway.....	$1,336,615 27	
Buffalo Division....	98,669 42—	1,435,284 69
Decrease on Erie Railway and Buffalo Division.....		$23,937 79

The earnings of the Erie Railway (including the Buffalo Division) for the first nine months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1866.		
January...	$1,070,890	$1,187,188	Inc.	$116,298
February..	1,011,735	983,855	Dec.	27,880
March	1,331,124	1,070,434	Dec.	260,690
April	1,538,313	1,153,295	Dec.	385,018
May.....	1,425,120	1,101,668	Dec.	323,452
June	1,252,370	1,243,143	Dec.	9,227
July.....	1,274,558	1,203,462	Dec.	71,095
August ...	1,418,742	1,290,330	Dec.	128,412
September.	1,435,285	1,411,347	Dec.	23,938

Total decrease $1,113,414

New Iron-Preserving Agent.

Dr. Henry Edward Francis de Brion, a Paris physician who, for many years resided in England, has discovered and patented a process for preparing from india-rubber an *enamel paint*, which is absolutely proof against the action of the atmosphere, as well as against the power of all liquids (including the most potent acids), to affect iron. The preparation is applied cold and in a liquid state, and in consistency and general appearance it resembles such common oil-paint as is ordinarily used for iron work. It may be applied with ease; but of course it is necessary that the process of application should be conducted with such care as will insure a complete covering of the surfaces to be protected. This covering may be so thin that its presence cannot be detected; while it leaves the protected surfaces in all their original sharply-defined freshness. It hardens also at once, and immediately forms a smooth and lustrous enamel-like covering, air-proof, damp-proof, water-proof, and acid-proof. Thus protected the iron is safe. Rust cannot accumulate on the surface of this enamel-paint, nor corrode beneath it. —*Art-Journal.*

Journal of Railroad Law.

NEGLIGENCE—DUTY OF ENGINEER TO SOUND THE ALARM.

The case of Besiegel *vs.* The New York Central Railroad Company, decided by the Court of Appeals of this State, is important as involving the liabilities of railway companies.

The facts of the case are fully detailed by Judge Morgan who delivered the opinion of the court.

MORGAN, J.—Upon the undisputed facts of the case, the plaintiff could have avoided the accident by exercising a little more precaution before he had stepped on to the third track. If the freight cars had not intercepted his vision, he must have seen the engine approaching from the east, in time to have avoided the collision.

It is said that common prudence required him to put himself in a position to see whether there was a train coming from the east on the third track, before he attempted to cross it. The evidence, however, tended to show that the railroad company was guilty of great negligence in backing down at so rapid a rate of speed across South at Joseph street without any flagmen to warn foot passengers of their danger, or without sounding an alarm from the engine. With their cars standing upon the track so near the crossing, the company was guilty of inexcusable negligence in omitting to take the usual and necessary precautions to prevent accidents.

As an original proposition, it seems to me, that the omission of a railroad company to sound an alarm when approaching a crossing, especially when the view is obstructed by intermediate objects, is some excuse for the inattention of a way traveller to the danger of an approaching train. The way traveller depends upon his ears as well as his eyes, and when his vision is obstructed, and he is within a few feet of the track, and hears no alarm, it ought not to be thought very hazardous to step across the track. If he hears no signal, he does not expect a train to cross his path when he has but a few feet to go to cross over, and if he for greater precaution, stops and looks both ways before he makes the last step to reach the track, he exercises more precaution than a majority of our citizens do in similar circumstances.

The doctrine which requires travellers, in all cases, to stop and look both ways, when approaching a railroad track, pre-supposes that railroad companies are guilty of violating their duties to such extent as to make it a matter of course, to expect a train to run over the streets of a city under full headway at any time, without signals or safeguards.

When the vision is obstructed, as in the case at bar, the way traveler generally listens to hear the alarm, and if none is given, it is not, or at least ought not to be, presumptuous in him to suppose that he can walk over the track with safety. He has a right to believe that the engineer will not run his engine with such dangerous speed, without ringing the bell, or sounding the whistle.

It is not sufficient to defeat this action, to say that in another case the plaintiff was non-suited, because he failed to look both ways before attempting to cross the track of a railroad. The want of caution which constitutes negligence

must in any given case depend upon the circumstances under which the plaintiff is placed at the time.

If the tracks had been clear, so that the plaintiff could have seen the approaching engine, then doubtless it would be negligence in him not to have seen it, so much must be conceded as settled by the adjudications in this State.

The evidence tended to show that the plaintiff was within a few feet of the third track, and heard nothing to give him warning of an approaching engine. He left his position, and stepped forward to cross it. He could not see the approaching engine until he had got to the very point of danger, and then on account of the rapid motion of the engine, he was unable either to cross over, or to recede and avoid it.

The court below maintains the proposition that the plaintiff, although he had waited on the second track until the train had passed, and had heard no signal of another, yet that he should have stopped again and looked down the third track before attempting to cross it. And this is put upon the ground, that it might be expected that an engine at full speed would be rushing along at that very time without giving any warning of its approach.

I cannot subscribe to such a proposition. It was I think a question for the Jury to decide, whether, under the particular circumstances of the case, the plaintiff was wanting in ordinary prudence in attempting to cross the third track when he did, without taking other precautions to discover that it was clear.

Doubtless, if the engineer gives the usual signals, and the way traveller does not hear them, it would be his misfortune if he came in collision with the engine. So if the way traveler cannot see the train with his eyes in time to avoid it, it is his folly if he venture to proceed, and comes in collision with it. But when he cannot have the use of his eyes to discover the danger, until he reaches the track upon which the train is approaching, and upon stopping a few feet short to listen, he hears no signal, can it be said as an abstract proposition, that the plaintiff is guilty of negligence, because he trusts his ears, and comes to the conclusion that it is safe to take the few steps necessary to pass over it? If he has listened while standing within a convenient distance of the track, and has heard no signal of an approaching train, if he has but a few steps to go to cross it, and if acting on this belief, that it was safe (as nine men out of ten would do in a similar situation), he started on, and was met by an engine running almost noiselessly and at great speed, can it be said with propriety, that he should have expected such a thing to occur as did occur in this case?

It is not necessary to decide that the plaintiff was not guilty of negligence. All I claim is, that considering the peculiar position this plaintiff was placed in, as may be gathered from his own statement; his proximity to the track; the few moments it would take to clear it; his obstructed vision, and the noise and confusion at the time; that no signals were sounded from the approaching engine to put him on his guard, and the unusual speed with which the engine approached him; I say, considering all these circumstances, it should have been left to the Jury as a question of fact to determine whether or not the plaintiff was guilty of negligence in attempting to cross the tracks without taking further and additional precautions against the danger of a collision.

If, however, the evidence should disclose that the plaintiff was heedless or careless, and neglected to avail himself of the usual precautions which men of common prudence would use in like circumstances, he cannot recover, under the well settled rule that his own neglect contributed to procure the injury.

The degree of care which a way traveler should observe, when about to cross a railroad track, has been discussed in several adjudicated cases. In Pennsylvania R. R. *vs.* Ogier (35 Penn. R., 160), it was held that negligence was a relative term when applied to a traveller in such a case, and consisted in the absence of that ordinary care which a party ought to observe under the peculiar circumstances in which he is placed; and that a different degree of care is required, when there is reason to apprehend danger, from that which is necessary when none is to be expected.

The duty of a railroad company to exercise more caution and a higher degree of care when running their cars through a village or city, than in the country, as was held in Fargo *vs.* The Buffalo and State Line R. R. Co., (22 N. Y. 207), concedes that the company would be liable in not exercising it, when by so doing ordinary prudence on the part of the way traveler would save him from a collision.

The good sense of the rule may be thus expressed, ordinary care requires the way traveler to look for a train when approaching a railroad track. If he cannot see by reason of obstructions it requires him to stop just short of the track and listen. If he does more than this, it is extraordinary caution, and what is not required on the part of the plaintiff to entitle him to recover against a railroad company, which has culpably omitted to sound an alarm before reaching the crossing, if the Jury believe that the accident would not have occurred provided the usual signals had been given.

I distinguish the case at bar from those in this State, where it has been held that the plaintiff could not recover in consequence of his own want of caution in attempting to cross a railroad track. In Dascomb *vs.* The State L. and B. R. R. Co., (27 Barb. 221), the plaintiff drove along upon the track without taking the slightest precaution to ascertain whether or not a locomotive was approaching.

It is not unusual for empty cars and freight cars to stand upon the tracks near the crossings in our cities, some have engines attached to them, and are waiting some signal to start, some have no engines attached. In the meantime passenger trains are running in and out, and a person who wishes to cross the track is necessarily in some doubt as to the exact condition of things. His observation of the tracks is necessarily very limited, and the view he obtains quite unsatisfactory.

There is often a curve in the track at a short distance from the crossing, so that he cannot see an approaching train without going quite a distance out of his way.

In this condition of things ought we to establish the rule, that a foot traveler is guilty of want of ordinary care and caution by attempting to cross without first obtaining an observation of the track at a distance sufficient to insure his safety against a locomotive advancing towards him at the rate of thirty or forty miles an hour?

In my opinion, we ought to hold the railroad company responsible in such a case, if they run at too great a rate of speed to allow a man to clear the track who has approached it, without being warned of the danger by the usual signals. When a man on foot reaches a point near the crossing, and listens and hears no signal or warning, I think he is not guilty of negligence for attempting to cross over the track in a case where he cannot see up and down the track by reason of obstructions. But I would not make the railroad company liable for a collision in such a case, when they run their locomotives with moderate speed and make the usual signals before reaching the crossing.

We are to look at the case at bar as it appeared from the plaintiff's statement, and we must assume that the defendants run their engine at a dangerous rate of speed, without giving any signals of danger; that the plaintiff listened when standing upon the second track and heard no alarm; that he could not see the engine until he was about to stop upon the third track, when it struck him before he could get out of the way. In this view of the facts, I think the court below erred in holding as a matter of law, that the plaintiff was guilty of negligence.

The judgment should be reversed and a new trial granted, costs to abide the event.

Strait's Suspension Car Truck.

We give in another part of our present issue, a description, with engravings, of STRAIT'S IMPROVED SUSPENSION CAR TRUCK, Patented May 1, 1866, the main features and objects of which are:

1st. Lowering and suspending the weight as near as possible to the rails.

2d. The independent motion of each wheel and the disuse of long axles.

3d. The clearance of the track of all obstructions and preventing the wheels running over persons or obstacles of any kind.

4th. Allowing the cars to be greatly increased in height and width.

5th. The use of much larger car wheels and increased speed and safety.

6th. Trucking the cars where they couple, instead of more immediately under their bodies.

7th. Allowing a free and uninterrupted passage through a whole train and as low down as possible to escape from, in need.

8th. Working the wheels in wheel-houses, inside, or in wheel-recesses, outside, if desirable.

9th. The easier entrance or exit of passengers or freight.

10th. The stronger hold of the wheels on the rails, from the use of the rubbers and partial flanges.

The plan of bracketing the wheels so as to suspend the weight as low as possible, applies both to short and long axles and to all kinds of cars, carriages or vehicles. The short axles require double (or in and outside) brackets, while long axles require only one bracket, and it may be either in or outside the wheel or wheels. The two main objects in bracketing wheels of all kinds, are to suspend the weight as low as possible and to prevent their running over any thing in their way,

by sweeping every thing to one side. The entire wheel, only where it rests on the rail, may be enclosed by the brackets. For further information, address H. STRAIT, 66 East Pearl street, Cincinnati, Ohio.

Chicago, Rock Island and Pacific Railroad.

The work of grading the Railroad from Newton to Kellogg is progressing with commendable rapidity, considering the roughness of the route and the number of hands at work. A sufficient number of shanties are now erected to accommodate a large number of hands, and Mr. Casey is making exertions to secure 3,000 hands to push the road right through to Newton. Hands are arriving daily, and our streets are alive with laborers going to the railroad. On Saturday 17 teams, with their complement of wheelbarrows, shovels and railroad hands, passed through Newton to the railroad, having left the North Western Railroad to work on this line. Some 40 hands, with teams, are also at work west of town. The work of preparing for the depot is going forward, houses are being removed and everything cleared out of the way of the locomotive.—*Newton Free Press.*

National Railroad Convention.

The adjourned Convention of Railroad Presidents, Superintendents and Chief Engineers, will meet at the St. Nicholas Hotel, in this city October 24th, at 12 M., in accordance with the Circular and Reports of the Executive Committee. President, J. Edgar Thomson; Vice-President, Isaac H. Sturgeon; Secretaries, S. L. Tremont and B. T. Hasell; Executive Committee, T. J. Carter and L. J. Fleming.

Finances of Vermont.

From the message of Gov. Dillingham, to the Legislature, which was delivered on the 12th inst., we learn that the receipts into the State Treasury from Sept. 5, 1865, to Sept. 10, 1866, amounted to $996,558, and the expenses to $967,981, leaving a balance of $28,576 in the treasury. The current liabilities of the State amount to $63,340, the current resources to $35,554 and the estimated expenses for the current year to $416,000. The State bonds now outstanding amount to $1,625,000, and they are due in 1871, 1874, 1876 and 1878.

☞ The Koshkonong Valley Union Railroad Company was organized at Edgarton, Rock Co., Wisconsin, on the 22d ult., by the election of Hon. S. J. Conkling, President, Caspar Krogh, Esq., Vice President, C. P. Mead, Secretary, and W. D. Potter, of Cambridge, Treasurer. The object of this company is the construction of a railroad to connect Portage City or Columbus with Milton or Janesville. Meetings are soon to be held at various points on the line.

☞ The survey for the new railroad and carriage bridge over the Mississippi, at Davenport, Iowa, was commenced on the 6th inst. This survey is ordered by the War Department, and will be made by E. H. Johnson, Esq., Chief Engineer of the C., R. I. & P. R. R. assisted by Edward Powers, Esq., a distinguished civil engineer of this city, and brother of Rev. H. N. Powers, of Davenport.

☞ The Brandywine Railroad has had $280,000 subscribed to it, and only $20,000 more are quired to justify a commencement.

☞ Work on the second railroad track between Springfield and Chicopee is progressing rapidly. The grading is completed, and the laying of the rails begun.

Railroads of Connecticut.

An abstract statement of their finances, etc., for the year 1865.

Compiled from the Official Returns to the Legislature.

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Length of Road. M.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
	$	$	$	$	$		$	$	$	$	$	$	$	p. c.
	(Operated by New York and New Haven R. R.)													
Canal Railroad	306,900	100,000	.....	406,900	412,282	28.80	67,070	148,988	5,599	221,657	132,893	88,764	.....	..
Danbury and Norwalk	.....	202,500	150,847	2,353,347	2,439,775	124.00	53,643	46,289	8,401	108,333	82,747	20,586	9,692	3
Housatonic	2,000,000	.....	.....	2,000,000	2,489,211	160,211	803,873	14,011	478,095	396,632	81,463	.....	.....	..
Hartford and New Haven	3,000,000	927,000	.....	3,927,000	3,498,319	71.60	944,627	456,743	58,841	1,459,711	912,377	547,334	327,438	12
Hartford, Providence and Fishkill	2,087,940	1,936,740	.....	3,974,680	4,204,866	122.40	357,125	268,706	18,893	644,725	478,539	166,186	.....	..
New York and New Haven	2,980,839	2,000,000	170,871	5,151,710	6,315,282	62.25	1,725,184	316,835	99,877	2,141,896	1,774,934	366,962	253,425	7
Norwich and Worcester	2,363,600	580,000	9,262	2,952,862	2,613,694	59.40	265,507	427,923	20,627	714,057	445,662	268,395	221,904	9
New London Northern	700,000	132,800	12,925	845,725	861,135	86.00	141,273	135,272	30,221	306,766	256,769	49,998	26,352	4
Naugatuck	1,100,000	295,000	34,065	1,429,065	1,465,689	57.00	156,551	249,790	13,128	419,469	262,547	156,922	110,000	10
New Haven and Northampton	1,010,000	628,800	9,443	1,648,243	1,787,565	85.00	20,892	43,657	2,749	67,298	43,500	23,798	20,200	2
New Haven, New London and Stonington	738,538	766,000	.....	1,504,538	1,454,040	50.00	52,560	10,089	4,494	67,143	116,302	Loss.	.....	..
New York, Providence and Boston	1,755,281	500,000	.....	2,255,281	2,568,000	62.00	395,964	216,901	12,775	625,641	456,154	169,487	188,359	12
New Britain and Middletown	75,000	.....	.....	75,000	117,470	2.47			(Consolidated with Hartford and New Haven.)					
Rockville	97,750	33,000	45,688	176,438	171,858	4.80	12,317	13,034	1,200	28,102	12,408	15,694	2,400	4

Ottawa and Prescott Railroad.

We learn that very important improvements are in progress on this road. In the first place two new engines have just been built for it at Kingston, one of which, the "Thomas Reynolds," named after the enterprising managing director, was placed on the road on Friday last, and the other will probably commence work to-day. Besides these, two cars, first and second class, have been finished and put on. The first class car is a very beautiful affair in structure, painting, interior decoration and upholstery. The company also advertise for 20,000 ties, and will complete certain fencing which they have undertaken in about a month. Those who look at this road and its affairs to-day will not fail to perceive that vast improvements have been introduced by the present management.—*Ottawa Times.*

☞ A second track is to be laid on the Eastern Railroad between Salem and Beverly, from the northern entrance to the tunnel. This improvement will be commenced the present Fall.

PROPOSALS FOR
$1,000,000
American Dock and Improvement Company Bonds,
GUARANTEED BY

The Central R. R. Co., of New Jersey.

Sealed proposals will be received at the office of the Central Railroad Company of New Jersey until Friday, October 26th, at noon, for the whole or any part of One Million Dollars of bonds of the American Dock and Improvement Company,

The bonds are for $1,000 each, due July 1st, 1886; interest 7 per cent., payable January 1st and July 1st, in the city of New York.

The bonds have coupons attached, and can be held either as registered bonds or bearer bonds, as the holder may from time to time elect.

These bonds are issued for land purchases and for improvements in Communipaw Bay, under the authority of the State of New Jersey, on the extensive water front of the company and in connection with the improvements of the Central Railroad Company of New Jersey.

The punctual payment of the principal and interest of the bonds is guaranteed by the Central Railroad Company of New Jersey.

Proposals should be sealed and indorsed "Proposals for Bonds," and directed to Samuel Knox, Treasurer, 103 Liberty Street, New York.

Any further information desired can be obtained on application at the same place, where also a copy of the bond can be seen.

Payments to be made 50 per cent. on the allotment of the bonds, 25 per cent. on the 15th November, and 25 per cent. on the 15th December, or the whole can be paid at once. The interest will be adjusted on the first coupon.

The Committee reserve the right to reject any of the bids not satisfactory to the company.

JOHN TAYLOR JOHNSTON,
JOHN C. GREEN,
MOSES TAYLOR,
ADAM NORRIE,
} Finance Committee.

Railway Purchasing Agent.

A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent. References unexceptionable.

Address, "H," P. O. Box 5,314, New York City.

Car Covering or Roofing

KINGMAN'S CEMENT WITH HEAVY CAN VASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 27, 1866.

Policy of the Trunk Lines.

The acceptance by the Grand Trunk Railway of Canada of the agreements and stipulations adopted by the trunk lines in May last, with a view to secure concert of action and the submission of all questions of dispute that may arise to the arbitrament of a Commissioner of acknowledged experience and impartiality, places the five great trunk lines between the seaboard and the West in a position to adopt and carry out a uniform and definite policy in reference to rates of transportation and general management, that, while increasing their own revenues, must, in its immediate results, very greatly enhance the value of the great bulk of the railway property of the country. The numerous railroads that apron the northern half of the United States from Boston Bay to the Kansas border with an iron net work, evidence a spirit of enterprise and progress strikingly illustrative of the American character; but at the same time, no fact is more apparent to the commonest observer than that railroad transportation among us is yet wanting in that system and regularity so essential to the highest prosperity of trade between widely separated sections of country; and without which even moderate success in railroad management is unattainable. One half the capital invested in railroads has never yet, and is not to-day, yielding a compensating return; and that such is the case, is in a much larger degree ascribable to the prevalence of inadequate and very often ruinous rates, against which individual boards of direction are powerless to contend, than to the absence of sagacity and care in executive management, peculiar as are the intellectual requisites of successful railroading. There are doubtless many local roads that can never attain a paying position; but in the main, our railroads have been located with careful judgment and commendable foresight in estimating the sources and elements of trade and the requirements of communities; while in construction they give evidence of the highest engineering ability and skill. The cost of but few has been excessive; very few indeed require more than ordinary outlay in operating, and no sufficient reason exists why the principal lines at least, and all their more important connections, should not be brought under a system complete in all the details of transportation, and in all respects compensating, the rates being graduated to the service and the wear and tear of track and rolling stock involved in its performance. No locomotive need necessarily be run a mile, or a pound of freight moved, at a loss. Every class of service should be made to meet both immediate and every contingent expense. No one has a right to demand of any road anything for which he is not prepared to pay; but if disposed to meet any established rate of charges, it should be his privilege to command any legitimate and proper service that will expedite the delivery of his goods and property at the point of their destination; and it is manifestly the true policy of all railroad companies, and particularly the great lines of trade and travel between the East and West, to provide and maintain the very best possible facilities for the reception, forwarding and delivery of all property offered them for transportation.

We know that serious objections have heretofore existed to express and fast freight lines, as expensive to railroads; and that even now efforts are being made to excite hostility to them, on the ground that they absorb the legitimate revenues of the roads over which they operate. The first of these objections disappear with the establishment of remunerative rates for express and fast freight transportation; while the last is in point of fact without foundation—the natural tendency of these organizations being to increase rather than diminish the revenues of railroad companies; and that such has been the case on many of the principal roads where these organizations exist under proper regulations, we have the most positive and unquestioned testimony. Hon. Thos. A. Scott, Vice President of the Pennsylvania Railroad Company, than whom there is no more experienced and far-seeing railroad manager in the country, unequivocally declares that these lines have increased the net revenues of that road without any outlay of money by the company; while at the same time they have been of most essential aid to some of its connecting lines in furnishing the business public facilities these roads would otherwise have been unable to provide. And yet it was only after years of opposition, and when it was found that Philadelphia trade was going West *via* New York, that the Pennsylvania Company assented to the introduction of these lines on its road, and under regulations subjecting them and their business to the complete control of the railroad company. The result—the large addition to the revenues of the road—unmistakably indicates what it is in the power of the trunk lines to accomplish. In vindicating the policy of the Pennsylvania Railroad Company, Mr. Scott, at the meeting of the trunk lines in May last, said that, "Believing the system of fast freight lines to be fastened upon the railway economy of the country, and to meet the policy as established for years by the New York lines, the Pennsylvania Railroad Company had procured the organization of a line that now extends over nearly two thousand miles of connecting roads, and is managed by some of the most experienced transportation men of the country, upon principles which give to the railroad company the closest supervision and control as to rates and the manner of conducting the entire business, while entailing upon the company the smallest possible tax." In point of fact these organizations have become a necessary adjunct to the business of the country. They provide their

own cars, and maintaining agents on all the principal lines and at all important points in the West and Northwest to personally superintend the delivery of freights, and adjust all claims that may arise for damages or delays, a directness of responsibility and satisfactory method of redress is at once secured. In many cases a large share of the equipment of connecting roads is provided by these organizations, and if their profits are sometimes enormous, the fact shows nothing more clearly than their importance to the business public, and the estimate placed upon the facilities they offer for the transportation of merchandise to its destination without transhipment.

In no respect can fast freight organizations under proper regulations and restrictions be regarded as antagonistic to railroads. Their tendency is to improve and economize the freighting business between distant sections of country. Nor does the business which they carry on come properly within the proviuce of any single railway corporation. No road, whatever may be its means and its transportation facilities, can wisely undertake the establishment and superintendence of the numerous agencies at every available point of trade which give to these organizations their efficiency; and indeed were such the case, such company would assume towards every other road it might use in its operations the precise position which it is sought to make a ground of complaint against existing fast freight lines. The first duty of every road and of every board of management is rather to provide the best possible means for all business they may be able to command, devoting their own brains and energies to the development of the local traffic upon their respective lines of road. They will thus fulfil the true object of their incorporation, and derive a just and equitable profit from every service they may perform; and if those using their roads, in consequence of extended business connections and the peculiar character of the service rendered, derive greater profits, it can only be to ultimately invite competition which must even further advantage the railroad shareholder. This assumed antagonism, however, does not exist. These lines are the natural auxiliaries of railroads, needful to the business community, and largely promotive of trade between the principal commercial marts of the country.

The present great need in railroad management is system. The trunk lines are looked to to inaugurate and successfully carry out such system, securing not only remunerative rates, but the utmost promptness and safety in the transportation of freight. Their traffic, large as it now is, is destined to vastly increase as the great West and the Mississippi Valley fill up with manufactures, and the trade of the Pacific comes pouring in upon us. We need system now, that we may have system then.

Russo-American Telegraph.

The Western Union Telegraph Company's bark Clara Bell, from Ochotsk Sea, arrived at San Francisco on the 22d inst., and reports the arrival of Col. Bulkley, Engineer-in-Chief of the Russian American telegraph expedition, and party at Petropaulovski, about the end of July. All well.

The Russian steamer Sagalan arrived at Ochotsk, Sept. 10, with 10,000 roubles for the use of the West Union Telegraph Company. Capt. Manhood, Mr. Robinson and party were well.

Hartford and New Haven Railroad.

The earnings and expenses of this road for the years ending August 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers....	$944,627 39	$909,352 21
" freight.....	456,742 62	630,911 69
" other sources..	58,341 30	51,540 23
Totals	$1,459,711 31	$1,591,804 13
Expenses, viz:		
Repairs of road and bridges, including new bridges	$242,377 12	$297,885 93
Material and labor on engines and cars, and new cars.....	180,308 57	189,118 75
Station repairs and improvements, including new buildings	56,883 60	31,889 35
Transportation and general expenses..	264,913 37	281,156 27
Wood, coal and oil..	168,880 60	151,517 81
Lost and damaged goods, gratuities, etc.....	4,013 81	6,753 91
	$912,377 07	$958,321 52
Balance of interest..	53,996 99	52,480 92
Taxes, state and national.....	133,806 55	121,805 08
	$1,100,180 61	$1,132,607 52
Net receipts	$359,530 70	$459,196 61

The gross earnings of the past compared with those of the preceding year, show an increase of $132,092 82; with an increase in operating expenses of only $40,944 45. The net receipts, after payment of interest and taxes, are $99,665 91 in excess of those of the previous year.

The number of miles run by passenger trains during the year was 295,394; by freight trains, 161,928; by other trains, 40,080—total, 498,002, which is 45,764 in excess of the previous year, the increase being principally in freight trains. The total number of passengers carried during the year was 929,457; tons of freight transported, 352,921—showing an increase in the former of 4,956, and in the latter of 114,668.

The receipts from passengers are less than in the previous year, by $35,275 18; while the receipts trom the transportation of freight are $174,169 07 more. The Report says:

The very large increase of our freighting business, (equal to 38 per cent. upon the business of last year), has brought with it the necessity of further additions to our equipment, and to the ground and tracks at some of the stations. There have been built, during the year, at our own shops, one first class Locomotive, one first class passenger car, and thirty freight cars, the cost of which is included in the accounts of current expenses of operating the road. We have also purchased twenty additional freight cars, recently delivered, which will be included in the accounts for the coming year.

There has been paid during the year, for real estate, at Springfield, Hartford, Meriden and North Haven, for necessary onlargement of station grounds, the sum of $40,157 72.

The Iron Bridge, over the Connecticut River, has been completed, with the exception of the erection of a hand railing on the north side, the materials for which are provided. It exhibits satisfactory evidence of permanence and stability. There has been paid, on account of this structure, since our last report, $58,493 67. This added to the amount stated in that report, and including $35,000 previously charged to current expenses, makes the whole cost of the bridge, as appears in our accounts, to be $272,463 47. The amount expended during the year just past, is included in the current charges for the year.

A new bridge over the Farmington River, at Windsor, to be composed of seven stone arches, of 54 feet clear span each, was commenced early in the present season, and would have been completed this season, if the stone for the arches could have been procured in time. All the most difficult and perplexing portion of the work is done. All the foundations are finished. All the piers and one abutment are ready to commence the arches; the other abutment will be brought to the same condition within a few days, and the construction of the arches will be postponed till the next spring. There has been expended on this work, to the present time, $31,269 65, which is included in the current expenses of the year. It is estimated by the superintendent, that $15,000 will cover all the additional expenditure necessary to its entire completion. When this is done, there will be no bridge on the road, of any importance, composed of perishable material.

It will be observed that in the account of gross earnings for the year, no credit is given for receipts for mail service. Nothing has been received from the Government on that account, since the commencement of the present contract term, July 1st, 1865, for the reason that we have as yet been unable to make any contract for the service for the current term. The only offer made to the company, is at a less rate than has been heretofere paid for similar service, while the expenses of operating the road, have increased from 50 to 75 per cent. We have continued to carry the mails, in the hope that upon a more careful consideration of the matter, the Department would yet take a more reasonable view of the subject, and feeling unwilling to subject the public to the embarrassment and inconvenience which would result from an interruption of the regularity of mail transportation, so long as any chance remains of a proper recognition on the part of the Post Office authorities, of the value of the services rendered by the company.

But little progress has been made in our suits with the New York and New Haven Railroad Company. The judgment recovered in the Superior Court in favor of this company, has been carried to the General Term and there affirmed, and has now been taken by appeal, to the Court of Appeals, where it awaits the determination of the court of last resort. The second suit is awaiting the decision of the Court of Appeals, upon the questions in dispute, which are substantially the same in both cases.

The steamer "Orient," heretofore mentioned as built by this company, has not yet been put to active service, and is lying at a wharf at New York.

In the early part of the year just past, the officers of the New Britain and Middletown Railroad Company, representing the road mentioned in our last report, extending from Berlin to New Britain, proposed that this company should, in some proper form, become the proprietors of that road, and after a careful consideration of the subject by this Board, being satisfied that the road could be purchased at a rate which would pay a reasonable profit upon its cost, and in addition would become a large contributor to the business of the main line and Middletown Branch of this road, a negotiation was made by which this company should advance funds for the payment of the indebtedness of that, and also for the purchase of its stock by certain officers of this company in trust, at a rate which would make the cost of that road, including certain assessments and purchases of real estate, a little over One Hundred Thousand Dollars. These arrangements have been carried out, as will appear by the Secretary's report, to the extent of $89,385 19. About Twenty Thousand Dollars more will be required to complete the arrangement, when the entire stock of that road will be held in trust by the officers of this company. It is proposed to increase that stock

to an amount sufficient to cover the advances made for its indebtedness, and then merge it in the stock of this company. The new stock of this company, thus created will be held by its officers in trust, and can be disposed of as the stockholders or Board of Directors shall determine.

Resolutions authorizing this merger, will be offered for the consideration and action of the stockholders, as indicated in the notice for the meeting.

A dividend of three dollars per share, free of Government Tax, was declared, payable on the 1st day of October.

INCOME ACCOUNT.

The income account of the company for the past year has been as follows:

Cash on hand September 1, 1865...	$137,138 29
Receipts from passengers	909,352 21
" expresses	47,401 39
" freight.....	630,911 69
" rents and wharfage..	4,138 84
Sales of stock	14,660 00
" old buildings.....	240 00
Debts due the company, decreased.	9,902 81
	$1,753,745 23
Dividends paid	$355,092 00
Interest.....	52,480 92
Operating and repairing road.....	974,568 51
Taxes—State and National.....	121,805 08
Real estate.....	40,157 72
Steamboat "Orient"	4,313 05
Balance due from New Britain and Middletown R. R. Co.....	60,835 19
570 share of stock of do.....	28,500 00
Cash on hand.....	115,992 76
	$1,753,745 23

GENERAL STATEMENT.

The following from the Ledger, presents a general statement of the affairs of the company September 1, 1866:

Capital stock.....	$3,000,000 00
Bonds	927,000 00
Contingent fund	390,311 15
Reserved fund.....	150,000 00
Profit and loss.....	194,756 61
Dividends unpaid	13,000 00
Debts due by the company.....	119,497 11
	$4,794,564 87
Railroad, depot buildings, etc.....	$3,129,047 20
Real estate, lands, dwellings, etc...	127,507 43
Equipment, engines and cars.....	254,000 00
Middletown extension railroad.....	27,682 66
Bonds purchased	37,000 00
Tomlinson Bridge stock.....	102,888 67
Advances to Tomlinson Bridge Co..	34,768 92
Wood, stock and tools.....	212,129 70
Debts due the company, including account due from N. Y. & N. H. R.R. Co., unadjusted, and funds in the hands of agents	299,718 70
Balance due from N. B. & M.R.R.Co.	60,835 19
New Connecticut River Bridge.....	178,964 80
Steamboat "Orient"	185,528 84
N. B. & M. R. R. stock	28,500 00
Cash on hand.....	115,992 76
	$4,794,564 87

The office of the company is at Hartford, Conn. The directors chosen September 19th, 1866, are as follows:

President.—C. F. POND.

Directors.—Charles F. Pond, Julius Catlin, H. C. Robinson, Cornelius Vanderbilt, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard, Samuel H. Parsons.

Vice President.—W. P. BURRALL.

Treasurer.—C. M. POND.

Secretary.—S. P. CONNER.

Superintendent.—E. M. REED.

Railroads in Kansas.

A correspondent of the *N. Y. Times*, writing from Leavenworth under date of Oct. 10, 1866, says: "Kansas is about to become gridironed with railroads, if the many proposed routes are ever completed. The Union Pacific is now in running order to Fort Riley, a distance of a hundred and thirty-five miles, and in another year will be completed for a distance of four hundred miles from the Missouri River. The Atchison road is in running order a distance of twenty miles, with twenty more under completion, but so rapid is the advancement of the two great Pacific routes that the smaller branches now in progress of construction will be left almost entirely unnoticed until they reach some prominent point. Lawrence is striving to become a railroad centre. One of the most important roads yet projected is the Leavenworth, Lawrence and Galveston road, from Leavenworth to Lawrence. The road is completed, or rather the branch that will be used. It is a straight road, seven hundred miles in length, and reaching salt water (Galveston on the Gulf) in that distance. It has more advantages and resources than any road now in contemplation, and has Government subsidy of 64,000 acres to the mile, besides a State land grant of 125,000 acres. Three out of the five counties have voted aid in the shape of bonds, and it will fail only for lack of enterprise, of which there is little probability. I do not suppose that there is any portion of the country that is so determined upon the railroad question as Kansas."

Baltimore and Ohio Railroad.

The Baltimore and Ohio Railroad Company have established a Fast Freight Line to the West, to be run at unprecedented speed. It is called the "Baltimore and Ohio Lightning Express," and is designed especially, if not exclusively, for the Oyster and Dry Goods trades. Nearly all the great cities of the West, Northwest and Southwest receive their supplies of oysters from Baltimore—which is the great oyster mart of the country. To accommodate these businesses fifty new and substantial cars have been constructed by the company. Each car is built upon passenger trucks, thus ensuring both speed and safety, while the cars themselves are constructed in the strongest possible manner, and handsomely painted and lettered. We learn that arrangements have been fully effected by the Baltimore and Ohio Company, with all its connecting lines in the West, to push this business through with all possible speed. The time, on oysters, to Cincinnati, will be less than thirty hours from the hour of departure from Baltimore, and to Chicago fifty hours, to Columbus twenty-four, Indianapolis thirty-six, Parkersburg and Wheeling nineteen, while to Dayton, Toledo, Detroit, St. Louis, Louisville and other points West, Northwest and Southwest, the transit will be proportionately rapid.

In addition to the requirements of the oyster business, the necessity for these extraordinary facilities has been increased by the large importations of fine French and English goods by the Liverpool steamers. The increased sales of these descriptions of goods in Baltimore make their rapid transportation to the principal Western cities highly desirable, and it is hoped that this additional advantage will materially aid in attracting new buyers and increased business to the enterprising city of Baltimore. It must of necessity prove, as in the case of the company's other great enterprise—the Liverpool line—a decided success. The new arrangement went into operation on the 22d inst.

Blue Ridge Railroad.

The stockholders of the Louisville and Nashville Railroad, at their annual meeting on the 1st October, determined upon the extension of their Lebanon Branch Road from Crab Orchard, its present terminus, to the Tennessee line, at a point to which the Knoxville and Kentucky Railroad is now being built. This fact in itself would be an unimportant event but for its ultimate bearing on the prospects of the Blue Ridge Road, where the great Northwest crosses the Ohio River, on a permanent iron bridge, which is now being constructed at Louisville, and journeys Southward to Knoxville over an unbroken line of first class railroads. It will not be for the purpose of making Knoxville its depot, far from it. The stream of travel, the gigantic tonnage, from the valleys of the Ohio and Mississippi, and from the shores of the great lakes, are seeking an outlet on the South Atlantic coast, and the connecting link is the Blue Ridge Railroad.—*Charleston Courier, 16th.*

North Missouri Railroad.

For the last few months the construction of the road from Macon, on the Hannibal and St. Joseph Railroad, to the Iowa State line, and of a branch to the Missouri River at Brunswick, has been rapidly progressing. The first secures at no distant day a connection with a road building south from St. Paul; and the extension of the latter to a junction with the Platte County Railroad, near Leavenworth, insures a line to Omaha. The importance of this last named line is so manifest that the North Missouri Railroad Company have just put the balance of their West Branch, from Brunswick to Leavenworth City, under contract, binding the contractor to complete the work within one year from the first of next January.—*St. Louis Republican.*

Manassas Gap Railroad.

Mr. Marshall, the President of this company, contradicts in the Lynchburg *Virginian*, the statement of the Harrisonburg *Commonwealth*, published in our last issue, and says he made two distinct proposals in writing to the Baltimore and Ohio Company. The first was a short loan of $45,000, for the purpose of immediately finishing the road from Strasburg to Kratzers. The other proposal was a loan of $100,000, which, with the means at the command of the Manassas Company, were to be used in the construction of the road between Winchester and Strasburg.

☞ The Poughkeepsie and Eastern Dutchess County people are exhibiting considerable interest in the projected railroad east from Poughkeepsie to intersect the New-England lines. A meeting was held at Washington Hollow on the 19th, to forward the matter. One of the speakers stated as an argument in its favor that a connection could be made with the Walkill Valley Road at New Paltz, by building a line of nine miles on the west side of the river, and thus the coal fields of Pennsylvania, as well as the Great West, would be opened up to them by a direct line.

☞ The North Bridgewater (Mass.) *Gazette*, says the capital stock of the Hanover Branch Railroad has been subscribed, the first assessment of twenty per cent. paid in, the road staked out, and the grading will shortly be commenced. The road extends from North Abington, through East Abington, West and South Hanover to Hanover Four Corners.

Staten Island Railroad.

This road is 13 miles in length, extending from Vanderbilt Landing to Tottenville. The length of double track, including sidings, is 0.33 mile. Weight of rail per yard, 56 lbs. The equipment consists of 2 locomotives, 6 passenger, and 6 baggage, mail and express cars.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$46,450 34	$62,098 32
" freight	1,357 75	2,511 20
" rents, mails, ferry receipts, &c	136,052 36	210,378 41
Totals	$183,860 45	$274,987 93

Payments, other than for construction:

Transportat'n expenses —ferry and road	$98,307 79	$163,956 98
Interest	14,282 03	23,637 55
Dividends on stock, 8 per cent	.....	50,264 00
Totals	$112,589 82	$237,858 53

The earnings of the company in the years named were as follows:

	1864.	1865.
From passengers	$46,450 34	$62,098 32
" freight	1,357 75	2,511 20
" other sources	136,052 36	210,378 41
	$183,860 45	$274,987 93

The Expenses, of maintaining and operating the road were:

Repairs of road	$3,487 44	$4,798 84
Repairs of buildings	170 89	80 94
Taxes	137 90	143 85
Repairs of engines	3,585 25	4,288 16
" cars	1,406 33	2,202 24
Office expenses	947 49	656 02
Porters, watchmen and switch tenders, etc	2,624 43	2,966 65
Conductors, etc	1,596 87	2,260 00
Engine and firemen	2,349 33	2,790 15
Fuel and preparing	6,592 39	8,545 83
Oil and waste	797 84	1,149 59
Loss and damage	103 00	345 00
Contingencies	2,850 00	1,890 00
	$26,649 16	$32,117 27

Cost of Road and Equipment.

	1864.	1865.
For graduation masonry, bridges and superstructure, including iron	$198,972 15	$209,886 88
Passenger and freight stations buildings, engine& car houses, machinery, and fixtures	4,702 95	5,201 69
Land, land damages and fences	58,156 43	71,045 34
Locomotives and fixtures and snow plows	17,517 64	17,517 64
Passenger, baggage, freight and other cars	16,755 76	16,755 76
Engineering and agencies	20,949 15	15,126 31
Totals	$317,054 08	$335,533 62

Stock and Debts.

	1864.	1865.
Capital stock	$628,100 00	$628,500 00
Funded debt	200,000 00	200,000 00
Floating debt	140,000 00	120,000 00
Totals	$968,100 00	$948,500 00

The number of miles run by passenger trains in 1865, was 47,098; against 45,229 in 1864—an increase of 1,869. Number of passengers carried in 1865, 273,588; do., carried one mile, 2,188,724. In 1864, the number carried was 222,391, and the mileage of do., 1,556,737—an increase in passengers of 51,197, and in mileage of 631,987.

Grand Trunk Railway of Canada.

The following is the report of the directors for the half year ended June 30, 1866, presented at the meeting of the proprietors in London on the 4th inst.:

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been	£637,425	8	9
Deduct the ordinary working expenses (being 63.29 per cent.	403,419	0	0
Leaving a balance of	£234,006	8	9
Deduct the renewals of the permanent way and works in the half year (all debited to revenue)	26,286	0	0
Leaving an available net balance of	£207,720	8	9

This balance is thus distributed:

To amount of postal and military revenue for half year due to the holders of postal and military bonds	£28,286	5	7
To discount on American currency	14,264	6	2
To interest, &c., paid on lands	2,258	14	9
To interest on mortgage to Bank of Upper Canada	4,423	16	1
To interest on loans, bankers' balances, promissory notes, European exchange, &c	3,159	13	10
To interest on British American Land Company's debentures	616	8	9
To interest on Montreal Seminary debentures	616	8	9
To interest on Island Pond debentures	2,700	0	0
To half yearly instalment on Portland sinking fund	2,311	12	10
To Atlantic and St. Lawrence lease (in full)	32,785	14	0
To Detroit line lease (in full)	11,250	0	0
To equipment bond interest	10,524	0	0
To Montreal and Champlain Railway Company's proportion	10,273	19	5
To Buffalo and Lake Huron proportion	25,646	7	8
To the full interest on first preference on bonds and stocks	58,354	11	7
To second do. do. (short charged in previous accounts)	47	16	10
Balance carried to next account	200	12	6
	£207,720	8	9

The gross receipts and the net balance in the half year are in each case the largest ever earned in the June half of the year. The gross receipts (637,425*l.*) exhibit an increase over the gross receipts of the corresponding half of 1865, (614,876*l.*) of 22,549*l.*, or 3.65 per cent. The increase consists of 43,612*l.*, passenger traffic, including mails and express freight receipts, or a rate of increase of no less than 21.03 per cent.; but from these figures must be deducted 22,346*l.* decrease in the merchandise traffic, or 5.87 per cent., the decrease being in the "foreign" or "traffic interchanged with other (chiefly United States) companies," and also in cattle traffic receipts and smaller items of traffic, reducing the net increase to 3.65 per cent., as before stated.

A considerable portion of the above increase, viz., 18,810*l.*, is payable to the holders of postal and military bonds and does not augment the net revenue available for preference bonds and stock interest, but it is satisfactory to know that so much revenue has been earned, notwithstanding the serious loss, and disturbance, and suspension of all business caused by the threatened Fenian invasion of March, and the actual violation of the soil of her Majesty's dominions which took place in June last.

The Reciprocity Treaty expired on the 17th of March last, and the directors watched with anxiety the results upon your traffic and net revenue following so large a change in the course of Canadian trade. It is satisfactory to state that, notwithstanding the Fenian raids, the traffic of the fifteen weeks from 17th March to 30th June, 1866, showed only a small decrease under that of the corresponding period of last year, whilst the receipts in the nine weeks from 30th June to September 1, show an increase of 8,224*l.* over the corresponding period of 1865, when the treaty was in full operation. The results of the "fall" or autumn trade will further show how far internal can supply the want of an international interchange of the products of the soil, and will also exhibit the results of the new demand from the lower provinces for the flour and grain of Upper Canada.

The ordinary working expenses show an increase of 6,393*l.*, or at the rate of 1.61 per cent., as the cost of earning the increase of traffic of 3.65 per cent.

The loss on American currency has again been large, no less than 14,264*l.*, but it contrasts favorably with the corresponding half of 1865, in which the loss was 35,849*l.*

The losses on American currency from 1862 have been 228,556*l.*, divided as follows:—

Half year ended June, 1862	£887	8	5
" Dec., 1862	13,671	14	4
" June, 1863	6,588	19	5
" Dec., 1863	20,032	17	4
" June, 1864	.....	.....	
" Dec., 1864	78,413	3	6
" June, 1865	35,849	7	10
" Dec., 1865	58,848	3	4
" June, 1866	14,264	6	2
	£228,556	0	4

The price of gold during the half year has fluctuated between the rates of 125 and 166, the price of June 30, having been 153.

The net debit to capital account in the half year is only 4,000*l.*, the particulars of which are given in the accounts.

The directors propose—after providing for all bankers' charges, interest on loans, land rents, the lease rents of the Atlantic and St. Lawrence and Detroit lines, the equipment mortgage interest, and the proportions due to the Buffalo and Champlain Companies—to pay a cash dividend upon the 1st preference bonds, which will absorb 58,334*l.* 11*s.* 7*d.*, and leave 200*l.* 12*s.* 6*d.* to be carried over to next account. The interest on the 1st preference bonds and stocks will be payable on after the 15th of October.

By the "Arrangements Act, 1862," the interest not paid in cash for the June half year remains undealt with until the close of the December half year.

Her Majesty's provinces on the American continent having concurred through their Legislatures in the basis of a general confederation, there can be little doubt that early next session this great measure will be completed by the legislation of the Imperial Parliament.

The bill for enabling the fusion of net receipts between the Grand Trunk and Buffalo and Lake Huron Companies received the assent of the Governor General in Council on the 15th August. The bill will be submitted to the proprietors at a future special meeting.

It will be satisfactory to those who have waited so long and patiently for a return on the large capital invested in the Grand Trunk Railway to know that despite every cause, political and other, of embarrassment and anxiety, the undertaking is steadily improving in stability and income, and has now fully demonstrated its necessity and value to British North America as a great highway of communication both in times of peace and war.

On behalf of the Board,

Edward W. Watkin, President.

Northern (Canada) Railway.

At a general meeting of the proprietors of this road held at Toronto, Ca., on the 8th ult., the report of the directors for the half-year ending 30th June, 1866, was presented. From this we learn that the gross traffic receipts from all sources have amounted to $252,999 33 (51,986*l.* 3*s.* 2*d.* stg.), as against $247,451 25 (50,846*l.* 2*s.* 11*d.* stg.) for the corresponding period of 1865, and showing an increase in favor of 1866 of 2.24 per cent.

The ordinary working expenses of the half-year have amounted to $150,218 70 (30,866*l.* 17*s.* 2*d.* stg.), or at the rate of 59.38 per cent. of the earnings, as against $143,143 91 (26,413*l.* 2*s.* 7*d.* stg.), or 57.81 per cent. for the corresponding period of 1865, showing an increase of 1.56 per cent. against 1866.

The additional outlay from revenue for services not embraced in ordinary working expenses has amounted to $13,018 62 (2,675*l.* 1*s.* 1*d.* sterling) —making a total revenue expenditure for the half-year of $163,237 32 (33,541*l.* 18*s.* 3*d.* sterling), as against $177,777 62 (36,529*l.* 12*s.* 11*d.* sterling) for the corresponding period of 1865.

The net revenue applicable to dividend has amounted to $89,752 1 (18,444*l.* 5*s.* sterling), as against $82,641 71 (16,981*l.* 3*s.* 6*d.* sterling) for the corresponding period of 1865, showing an increase of 8.32 per cent. in favor of 1866.

These results have enabled the directors, in addition to the payment of the current interest dividends of three per cent. upon the first and second preference bonds, to pay a further dividend of 1½ per cent. on account of arrears, thus reduced to one dividend of three per cent., the equivalent of which is very nearly represented by the reserve in hand.

The directors continue to pursue the policy of a liberal and watchful maintenance of the property, and making such improvements and additions thereto as may secure continued efficiency and completeness and meet the growing demands of the traffic. In this connection, and in view of the probability of another bountiful harvest, the appliances of the line for that description of traffic may again be overtaxed. The insufficiency and unfitness of the storage end elevating capacity of the grain-houses, and especially of that at Toronto, is a source of much embarrassment and anxiety, and it would be highly advantageous to the trade, as well as to every interest connected with the company, if early measures could be devised and the means found for supplying this great and serious want.

A lease has been completed with the corporation of Toronto for the site of an eastern passenger station in rear of the City Hall and in close proximity to the markets and business centre of the city. The necessary buildings will be immediately constructed and the station put in operation with the least possible delay.

The extension of railway service to the counties of Grey and Bruce has recently attracted renewed attention, and the directors have been called upon to consider various propositions having that important and necessary object in view.

Foremost amongst these are the Grey and Simcoe Railway from Angus to Durham, and the Collingwood and Owen Sound line projected between those towns.

Both of these extensions would be tributary to this railway, and would seem to be admirably devised in local interest, and for the efficient and economical service of the north-western district; and to both the directors have not hesitated to afford their cordial concurrence and support; and although, as the capital account of the Northern is closed and its revenues appropriated by law to specific and limited purposes, the fulfilment of these projects must in the main depend upon local and independent effort, yet the directors will continue to contribute whatever assistance the good offices and influence of this company may command.

Rensselaer and Saratoga Railroad.

This road is 25.22 miles in length, extending from Troy to Ballston. The length of double track, including sidings is 4 miles. The weight of rail per yard, 58 to 62 lbs. The equipment consists of 27 locomotives, 41 first class and 6 second class and emigrant, 17 baggage, mail and express, and 491 freight cars. In 1864 this company also operated the Albany and Vermont, 12 miles, and the Saratoga and Schenectady, 21 miles—making a total in that year of 58.22 miles. In 1865, in addition to these roads, the company operated, from April 1st, the Saratoga and Whitehall, 47.52 miles, and the Rutland and Whitehall, 7 miles; and from June 19th, the Troy, Salem and Rutland, 62 miles—making the total length of line operated, 174.75 miles.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending September 30, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$249,976 97	$429,072 30
" freight	154,005 67	324,319 10
" miscellaneous	28,849 84	43,667 03
Totals	$432,832 48	$797,058 45
Payments, other than for construction:		
Transportation exp.	$214,529 61	$514,916 86
Interest	9,423 17	24,910 56
Dividends on stock	56,400 00	107,000 00
Lease account	49,408 29	54,558 36
Government taxes	17,514 38	26,423 13
Sundry charges to profit and loss	.....	68,555 04
Charged to surplus funds	.....	694 50
Totals	$347,275 45	$797,058 45

The earnings of the road in the years named were as follows:

	1864.	1865.
From passengers	$249,976 97	$429,072 30
" freight	154,005 67	324,319 10
" other sources	28,849 84	43,667 05
	$432,832 48	$797,058 45
Expenses, viz:		
Repairs of road	$54,950 98	$131,455 59
Cost of iron for do	11,297 99	55,037 44
Repairs of buildings	2,504 44	19,212 63
" fences & gates	1,015 25	3,500 00
Taxes	10,492 32	17,048 65
Repairs of engines	11,044 56	32,589 65
" cars	19,089 11	28,608 61
" tools, etc.	2,047 37	7,312 50
Incidental expenses	2,775 50	2,314 29
Office expenses	2,342 99	4,891 49
Agents and clerks	12,436 00	18,536 80
Labor, handling freight	10,322 67	17,268 04
Porters, watchmen and switch tenders	12,448 00	16,635 90
Wood and water station attendance	600 35	1,422 18
Conductors, etc.	10,864 86	17,496 50
Engine and firemen	7,160 65	18,755 00
Fuel and preparing	24,381 70	64,368 15
Oil and waste	4,174 35	13,549 21
Loss and damage	2,740 24	11,850 20
Insurance	2,278 00	.....
Depot expenses	2,680 42	.....
Gen'l superintendence	6,250 00	8,333 33
Contingencies	641 86	24,780 70
	$214,529 61	$514,916 86
Earnings less exp.	$218,302 87	$282,141 59

Cost of Road and Equipment.

	1864.	1865.
For graduation and masonry	$110,088 50	$110,088 50
Bridges	267,840 69	267,840 69
Superstructure including iron	250,691 83	250,691 83
Passenger and freight stations, buildings & fixtures	40,935 19	40,935 19
Engine and car houses, machine shops, machinery and fixtures	30,980 24	30,980 24
Land, land damages and fences	42,854 17	42,854 17
Locomotives & fixtures and snow plows	66,000 00	66,000 00
Passenger and baggage cars	53,200 00	53,200 00
Freight and other cars	80,655 00	80,410 00
Engineering & agencies	19,090 75	19,090 75
Totals	$962,336 37	$962,091 37

Stocks and Debts.

	1864.	1865.
Capital stock	$800,000 00	$800,000 00
Funded debt	233,750 00	478,750 00
Totals	$1,033,750 00	$1,278,750 00

The number of miles run by passenger trains in 1865, was 186,805; by freight trains, 116,900—total, 303,705; against 129,084 in 1864—an increase of 174,621. Number of passengers carried in 1865, 383,101; do., carried one mile, 11,441,928. In 1864, the number carried was 305,905, and the mileage of do., 6,904,126—an increase in passengers in 1865, of 77,196, and in mileage of 4,537,802. The number of tons of freight carried in 1865, was 139,097; and the mileage of do., 4,702,143. In 1864 the tonnage was 108,186; and the mileage of do., 2,232,550—an increase in tonnage of 30,911, and in mileage of 2,469,593.

St. Petersburg and Moscow Railway.

A correspondent of the Baltimore *Sun*, writing from Moscow, says that the railway stations between that city and Petersburg are "all large, roomy and well arranged. On no road in America can you find stations equalling those on the road from St. Petersburg to Moscow, nor will you often find a better or more substantially constructed road than the one built by American contractors, the Messrs. Winans, of Baltimore, Md. It has a double track throughout, magnificently graded, and possessing exceedingly fine bridges, almost all on the American plan. I may observe, *en passant*, that now that the road has been entrusted entirely to the management of the Messrs. Winans, the income derived by the State has nearly doubly increased. The emperor is exceedingly gratified at the result, and it has not at the same time been detrimental to the interests of the gentlemen who have it in charge. All the principal men engaged in working the road are Americans, who make the machinery, rolling stock, and attend to the running of the road, under a Government control never exercised. At several stations we were greeted by the American employees, who were greatly gratified to see so many of their countrymen abroad."

☞ The Stockholders of the Louisville and Nashville Railroad, at their meeting on the 1st inst., voted to extend their Lebanon Branch from Crab Orchard, its present terminus, to the northern line of Tennessee, there to form a Junction with the Knoxville and Kentucky Railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca.	5	----	60,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	8
Algomah ... "	25	3	20,000	1
Allouez ... "	25	1¾	20,000	4½
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Atlas ... "	25	2	20,000	3¼
Aztec ... "	25	4½	20,000	4
Balt. and N. C. ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13¾	20,000	14
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	40c
Black River ... "	----	----	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	1
Boston ... L. S.	25	2½	20,000	5
Brooklyn ... L. S.	25	2½	20,000	----
Brome ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	¼	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	5	20,000	----
Canada ... Vt.	4	1	100,000	1¼
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	49¾
Champlain ... Ca.	1	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	¼	20,000	----
Concord ... "	25	4	20,000	6
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	45½
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... "	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	8¼	20,000	3
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1½	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	4½
Edwards ... "	25	1½	20,000	----
Ely ... Ca.	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	14½
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	¾	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	60,000	----
Franklin ... L. S.	25	¼	20,000	55
French Creek ... Pa.	5	----	100,000	60c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	20
Hanover ... "	25	1½	20,000	3½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	----
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	¾	20,000	----
Humboldt ... "	25	5	20,000	3
Hungarian ... "	25	1	20,000	4
Huron ... "	25	19	20,000	47
Indiana ... "	25	10	20,000	----
Inverness ... Ca.	2½	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	11½
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ... "	25	2	20 000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ... L. S.	25	8	20,000	4
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lennoxville ... Ca.	5	----	100,000	----
Logan ... "	5	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca.	2	----	200,000	----
Madison ... L. S.	25	6	20,000	3¼
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5¼	20,000	5¼
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5	----	----	----
Mass ... L. S.	25	4¾	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1¾	20,000	----
Mendota ... "	25	1¼	100,000	----
Merrimac ... "	25	6¾	20,000	----
Merryweather ... "	25	----	20,000	----
Mesnard ... "	25	8	20,000	2¾
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1¼	20,000	----
Minnesota ... L. S.	25	18¼	20,000	18¼
Missisquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	----
National ... "	25	5¼	20,000	17
Native ... "	25	2	20,000	1¾
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	----
North State ... "	25	3½	20,000	----
North Western ... "	25	11¾	20,000	4½
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	----
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	----
Petherick ... "	25	----	20,000	6½
Pewabic ... "	25	8¾	20,000	36½
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	11
Pittsburg & Boston ... "	25	5½	20,000	52
Pontiac ... "	25	10¾	20,000	1¾
Prescott ... Ariz. T.	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	10	10	20,000	51
Reliance ... "	25	----	20,000	----
Republic ... "	25	----	8,000	----
Resolute ... "	25	6¼	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	25	2¼	200,000	----
Rockland ... "	25	12	20,000	7¼
Roscoe ... Ca.	1	----	200,000	----
St. Clair ... L. S.	25	3	20,000	8¼
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	8
St. Margaret ... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5¼	20,000	1¼
Salem ... "	25	¾	20,000	----
Seneca ... "	25	1	20,000	4
Sharon Consol ... "	25	----	20,000	----
Sheldon & Col ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	¼	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	¼	20,000	----
South Side ... L. S.	25	2	20,000	1¾
Star ... L. S.	25	11¾	20,000	1¼
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	3¼
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	----
Toltec ... L. S.	25	21	20,000	2
Tremont ... "	25	1¾	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1¼	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	3
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	50,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ... "	5	----	100,000	----
Winona ... "	25	3	20,000	----
Winthrop ... "	25	4½	20,000	2
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ... Pa	50	----	----	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	----	----
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	104
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	----	----
Clute ... "	5	5	110,000	----
Continental ... "	----	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ... "	2	----	100,000	----
Hampton ... Mass.	5	----	100,000	----
Jefferson ... N. Y	----	----	----	----
Kings Hill ... "	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	----	47½
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	2½	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	25c
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ... "	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	----	2½
Warren ... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ... Pa.	25	----	60,000	74½
Appleton ... "	----	----	----	----
Ashburton ... Pa.	50	50	50,000	15
Atlantic & G. C. ... Md.	----	----	----	1
Baltimore ... "	100	100	----	----
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	2
Big Mountain ... Pa.	----	----	----	4½
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	80,000	----
British American. N. S.	----	----	----	----
Cape Briton ... N. S.	2½	2½	200,000	3½
Cameron ... Pa.	50	----	50,000	----
Central ... "	100	100	20,000	54½
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	----	----
Consolidation ... Md.	----	----	----	----
Continental ... Va.	50	----	10,000	58¼
Cumberland ... Md.	100	100	50,000	----
East Mahanoy ... Pa.	----	----	----	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	30c
Fulton ... "	5	5	60,000	5½
Gilberton ... "	50	50	5,000	23
Hamp. & Balt. ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	52
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	----	6½
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	----	17½
Lehigh & Susq ... "	50	50	----	44
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	2
Mammoth Vein ... "	----	----	----	4
Maryland Anth ... Md.	20	20	25,000	4
Metropolitan ... "	100	100	----	----
Mt. Pleasant ... Pa.	----	----	----	27
Narragansett ... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	----	4½
North Carbondale ... "	----	----	----	----
Pennsylvania ... "	50	50	64,000	153
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	17½
Shamokin ... "	----	----	----	----
Somerset L. & C. ... "	----	----	----	----
Spring Mountain ... "	50	----	----	86
Spruce Hill ... "	10	----	100,000	4½
St. Nicholas ... Pa.	----	----	----	24
Shawmut ... "	20	----	40,000	----
West Virginia. W. Va.	----	----	----	----
Wilkesbarre ... Pa.	100	100	21,750	64
Wolf Creek ... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	38

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	¼
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	4½
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	5¼
Baltic ... Col.	----	----	----	50c
Bates & Baxter ... "	----	----	----	2½
Benton ... "	5	----	100,000	2
Black Hawk ... "	100	----	50,000	----
Bob Tail ... "	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	80c
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	5¼
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Jobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300,000	----
Consol Gregory ... Col.	100	----	50,000	15
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	6½
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	2
Downieville ... "	1	----	300,000	2½
Eagle ... "	10	----	100,000	75c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,000	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	30,000	----
Garrison's ... "	50	----	100,000	----
Gem ... "	50	----	25,000	----
Golconda ... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	300,000	1¼
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	1¾
Holman ... "	2	----	150,000	40c
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	1¼
La Crosse ... "	10	----	100,000	4¼
Liebig ... "	5	----	200,000	80c
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	50,976	13½
Do. preferred ... "	100	100	57,744	29½
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	55c
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	2½
New York ... Col.	10	----	100,000	2½
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific ... "	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	----
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	5½
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	5½
Sherbrooke ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	15½
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20.000	----
Tascher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	50c
Union ... "	10	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	1¾
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	80,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,002	----
Washington ... "	100	----	22,500	10c
QUICKSILVER:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	57½
Santa Clara ... "	100	----	30,000	6¼
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	29½
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horse.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—		8,800	6,920	6⅔	....	41½
30 Nov. '65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	....	43½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro poll'n)		—	....	—
30 Nov. '65	2.74	—	29	6	—	Lowell (Horse)	145,119	43,706	—	1,413	15,157	loss.	—	....	—
30 Nov. '65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	....	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		—	....	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		50	25	—
30 Nov. '65	33.74	—	840	151	—	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	....	56½
30 Nov. '65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,577	—	....	49
30 Nov. '65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	....	—
30 Nov. '65	6.75	—	52	16	—	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	....	—
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	—
30 Nov. '65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.		—	....	—
30 Nov. '65	—	—	392	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90½
30 Nov. '65	1.53	—	15	3	—	West Cambridge	16,350	13,660	—	—	8,955	loss.	3½	....	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	....	—
30 Nov. '65	11.60	—	44	8	—	Worcester	92,763	76,800	61,500	1,826	19,667	loss.	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	11	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	—	—
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,986	900,000	610,000	45,000	103,215	37,588	—	100	....
30 Sep. '65	10 73	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	800000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	155,178	100,000	80,000	71,180	24,068	8,282	—	100	....
30 Sep. '64	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56 18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,662	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187 200	164.000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep. '65	24.00	—	—	116	—	Central P'k, N. & E. Riv. (N.Y.)	1,517,906	955,900	550,000	.....	528,090	74,05[illegible]	—	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep. '65	19.75	—	—	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6 00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,183	90,670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand St. & Newtown (W'g	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	198,738	72,000	118,500	3,000	82,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	103	—	100	....
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	—	100	....
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,034742	211,243	9	100	....
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordham	975	975	.....	.....	—	—	—	—	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope: by	T. & L.	R. R.	—	—	—
30 Sep. '65	—	—	—	—	—	Troy & Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	6.50	9.00	—	—	4	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep. '65	1.50	—	—	—	—	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	54½
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	16	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150 000	100,000	—	158,803	39,721	2	50	31
30 Nov. '65	19.00	—	250	44	0	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	29
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	16½
31 Oct. '65	4.50	.....	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct. '65	.....	.....	.....	.....	.....	Oakland (Pitts'burg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	89
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	37
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,760	—	—	210,143	87,810	9½	50	63
31 Oct. '65	6.25	—	146	23	0	13th & 15th st. (Phila.)	.....	.....	—	—	143,038	38,435	5	50	21
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	356,105	249,100	100,000	10,000	309,261	31,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	.....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br., Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-'72	90
Malden and Melrose: 1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex: 1st Mortgage	32,003	..	.....	.....	....
Malden & Melrose bonds	29,451	..	.....	.....	....
Real Estate	10,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Oct. 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	134
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	137
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	105½
" " " ..... coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	6	" "	1871	109
" " " ..... coupon		5	" "	1871	112
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	113¼
" " " ..... coupon		6	" "	1881	113¼
Loan of July 17, & Aug. 5, 1861 ..... registered	264,807,500	6	" "	1881	113¼
" " " ..... coupon		6	" "	1881	113¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	106¼
" " " (5-20s) ..... coupon		6	" "	1882	114¼
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	---
" " " (5-20s) ..... coupon		6	" "	1884	110¼
Loan of March 3, 1865 (5-20s) ..... registered	183,381,750	6	May & Nov.	1885	106¼
" " " (5-20s) ..... coupon		6	" "	1885	111
Loan of March 3, 1864, (10-40s) ..... registered	170,869,350	5	Mar. & Sept.	1904	100
" " " " ..... coupon		5	" "	1904	100
Pacific R. R. Bonds of (currency) ..... registered	8,922,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Due.	----
" June 20, '64 & Mar. 3, '65 1st series	743,996,050	7.3	Feb. & Aug.	1867	106¼
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105¾
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	105¾
Matured Debt not presented	22,517,022	6	At maturity.	Due.	----
Gold Certificates of Deposit	11,057,040	---	----------	-------	----
Compound Interest Notes of 1864	155,612,140	6	At maturity.	3 y'rs	----
Temporary Loans at 4, 5 and 6 per cent	22,500,000	---	" " "	1 d y	----
United States Notes (greenbacks)	399,165,292	---	----------	-------	----
Fractional currency	27,025,278	---	----------	-------	----
Navy Pension Fund	11,750,000	---	----------	-------	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	683,000	6	" "	1876	----
" —Funded Interest Bonds	----------	---	----------	-------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	119
" —War bonds		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	100
" — " " (free.)		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" — " " ..... "	2,271,750	6	" "	'68-'88	109
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97¼
" — " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	----
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	----
" — " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" — " ..... "	2,058,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	96
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	95
" —Funded Coupons ..... "	----------	6	----------	-------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,500,000	6	Jan. & July.	1883	99¾
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	" "	1870	102
" — " " ..... coupon	3,192,763	6	" "	1890	----
" — " " ..... inscribed		6	" "	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102¾
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	376,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100
" — " War Loan	6,429,000	5	" "	1894	00¾
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	110
" — " "	2,030,000	6	" "	'76-'78	111¾
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " " ..... "	1,750,000	6	" "	'78-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	103
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	82½
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	82½
" — " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	82½
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds ..... coupon	1,650 000	6	" "	'83-'85	99½
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	93½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	105
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	108¼
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	" "	1866	----
" — " ..... general fund	500,000	6	" "	1868	100
" — " ..... canal fund	3,050,000	6	" "	1871	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100¾
" — " " ..... "	2,250,000	6	"	1874	98¾
" — " " ..... "	500,000	6	"	1875	99
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,600,000	5	"	1874	91
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	85
" — " " (new) ..... "	3,500,000	6	Jan. & July.	'90-'92	61½
Ohio—State Bonds ..... coupon	634,853	5	Jan. & July.	1865	----
" — " " ..... "	836,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	98
" — " " ..... "	1,600,000	6	" "	1875	98
" — " " ..... "	4,095,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	96½
" — " " ..... coupon	6,165,000	5	"	'77-'82	97
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	484,444	6	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new)	----------	6	----------	-------	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	80
" — " " ..... "	239,167	6½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	94
" —Funded Interest ..... "	872,813	6	" "	1892	72½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	42½
" — " ..... coupon	11,108,000	6	" "	'86-'95	68
" — " (sterling) ..... "	1,866,000	5	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	----
" — " ..... coupon	----------	6	" "	'76-'96	45
West Virginia—State Bonds ..... coupon	----------	6	----------	-------	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war)	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97½
" — " "		6	May & Nov.	1875	07
" — " "		6	Jan. & July.	1886	99
" — " "		6	quarterly.	1890	98¼
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — " "	7,846,028	5	Various.	'66-'70	128½
" — " "		5	"	'71-'75	----
" — " "		5	"	'76-'80	101½
" — " "		5	"	'81-'86	100½
" — " "		6	"	'67-'76	101½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	101
" — " " (sterling)	1,949,711	4½	" "	'72-'78	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	95
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	98
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — " "	4,714,000	6	" " "	'76-'78	----
" " — " "	1,800,000	6	" "	1883	----
" " — " "	5,149,271	6	" "	1887	----
" " — " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,765	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	----
" " — " "	3,125,200	5	" "	1870	94
" " — " "	319,000	5	" "	1873	----
" " — " "	1,000,000	5	" "	1874	----
" " — " "	334,700	5	" "	1875	----
" " — " "	2,016,000	6	" "	1876	----
" " — " "	2,376,000	5	" "	79-'80	----
" " — " "	900,000	5	" "	1890	----
" " — " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,800	6	" "	'66-'93	97
" — " " (new)	7,898,717	6	" "	'66-'99	101½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	98
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	90
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	86
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds, "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,823	3,235,492
1865	289,445	347,211	432,340	356,046	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,826,335
1866	476,036	433,549	386,459	412,423	464,806	493,690	467,313	588,504	526,959	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,855	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	381,559	318,549	------	------	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,800	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	398,050	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,598	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,224	989,053	------	------	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,007	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756.421	885,136	902,906	963,859	8,400,524
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,586	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290 330	1,411,347	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,685	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,387	518,088	7,181,208
1866	532,828	512,028	516,822	406,773	507,830	560,025	467,115	586,074	551,021	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95.453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,206	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	58,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	------	------	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	383,996	366,361	413.974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1865	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	------	------	------	------
Michigan Central:													
1861	142,334	110,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	306,186	3,168,065
1864	252,455	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410.802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,769	4,504,549
1866	282,438	265,796	337,158	343,787	365,196	335,083	324,986	359,645	429,160	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164.710	221,638	198.135	129,227	1.402.106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	131,707	122,621	124,175	121,904	245,511	213,944	209,199	188,223	275,906	------	------	------	------
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,443	224,957	228,242	268,176	302,596	332,400	278,006	346,242	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,613	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,202	305,464	278,700	------	------	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,651	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,058	608,305	116,215	923,283	416,341	566,979	957,191	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290.676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129.466
1865	640,144	678,504	857,583	733,866	637,186	646.935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,982
1866	555,488	474,788	654,890	606,078	672,628	644,573	554,828	641,548	661.608	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,884	------	------	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	112,527	162,858	137,086	82,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,145
1863	86,321	91,971	106,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,528	139,628	244,114	243,840	221,670	220,209	265,154	2,050.372
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	689,393
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850.	676,000	6	Jan. & July.	"	1880	98½
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	99
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	326,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,242,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £400,200	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99½
" " $800,000	354,100	6	"	"	1870	98
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	98⅞
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1835	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1887	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	94
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	69
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	87
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	76½
River Line bonds	4,000	7			1887	
Dividend bonds	16,72[illegible]					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,032,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend	36 660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (K. Extension)	1,499,000	7	" "	" "	1875	100½
2d Mortgage	2,516,500		March & Sept.	" "	1881	99
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,530,203	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,086,600	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	82½
Land Security	3,344,600	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1886	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	361,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1892	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	250,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	98½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	91½
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	231,000	7			'70-'75	
Bardstown and Louisville	39,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage S'lg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	92
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,586	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1878	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	93
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	251,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	105,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '4 '8	
1st Mortgage Coupon	2,865,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Debts of former Cos outstanding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug.	" "	1876	107
Exchanged Stks [S. F.] Bds	631,000	6	May & Nov	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	120½
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101½
3d Mortgage	6,000,000	7	" "	" "	1883	99
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	154
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston.						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore,	due.	
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	102
2d Mortgage (now stock)						70
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	81½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1866–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	93
" 1843, "	101,000	6	" "	"	1880	93
1849, "	67,000	6	" "	"	1880	93
1857, (convertible)	415,500	6	" "	"	1886	11c½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,382					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	124
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	5
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	66
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	79
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				78
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	41
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	160,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	106,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
31 July '60	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100.000	—	.....	23.8	53,955	103,333	26,249	3	—
31 Jan. '60	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,366	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug '60	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	182.497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '60	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '60	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '60	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '60	76.2	8.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	—
31 Dec. '60	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18.746	871,742	86.0	202,567	306,766	53.204	8	86
31 Mar. '60	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.765	8,081,181	117.4	629,209	1,982,213	549,834	9	112½
30 Nov. '60	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,933	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	113
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,634	54.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
-- -- '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
-- -- '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	439,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	112½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	132½
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	2,356,660	26,155,641	12,020,483	325,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	54
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,285,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	109½
31 May, '63	174.5	5.5	14.3	—	21	22	804	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13.231.500	—	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	126
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	43½
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	52½
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	80½
31 Dec. '64	84.0	—	.....	—	15	.....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315.172	117,941	6	100
-- -- '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	364
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	508,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	.....	.....	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 475,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	96.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	728,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,108	3,125,491	435,051	12,754,348	334 0	959,947	3,143,189	1,592,056	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566.000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	556 484	—	.....
31 Aug '60	58.7	—	.....	135.3	.....	.....	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,989	108,434	1,710,819	58.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	.....	340,898	—	.....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	114½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	92½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	675,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	60.4	—	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	46½
28 Feb. '65	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,261	182.0	.....	1,020,189	267,904	—	.....
31 Dec. '62	152.0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	.....
28 Feb. '66	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,819,490	119,738	—	.....	4,500,000	62.062	4,939,228	114.0	.....	158,200	loss.	—	.....
30 Sep. '64	96.5	3.6	8 2	—	16	13	219	*St. Louis and [illegible]n Mountain*	5,487,063	260,029	—	1,971,222	3,501,000	40 553	6,252,109	90.1	288,189	399,291	329	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	206,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	146.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '66	99.7	9.6	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '66	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,422	236,767	6	104
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	236.8	2,938,010	6,509,946	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	281.0	1,642,015	3,315,510	1,328,793	8	48
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	14¾
30 Nov. '65	23.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	110
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,490	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	D	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	141
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	146
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¾	67
30 Nov. '65	60.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,169	175,404	6	111
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	8	112
30 Nov. '65	51.0	42.5	75.8	—	27	28	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,264	993,694	314,255	8	118
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Oper. by B	oston &	Lowell)		6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,155	92,870	101,968	300,000	—	91,748	814,991	71.0	185,647	360,954	51,227	8	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	105
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	106,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Oper. by B. &	L. Co.)	—	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,508	—	(Surrendered to the C	ommon	wealth.)	—	—	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,655,667	77.3	151,327	390,086	122,397	2	64½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,715	5,076,949	5,827,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	147
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,560	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101.269	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	65½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	118
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	284,341	3,908,096	82.2	387,789	615,728	215,973	9	109½
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,073	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	—
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,559	10	129½
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	2,283,773	528,171	10,685,940	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	109¾
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	33.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,796,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	—
31 Dec. '65	65.0	16	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,644	loss.	—	65
31 Dec. '65	18 2	—	.....	—	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,608,300	18.2	.....	272,895	118,123	5½	46¾
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,628,483	*	—	688,400	400,000	288,000	1,376,400	—	—	255,598	56,593	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	68.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	—	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,064	687,228	10	195
31 Dec. '65	460.0	97.0	382.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	81⅜
30 Sep. '65	144.0	—	128.3	—	76	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	127
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,587,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	59½
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	664.9	5,804,048	13,975,524	2,694,714	6	119½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,068,045	—	12,683,095	164.0	1,592,080	2,599,726	422,348	—	99
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	75¾
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	556,026	*	—	557,560	116,000	1,286	Leased	to	Erie	R'w.	35,827	—	.....
30 Sep. '65	141.1	43.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga R. R					6	.....
30 Sept. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"				6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	232,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	359,000	327,430	5,682,898	223.0	361,046	890,480	loss.	—	.....
— —	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,361,566	532,289	9	90
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,182	663,205	10	115
3 1 Oct. '65	95.5	—	23.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,237	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	92½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,085,717	13	119
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,142,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,880	—	1,595,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	178.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,774	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,818	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	398,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,133	—	.....
31 Dec. '64	212.4	—	—	—	48	18	989	Toledo & Wabash	9,080 918	*	—	3,427,050	6 663,868	—	10,248,015	250.0	1,244,358	2,060,322	945,492	3½	52½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Incl. all other assets and liabilities.	Road operated, Incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	124,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	----	117.0	139	98	3,059	Atlantic and Great Western	46,606,475	*		13,441,150	30,000,000	1,795,588	48,050,780	420.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000		3,629,000	69.5	240,418	370,223	149,887	—	37½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,685	14,481,135	204.5	1,437,353	1,733,320	38,671	15	151
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	280,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,062	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	178,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	66
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	36½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	57½
31 Oct. '65	55.6	14.2	13.9	—	23	22	688	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,106,785	218,886	6,529,199	69.8	318,861	875,064	412,353	—	39½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17 459 169	4,189,111	10	57½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,091	656,739	336,376	8	59
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R.		Co.)		—	32½
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,661,353	20 240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	58½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,388	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,036,432	345,891	10	129
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,502,695	8,973,300	516,000	452,836	10,669,242	197.0	981,466	3,884,609	1,048 804	10	57
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,698	433.3	4,623,073	8,489 092	3,2 3,547	10	109½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northu		Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	44
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,581	500,000	----	----	62.0	340,600	625,641	169,323	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	8	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	—	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	----	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	418,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,430	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	—
1859	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	160,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,093,891	291.0	496,051	1,274,707	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	—
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	—
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,907	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	169.0	----	734.118	337,384	6	—
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	—
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275 000	240,000	171,560	----	50.0	31,300	32,670	----	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	428,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941.045	282,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	----	----	1,687,500	ope	r. by Vt.	Central	----	8	103
Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,085,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,390	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	—	7½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,655,500	775,142	8,711,091	191.7	----	183,136	81,692	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,955,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	12,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	----	—	54	38	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	----	9,650,000	370.0	1,125,571	2,118,118	508 55	—	62½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.0	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462,569	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	180	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,865	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	14	—
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----	—	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----	138 558	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
31 Dec 63	8,5		—	—	11	22	120	NEW GRENADA. Pan ma	8,000,000	*	658	5,000,000	75,000	—	10,763,723	48.7	----	237,438	1,228,924		256

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	31
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	58
Chicago & Alton (preferred)	2,425,400	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	79½
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,573,300	10	10	77½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,865	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	43
Erie (preferred)	8,535,700	7	7	85½
Hannibal & St. Joseph (preferred)	5,253,856	7	----	56½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42
" (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	98½
" " (2d pref.)	1,014,000	7	7	87
Milwaukee & St. Paul (preferred)	2,400,000	7	----	76½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	75
Toledo & Wabash (preferred)	984,700	7	7	74
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	----	----
" " " (2d pref.)	908,422	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	96
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage	541,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	93½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	1,601,670	6	M. & N.	1876	75
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	92
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	87½
Delaware and Hudson	100	10,000,000	10	160
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	58½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	84
" (preferred)	100	1,175,000	10	123
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	28
" (preferred)	50	2,888,988	—	36½
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----	—	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	51 — @ 53 —
Pig, American, No. 1	49 — @ 51 —
Bar, Refined, English	96 — @105 —
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
Bar, Swedes, assorted sizes	— — @170 —
Bar, English & American, Refined	— — @120 —
Bar, English & American, common	— — @110 —
Scroll, English	150 — @200 —
Ovals and Half round	145 — @155 —
Band, English	— — @150 —
Horse Shoe	146 — @155 —
Rods, English	125 — @180 —
Hoop, English	160 — @220 —
Nail Rod per lb.	10 @ — 11
Sheet, Russia per lb.	23 @ — 24
Sheet, English, Single, Double and Treble	6½@ — 8
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	18½@ — 24
English Spring, 1st & 2d qlty.)	11½@ — 13
English Blister (1st & 2d qlty.)	12½@ — 20
English Machinery	14 @ — 16
German	16½@ — 17½
American, Blister	11½@ — 13½
American, Cast, Hammered	18 @ — 22
American, Cast, Rolled	13 @ — 15
American Spring	11 @ — 12½
American Machinery	14 @ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	43 @ — —
Sheathing, Yellow	— @ — 32
Pig, Chile	— @ — —
Bolts	43 @ — —
Braziers'	43 @ — —
American Ingot (cash)	30½@ — 31½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	6 75 @ — —
German Refined	6 87½@ 7 —
English	7 — @ — —
Bar per lb.	— @ 11 —
Pipe and Sheet	— @ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb.	24 @ — 24½
Straits (gold)	21 @ — —
English (gold)	21½@ — —

	Gold.	Currency.
Plates, I. C. Charcoal p. box	9 70 @ 10 —	14 75 @ 15 —
Plates, I. C. Coke	7 — @ 9 25	10 25 @ 13 75
Plates, Coke Terne	7 25 @ — —	10 75 @ 11 —
Plates, Charcoal Terne	10 12½@ 10 25	15 — @ — —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	7 — @ 7 25
Clinch (cash)	— @ 8 50
Copper	— @ — 50
Ausable Horse, Norway Iron, Forged	— @ — 32
Zinc Nails (6 mos.)	— @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 23 @ — —
Regned, free L. S. to White	— 55 @ — 58
Refi'd, in bond, prime L. S. to White	— 37 @ — 37½
Refi'd, in bond, Standard White	— 38½@ — 39
Naptha, Refined (60@63 gravity)	— 27 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	Th. 18	F. 19	Sat. 20	M 22.	Tu. 23	W. 24
Atlantic M. S. S. Co	110	110½	----	----	----	108½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	119	----	----	----
Canton Co.	----	54½	----	----	53½	53½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	112½	112	112	111½	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	100	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	132½	133½	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	45	50	52	54	55½	55½
" " pref.	75	76	75½	75½	79½	81½
" " 1st M.	----	----	89	89	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	95½	----	----	----
" " Consol.	----	84½	----	85	86	87
Chicago & Rock Isl.	108½	108½	108½	108½	109½	109½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	115	----	----	----	115	----
Clev. and Pittsburg	92	92½	91½	91	90	92½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	121	120	120	119	118½	119
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	58½	58½	59½	58½	56½	58½
Del. & Hudson Canal	158	159½	----	159½	160	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	82½	84½	83½	82½	82½	82½
" pref.	85	84½	----	85½	86	86
" 1 M. 7 p.c. '67	----	----	----	----	104½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	98½	99	99
" 4 M. 7 p.c. '80	----	----	94½	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	128	127½	127	127½	127½	126½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	103	103	102½
" 2M. S.F.	----	----	104	----	104½	105
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	126	127½	126½	126	126	126
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	100
Marietta & Cin. 1st pref.	----	42½	42	----	----	42
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	13½	13½	13½	----	13½
Michigan Central	115½	----	----	115	115	114½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '89	----	----	----	----	----	----
M. S. and N. I.	90½	91	90½	89½	91½	92½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F.	----	----	100	----	100	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	87	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	63	63	61	60	63	62½
" " pref.	77½	77	75	74½	76	75½
" " 1st mort.	----	----	----	92	92	----
" " 2d mort.	----	81½	----	----	----	83
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	80½	81½	81½	82	82	82½
" iss. to H. & St. J. R.	----	----	----	----	83½	----
" " Pacific	----	81½	----	----	82½	82½
New York Central	119	120½	120½	121½	121	121½
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	118	----	120	----	120½	----
" 6s, S.F. '83	----	----	96	----	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	99
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	104½	104	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	84	83½	----	----	----	86
" ex-coupon.	63	63	63	----	63	61½
" new	63	----	----	62½	----	61½
Ohio & Miss. cer.	33½	35½	33½	33½	33½	33½
" " pref.	81	81	----	----	----	----
Pacific Mail S.S. Co.	216	----	----	----	215	219
Panama	----	----	----	----	----	----
Phila. and Reading	115½	117½	115½	115½	116½	116½
Pitts. Ft. W. & Chicago	109½	110½	109	109½	110½	109½
" 1M.	----	----	104½	----	----	----
" 2M.	----	----	98	----	----	----
" 3M.	----	90	----	----	----	----
Quicksilver Mining Co.	56½	57½	55½	55½	57½	55½
St. L., Alton & T. H.	42	44	44	43½	43½	----
" pref.	----	----	----	75	----	----
" 1M.	----	----	----	----	----	----
" 2M. pref.	84	----	----	----	84	80
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	95	----	94	94	----
" ex-coupon.	----	----	----	----	75	----
" new	73½	73½	73	73½	73	72½
Tol. Wab. & Western.	51½	51½	51	50½	51½	53½
" Pref.	74	----	----	----	74	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	82½	82	82	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	67½	67½	----	----	----	68

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	Th.18.	F.19	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	115
U. S. 5s, 1874, reg.	----	----	105	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	105¼
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.,	99¾	99⅞	100	100	100	100
U. S. 5s, 10-40s, reg.	99⅞	100	100	100	----	----
U. S. 6s, 1881, reg.	112¾	113	113¼	115¼	----	113¾
U. S. 6s, 1881, cou.	112¾	113¾	----	113¾	113¼	113⅝
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	137	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	114	115	115¼	114¾	114¾	114¾
U. S. 6s, 5-20s, c. 1864.	110¾	110¾	110¾	110¾	110¾	110¾
U. S. 6s, 5-20s, c. 1865.	110¾	111	111	110¾	110¾	110¾
U. S. 6s, " reg.	----	106	----	106	106	106
7.30 Notes, 1st series.	106¾	106¾	106¾	106¾	106¾	106¾
" " 2d series.	106	106	106¼	106¼	106	105¾
" " 3d series.	105¾	106¼	106	105¾	105¾	106¼
American Gold	----	----	----	----	147¼	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	W.17.	Th.18	F.19.	Sat.20.	M.22.	Tu.23
Cattawissa	----	----	----	----	----	----
" preferred	31	30	31¼	30⅝	31¼	31¼
Camden & Amboy	130	----	----	----	----	----
" " 6s,'67	----	----	----	----	----	99¼
" " 6s,'70	----	----	----	----	98	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	91	92	----	----	----	92
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	98¾	98¼	99	----	----	98¼
Ches. & Del. Canal 6s '86	----	----	----	----	95¼	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	30	----	----
" " pref.	43	----	----	----	----	----
" " 7s	----	----	----	----	----	96¼
Lehigh Navigation	58⅝	----	----	58¼	58	58¼
" " 6s,'84	92¾	92¼	92¼	92¼	92¼	92¼
Lehigh Valley R. R.	64¼	65¼	----	66	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	36¼	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	91¾
Minehill	----	----	----	----	----	57¾
Morris Canal	----	----	----	84	84	----
" " pref.	123	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	92½	----
" " 10s	----	----	----	----	----	----
Northern Central	46¼	----	----	47	47	----
Pennsylvania R. R.	56⅞	57¼	57¼	57¼	57¼	57¼
" 1st m.	----	----	101¾	101¾	102	102
" 2d m.	----	----	99¾	96¼	----	----
Penn. State. 5s	96¼	96¼	----	96¾	----	----
" " 5s, coupon.	----	----	----	----	----	97
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	96¾	96¾	----	----	97
" " new.	99¾	99¼	100	99¾	99¾	100
" " munc	99¾	99⅞	----	100	100	100
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	57⅛	57⅛	58	57¼	57	58¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	32¼	32¾	----	----	----
" " 6s. 90¼	----	----	----	----	92	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	28¼	----	28	----	----	----
" " pref.	37	36¾	----	37	----	36¾
" " 6s '82	----	83¼	84	----	84	----
" " 6s '76	----	----	----	----	----	76¼
" " 6s '72	----	----	----	----	----	----
Susq. Canal	14	----	14¼	16	15¾	----
" " 6s '78	62	62¼	65¼	----	66	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	23¼	23¾	23¾	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	15¾	15¾	15¾	16¼	16¼	----
Chestnut & Wal. "	54¼	54¼	----	----	----	----
Green & Coates, "	----	----	----	31	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	W.17.	Th.18	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98¾	98¾	----	99	98¾	98¼
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	46¼	----	47	----
" " b'ds, '85	----	----	88¼	----	----	----
" " " 95	----	----	----	----	----	----
City Passenger R. R.	----	----	----	17¼	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	Th. 18.	F.19.	Sat 20.	M.22	Tu.23.	W.24
Boston and Lowell	110	110	110¼	----	110	110
Boston and Maine	132	----	132	131	131	
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	145¼	146	----	----
Cheshire, pref.	62	----	66	65¾	----	65¾
Concord	----	----	----	----	----	----
Connecticut River	111	----	110¾	111	----	----
Eastern, Mass.	111	111	111¼	111½	111¼	112
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	119	----	118	----
Manchester & Lawr'ce.	121	----	----	118	----	----
Michigan Central	----	----	----	----	116	----
Northern, N. H.	----	103¾	110	----	109¼	----
Old Colony & Newport.	106¼	106¼	106	105	105	105
Ph., Wil. & Baltimore	57	57¼	57½	57¼	57¼	57
Portl'd, Saco & Ports.	----	----	103¾	----	104	----
Vermont & Canada	102¼	105	103	103	103	103
Vermont & Mass.	69	68¼	66	65	63	64¼
Western	145¼	----	147	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	94	94	94	----	95
Metropolitan "	59½	58	57¾	----	----	56¼
Middlesex "	----	----	48¾	49	49	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	47¼	49	47¼	----	45	45¼
Franklin "	58¼	60	57	57	57	55
Huron "	46¼	47	----	----	----	----
Isle Royale "	----	11	11¼	----	----	----
National "	----	----	----	----	----	----
Minnesota "	19	19	19	18¾	----	18¾
Pewabic "	35	36	35	34¾	35	35¾
Pittsburg "	----	52	----	52	----	52
Quincy "	50	51	----	----	----	----
Rockland	7¼	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th of October.

United States 5-20 yrs., 1882, 6 per cent	70¼@ 70¾
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	70 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	45 @ 47
Erie shares, $100 (all paid), 8 p. c	51 @ 52
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	78 @ 79
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	78¼@ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	60 @ 65
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, October 27, 1866.

Stock Exchange and Money Market.

Money at this centre continues easy, through the steady accumulation of capital, released from permanent, and seeking temporary employment, in reasonably secure channels. The main reliance of lenders of all classes is the demand from the Stock firms, as well as from the Produce Exchange, for speculative purposes. Responsible borrowers on strictly prime collaterals experience no difficulty in negotiating call loans at 4 to 5 per cent. The large dealers in Government Securities are adequately provided with funds at 3@4, generally at 3½@4 per cent. The moderate degree of animation in ligitimate trade circles calls for very little pecuniary aid. Prime short date mercantile paper is offered remarkably sparingly, and is in good request at 5 to 6, and good to fair at 6@7½ per cent. per annum. The West and South West are making some drafts for currency on this point, but thus in insufficient amounts to sensibly affect the local supply. The bank expansion has been spoken of as inordinate, and alarming in its progress. It has not, however, thus far reached, not to say transcended the legal limits. The bank managers anticipating continued ease in the market, are doing their utmost to find profitable employment for their means, but are not, by any means, indifferent to the security of their funds. The city banks, last week, gained $1,795,485 in their specie reserve, chiefly from receipts for maturing gold-bearing bonds of 1867 and 1868, sold to the Treasury. They increased their loans, $2,692,577 and their circulation, $238,332. Their deposits fell off $1,775,044, mainly from the withdrawal of country bank balances, needed by the owners, for local use. Their legal tender reserve was reduced $4,554,953. chiefly by conversions of idle compound interest notes of 1864 and 1865, into the new issue of the U. S. Five-Twenties of 1865 (July and January). The bonds thus obtained will doubtless be deposited with the U. S. Treasurer at Washington, as security for additional circulation. The excess of Legal Tender reserve, as against Deposits and Circulation is still about twenty-three and a half millions over the required *pro rata* of 25 per cent. The bank deposits are now $225,083,853, against $174,132,110 same time last year. Their legal tender reserve amounts to $78,625,469, against $46,169,855 same time last year. Their circulation now stands at $30,415,240 against $12,338,441 same time last year. The loans are now up to $279,135,793, against $224,030,679 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $137,453,666 a day, against a daily average of $128,391,818 the preceding week; and $138,180,293 the week ending with Oct. 6. The current week's exchanges average about $124,000 a day.

National Bank notes to the amount of $251,245, were issued last week, making the total issue to 1,661 banks thus far $294,377,304, against $282,555,440 at the close of the last fiscal year, June 30, 1866. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $332,903,300; and for the public deposits, $39,171,950 —making a total of $372,075,250. The Treasury Department, last week, destroyed $239,800 of worn and mutilated fractional currency, and issued $511,600 worth of new.

The U. S. Sub-Treasury receipts, week ending with Oct. 20, were $13,703,774, including $2,629,829 from customs duties; payments, $8,470,789; balance at the close of the week, $101,290,635. against $96,057,650 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $6,184,734, and payments, $6,987,804. Tuesday, receipts, $1,246,351, and payments, $394,072. The balance at the close of business on Tuesday stood at $101,339,845 against $97,698,219, a week ago. The balance in the U. S. Sub-Treasury, Boston, at the close of last week, was $13,373,041, or $4,271,572 less than at the close of the preceding week.

Government revenues keep up handsomely, despite the comparative dullness in business, outside of speculative circles. Excises yielded, last week, $4,651,808; customs at the port of New York, $2,629,829 at the outports, at least $940,000 (in coin) more, making the grand total income for the week equal to about $9,828,060 in currency, against disbursements of $4,586,243 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $119,-

200,000. The customs revenue at the port of Boston, last week, was $321,141; at Philadelphia and Baltimore, about $210,000.

Gold is nearly two per cent. cheaper than at the date of our last review. It then stood at 149; it closed on Wednesday at 147¼. The extremes of the week were 149 on the 19th inst., and 145⅜ on the 23rd inst. The depression was most marked on Monday and Tuesday and was caused mainly by *short* sales, subsequent efforts to cover which led to a fresh inflation. The Customs demand has been quite active for the season, and has kept "cash gold" rather scarce in the open market. After Thursday next, Nov. 1, the payment of the November gold interest on the Public Debt will release about $24,000,000 from the Treasury; thus affording an ample supply of gold for export should the demand for Bills of Exchange from the importers and for Bills to cover the collection of interest for foreign account seem to require it. The tendency of the market at the close on Wednesday was again downward as most of the *short* contracts had been protected, and the *bulls* were disposed to let the price decline sufficiently to develop another *short* interest, for their own benefit. The customs demand last week, averaged $438,305 a day; thus far, this week, it has been equal to $483,174 a day, or equal to a weekly aggregate of $2,899,044. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $12,753, and from California $1,433,358. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $112,390,636, against $81,456,845 same time last year. The total receipts of California gold at this port since Jan. 1, have been $53,357,013, against $15,090,922 same time last year, showing an increase, in 1866, of $20,266,091. The exports of specie from this port, last week, were $66,202, making the total outflow of specie from the port, since Jan. 1, $54,180,135, against $24,253,204 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten-Forty Loan, $46,500, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,951,989, against $29,994,766 same time last year. The specie exports from San Francisco from Jan. 1, to Sept. 25, reached $33,650,433, against $33,111,515 same time last year.

Notwithstanding the increased offering of bankers' and commercial bills, the foreign exchange market shows a further material improvement. The demand for prime bills is steadily growing, enabling the leading drawers to advance their asking prices. Last week's exports of U. S. bonds were over four million dollars, and of produce and miscellaneous goods, near four and three quarter millions. Bankers' 60 day bills on London closed at 109¼@109½, and on Paris to 5.17½@5.16; sight bills on London to 110⅛@110⅜; and on Paris to 5.15@5.13½. The offerings of produce bills are much more liberal. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $4,680,159, against $3,402,121 same week last year. The exports since January 1, have been to the value of $155,224,803, against $127,783,107 same time last year.

Government gold bearing bonds have been in decidedly more active demand, chiefly for home and foreign investment, and prices have again advanced. The market closing buoyantly. Some four millions of the 5-20s of 1862 went to Europe during the week, and preparations are making for further considerable shipments. The home demand has been mainly for the long Sixes of 1881, the later issues of the 5-20s, and the Ten-Forties. The $500 and $1000 bonds of the latest issue of 1865 Five-twenties have been very freely purchased, by home buyers, at the going rates. The $50 and $100 bonds of this issue have begun to arrive from Washington in small lots, and are promptly taken from the dealers. These new Five-twenties, henceforward to be issued by the Treasury Department in exchange for Seven-thirty Treasury Notes, are dated July 1, 1865, and bear six per cent. gold interest, payable January 1, and July 1. They carry interest from 1st July last. Coupon bonds are in denominations of $50, $100, $500, and $1,000. The registered bonds in $50, $100, $500, $1,000, $5,000, and $10,000. The Seven-thirties have been more freely offered for sale, especially the issues of June and July, (second and third series,) and have been in less favor with buyers, closing rather heavily. The first, or August issue of these notes, being immediately convertible into the new Five-twenties of 1865, July and January coupons, are in fair request and comparatively firm. The conversion can be made by local holders at the Treasury office in this city, free of commission, delay or risk for sending the notes to the department at Washington. No difference, therefore, need be paid to brokers for effecting the exchange of the currency bearing for the gold bearing security. We are, however, authorized to remind holders that their notes must be indorsed, "*Payable to the Secretary of the Treasury for conversion,*" in order to identify ownership, whether the notes have been previously filled in with a name and indorsed or not. Attention to this preliminary will save trouble and delay in making the exchange. The difference in the interest accumulated is promptly adjusted at the same time. U. S. sixes of 1867 closed 137½; U. S. sixes of 1868, at 136; U. S. sixes of 1881 closed 113½; U. S. Five-twenties of 1882 at 114¾; U. S. Five-twenties of 1865 at 110⅞; U. S. Five-twenties of 1866, 108⅜@108½; U. S. Ten-forties at 100@100⅛, and U. S. Seven-thirties at 105¾@106½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116¾	May, 1865	111¾
July, 1864	116¼	August, 1865	110¾
August, 1864	115¾	September, 1865	110¼
October, 1864	115¼	October, 1865	109¾
December, 1864	113¾		

In the railway and miscellaneous stocks, there has been quite a vigorous speculation all through the week, the favorites having been Northwestern Common, and Michigan Southern shares. Prices have been buoyant, and toward the close, strongly in favor of a further rise. The *bear* element evinces less confidence in impending stringency in money, and consequently less inclination to operate at the Stock Boards, against the buoyancy of the market. Nearly all the good dividend paying stocks are held for investment, and are in very moderate supply. The worthless fancies are made artificially scarce by the cornering processes of the bulls, but the great bulk of the public treat them with commendable indifference. Mining property is looking up again. It has been in respectable demand, during the week, at rising figures for all other than the absolutely fraudulent enterprises.

In general business, the main feature is the renewed speculative activity in domestic produce, especially in breadstuffs, which have rapidly advanced in price. Cotton has fluctuated considerably, but closes tamely and heavily at 39@41 for middlings per lb., under more liberal receipts, averaging this week, over 3,000 bales a day. The receipts at this port since Oct. 1, have been 34,000 bales, against exports of 8,383 bales. The receipts since the commencement of the current cotton year, Sept. 1, have been 61,500 bales, against exports of 30,000 bales. Since Jan. 1, there have been received here 492,009 bales, and exported hence 341,000 bales. There has been less activity in imported goods, the trade being confined, for the most part, to the current wants of regular buyers, usually very moderate at this season. Prices have favored purchasers, in sympathy with the depression in gold. The imports of the week have been liberal. The total imports of foreign dry goods, last week, were $2,100,437, and the total amount marketed $2,204,431. The value of foreign merchandise imported last week, was $2,961,544—making the grand total specie value of last week's imports of dry goods and merchandise, $5,061,981, and since January 1, $247,975,509, against $163,516,107 same time last year. The freight market continues dull, but firm with 462 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 6.	Oct. 16.	Oct. 23.
Consols	—@89¼	89½	89½
U. S. 5-20's	—@70¼	*68¼	*68¾
Erie	—@51½	49	50½
Ill. Central	—@78½	78¼	78¼

* Ex-coupon.

The New York exports, exclusive of specie, for the week ending Oct. 16, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,402,121	$4,680,159
Prev. reported	124,380,986	150,544,644
Since January 1	$127,783,107	$155,224,803

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$3,366,518	$2,100,437
Gen. merchandise	2,771,124	2,961,544
Total for the week	$6,137,642	$5,061,981
Prev. reported	148,974,068	244,801,422
Since January 1	$155,111,710	$249,863,403

The balance in the Sub-Treasury on Wednesday was $102,348,337 99.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Minnesota 8s, 103; Illinois 6s, 1872 @1877, 100; Virginia 6s, ex-coupon, 48; do., new, 45; New York State 6s, 1868, 100; do., 7s, Bounty Loan, 108⅛; Georgia 6s, 111; Connecticut 6s, 100; Kentucky 6s, 96; Brooklyn 6s, W. L., 98; Great Western 2d mort., 1893, 76¼; Morris and Essex 1st mort., 98; Chicago and

Great Eastern 1st mort., 69; Hannibal and St. Joseph, 46½; do., pref., 56½; Indianapolis and Cincinnati, 80⅜; New York and New Haven, 112½; Norwich and Worcester, 113; Wilkesbarre Coal, 64; Spring Mt. Coal, 86; Wyoming Valley Coal, 38; Ashburton Coal, 15; Butler Coal, 18¾; Spruce Hill, 4⅛; American Coal, 74½; Central Coal, 54½; Boston Water Power Co., 32; Rutland Marble, 29½; Mariposa pref., 29½; do., 1st mort., 40; Union Navigation, 14½; Adams' Exp., 85½; Western Union Tel., 52⅞; do., Russian Extension, 97¼; Bank of Commerce, 118½; Bank of Commonwealth, 110; Gallatin National Bank, 111; Shoe and Leather Bank, 113; Central Bank, 118; Nassau Bank, 109; Bank of America, 138; Merchants' Bank, 116¼; Citizens Bank, 130; 4th National Bank, 111½; Phœnix Bank, 108; Metropolitan Bank, 108; Continental Bank, 104; American Flag Gold, 4.35; Atlantic and Pacific, 5.50; Bates and Baxter, 2.90; Bullion Consol., 5.70; Burroughs, 0.80; Boscobel Silver, 1.35; Benton, 2.05; Church Union, 3.05; Crozier, 0.61; Consol. Gregory, 14.90; Croydon, 6.85; Columbian, G. and S., 1.40; Consol. Col., 0.35; Canada copper, 1.75; Downieville, 2.60; Echla, 3.15; Fall River, 1.00; Gold and Silver, O. S., 4.50; Gunnell, 1.23; Hiawatha, 0.42; Holman, 0.40; Hope, 1.75; Humbolt, 1.40; Kipp and Buell, 2.10; Keystone Silver, 0.16; Knowlton Copper, 4.00; La Crosse, 4.55; Liberty, 0.30; Montauk, 0.64; Mill Creek, 0.35; Montana, 0.55; New York, 2.55; Nye, 0.60; Ophir, 7.15; People's G. and S., 3.05; Quartz Hill, 5.65; Rocky Mt., 5.50; Smith and Parmalee, 13.70; Silver Eagle, 2.00; Walkill Lead, 2.35; Manhattan Oil, 0.11; Pit Hole Creek, 1.75; Rynd Farm, 0.25; United States, 7.20; Shade River, 0.20; Excelsior, 0.37; Bennehoff Run, 7.00; Mountain, 0.48; N. Y., Ph. and Balt., 0.20.

Philadelphia.—West Jersey R. R. bonds, 87½; Elmira and Williamsport 5s, 67; Reading mort. 6s, 93; West Chester 7s, 98; Camden and Amboy scrip., 46; Allegheny County coupon 5s, 76; 13th and 15th streets R. R., 21; Germantown, 28; Harrisburg, 56; Union Passenger R. R., 42; Chester Valley, 2½; Tioga R. R., 44; Fulton Coal, 5⅞; Big Mt., 4⅝; St. Nicholas Coal, 2¼; N. Y. and Middle Coal Fields, 4½; Clinton Coal, ⅝; New Creek, ⅝; Lehigh Zinc, 47½; Mechanics' Bank, 34; Commercial Bank, 60; Farmers' and Mechanics' Bank, 134⅛; Central Bank, 130; Southwark Bank, 107; Western Bank, 100; Ocean Oil, 5; Egbert, ¼; McClintock, ⅝. The latest quotations are: City 6s, 97¼@97½; do., new, 101¼@101⅜; State 5s, 96¾@97; do., coupon, 96¾@97½; do., 6s, W. L., 103@103½; Phila., Wil. and Balt., 57; Reading, 58⅛@58½; do., 6s, 1870, 93@94; do., bonds, 93@93¼; do., con., 116@117; Camden and Amboy, 129¼@129½; Penn. R. R., 57⅜@57½; do., 1st mort., 102@103; do., 2d mort., 96½@97½; Little Schuylkill R. R., 36@38; Morris Canal, 83@85; do., pref., 120@125; do., bonds, 90@92; Wyoming Valley Canal, 59@60; do., 6s, 85@90; Susquehanna Canal, 15½@15½; do., 6s, 66@66¼; Sch. Nav., 28@28⅝; do., pref., 36½@37; do., 6s, 1882, 83¾@84¼; Union Canal bonds, 23½@24; Delaware Div. Canal, 57¼@57½; do., bonds, 91@95; Elmira and Williamsport, 28¼@30; do., pref., 42@44; do., 7s, 1873, 97@99½; do., 5s, 65@67; Lehigh Coal and Navigation, 58@58½; do., bonds, 1884, 92½@98¾; North Pennsylvania, 39½@40; do., 6s, 92½@93½; Philadelphia and Erie, 32⅝@33; do., 6s, 91½@93; Minehill, 57½@57⅝; Catawissa, —@—; do., pref., 31⅛@31¼; Lehigh Valley, 67@67¼; do., bonds, 98@99; Fifth and Sixth streets, (horse,) 46@50; Second and Third, 88@91; West Philadelphia, 71@75; Spruce and Pine, 36@36¼; Green and Coates, 30@31; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 21@21⅛; Girard College, 28@29; Tenth and Eleventh, 61@66; Union, 41¾@42; Hestonville, 16@16¼.

Boston.—Boston, Hartford and Erie, 14¾; do., 7s, 50; Vermont Central 1st mort., 120; do., 2d mort., 41; Rutland and Burlington 1st mort., 124; Central Pacific R. R. 7s, 1884, gold, 98; Western Pacific 6s, 1875, 100⅜; Old Colony and Newport R. R. 6s, 1875, 99¼; do., 1868, 100¼; Sandusky, Dayton and Cin. 6s, 1900, 75; Boston and Lowell 6s, 1873, 100½; Ogdensburg 1st mort., 101; New York and Boston Air Line 6s, 40; Ogdensburg and Lake Champlain R. R., 75¾; Providence and Worcester R. R., 124¾; Connecticut and Pass. Riv. R. R. pref., 77½; Summit Branch R. R., 11½. Chelsea horse, 41¾; Boston Water Power Co., 31½; Cary Imp., 12⅞; Waverly Land, 3½; East Boston Co., 14½; Boston and Roxbury Mill, 43½; Cambridge Gas, 99¼; Adams Exp., 100; Short Mt. Coal, 17¾; Mammoth Vein Coal, 4; Cook Co., Ills., 7s, 98; Chicago 7s, Imp,, 99¼; do., municipal, 99½; do., Water Loan, 99¾; Cambridge 6s, 1875, 99½; St. Louis 6s, 1871, 92; do., 1873, Pacific R. R., 90; do., Improvements, 1886, 86; Salem 6s, 10-50, gold, 108½; Boston 5s, 1868, gold, 128¼; do., 6s, 1877, currency, 101½; Portland 6s, 1869, 98; Albany 6s, guaranteed, 101½; do., municipal, 97½; do., 1895, 95; Maine 5s, stamped, 100; Massachusetts 5s, 1894, 100½; New Hampshire 6s, 1867, 99¾; Pepper Well Oil, 1.35; Indian Spring, 0.35; Massachusetts and Oil Creek, 0.27; Central petroleum, 2.05; Oil Creek, 0.15; Peck Gold, 0.38; Colorado Gold, 2.00; Montezuma Gold, 1.50; Caledonia Gold, 0.19; Bullion Consolidated, 5.60; Eckla Gold, 3.00; Wallace Gold, 0.13; Washington Gold, 0.10; Tudor Lead, 2.30; St. Mary's Mineral Land, 35; St. Mary's Canal Co., 33; Merchants' Bank, 119¼; Tremont Bank, 119¼; State Bank, 111; Maverick Bank, 104¼; Everett Bank, 100½; Market Bank, 109½; Eliot Bank, 119; Suffolk Bank, 115; National Bank of Redemption, 110½; Howard Bank, 109; Revere Bank, 132¼; Shoe and Leather Dealers Bank, 136; North Bank, 113; Atlantic Bank, 122; Atlas Bank, 116½; Union Bank, 122; Washington Bank, 123; New England Bank, 124; 3d National Bank, 109; Hide and Leather Bank, 141; Boylston Bank, 140½; Traders' Bank, 101¼; Blackstone Bank, 128; Mt. Vernon Bank, 120; Mt. Vernon Bank, 120; Hamilton Bank, 118¾; Charles River Bank, 116⅝; Bank of Commerce, 119¾; Aztec Mining Co., 4; Algomah, 1; Bedford, 40c.; Bay State, 14; Canada, 1¾; Concord, 6; Dana, 3; Eagle River, 4⅝; Hancock, 20; Hungarian, 4; Hanover, 3⅛; Humboldt, 3; Madison, 3½; Manhattan, 5½; Native, 1¾; Northwestern, 4½; Petherick, 5¼; St. Clair, 8½; Star, 1¼; St. Mary's, 1¼; South Side, 1⅝; Toltec, 2.

Baltimore.—Virginia 6s, registered, 41¾; do., coupon, 68; Marietta and Cincinnati bonds, 88; Liberty Copper, 1.20; Gunpowder Copper, 14; Bare Hill, 0.60; Baltimore and Cuba S. & M. Co., 85; Maryland Anthracite Coal, 4; Burning Spring, 3½; Union Bank, 63½; Franklin Bank, 127⅛; Exchange Bank, 97. The latest quotations are: Balt. and Ohio, 110¼@112; do., 6s, 1867, 99@100⅜; do., 1875, 98¼@99; do., 1880, 98¼@99; do., 1885, 97@97½; Northern Central, 46@46⅞; do., bonds, 1885, 87½@89¼; N. W. Va. 1st mort., 1873, 95@96; do., 2d mort., 95@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87⅝@88½; Central Ohio, 21@24; do., 1st mort., 82@85; Western Md. bonds, 76@77; do., guar., 96@97; Maryland 6s, coupon, 1870, 100@104; do., Ins., 100@102; do., 1890, 100@102; Baltimore 6s, 1870, 98@100; do., 1873, 96@97; do., 1875, 97@97½; do., 1886, 98@98; do., 1890, 98⅝@98¾; do., coupon, 100@100; Park, do., 99@100; do., 1892, 93@99; do., 5s, 1838–70, 83@83; City Passenger R. R., 17½@18; Canton Co., 54@56; Gardner, 0.60@0.65; Am. Gas Coal, 1.20@1.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 105@110; Santa Clara, 7½@8; Balt. Chrome, 0.40@0.45; Bare Hill, 0.60@0.60; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.45@0.65; Baltimore Coal, 150@190.

The Steam Siphon Pump.

An exhibition of the capabilities of Lansdell's Patent Steam Siphon Pump was given on Thursday of last week, at the works of the company, Jersey City, in the presence of a number of gentlemen identified with the commercial and marine interests of the city. The result of the experiment made was most satisfactory. We understand that the Navy Department after a thorough examination of the Siphon, has ordered its introduction into Government steamers. The Pacific Mail, and other steamship companies, have also decided to adopt it in their steamers. It is also being introduced upon many new railroads, and upon old ones whose tank apparatus has been destroyed. We propose to give a more extended notice in our next, together with a description of the pump, and the experiment recently made with it.

☞ We invite attention to the Card of J. Van Schaick, Esq., Banker and Broker, in our advertising columns. His office is at 38 Broad street, N. Y.

☞ We invite attention to the Card, in another column, of L. S. Watkins, Esq., Dealer in all Classes of Government Securities and Gold. Office 11 Broad street, N. Y.

☞ The "National Railroad Convention," composed of delegates from all the great lines of the country, commenced its sittings at the St. Nicholas Hotel, in this city, on the 24th inst.

☞ Messrs. Clark, Dodge & Co., 51 Wall street, have for sale a portion of the 1st mortgage 7 per cent. bonds of the Chicago, Rock Island and Pacific Railroad Company.

☞ The Junction and Breakwater Railroad has been finished as far as the new village of Lincoln, and the cars were to have been running to Lincoln last week.

☞ CONTRACTORS will find notices of interest to them in our Advertising columns.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Oct. 19th, 1866, were $68,051 10
Corresponding week of 1865 ..... 86,929 95

Decrease $18,878 85

The earnings of the Grand Trunk Railway of Canada for the week ending Oct. 13th, 1866 were $162,683 00
Corresponding week of previous year.. 151,820 00

Increase $10,863 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Oct., 1866..... $22,067 00
Corresponding week previous year..... 24,031 50

Decrease $1,964 50

The earnings of the Western Union Railroad for the week ending Oct. 14, 1866 ..... $22,495 63
Corresponding week previous year..... 24,128 15

Decrease $1,632 52

The earnings of the Michigan Central Railroad for the 2d week in Oct., 1866, were $119,883 72
Corresponding week of previous year.. 116,430 59

Increase $3,453 13

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Oct. 1866, were $108,631 00
Corresponding week of 1865 ..... 117,897 00

Decrease $9,266 00

The earnings of the Chicago and Northwestern Railway for the second week in Oct., 1866, were $279,412 04
Corresponding week of previous year,. 247,292 09

Increase $32,119 95

The earnings of the Chicago and Rock Island Railroad for the 2d week in Oct., 1866, were $102,110 00
Corresponding week of previous year.. 94,849 00

Increase $7,261 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Oct. 11th, 1866, were $46,123 00
Corresponding week of 1865..... 44,166 00

Increase $1,957 00

The earnings of the Virginia and Tennessee Railroad for the second week of Oct., were $20,270, an increase of $7,826 on the same week last year.

The receipts of the Susquehanna Canal Company for week ending Oct. 15th, were $7,988 19; previously this season, $168,358 37—making a total of $176,346 56.

The receipts of the Delaware Division Canal Company for the week ending Oct. 13, 1866, were $9,170 89; corresponding week of previous year, $8,238 85—increase, $832 54. Total receipts to date, $269,611 06; corresponding period previous year, $186,405 27—increase, $83,105 79.

☞ The construction of a railroad from Wiscasset to the Kennebec River, to connect with the Portland and Kennebec Railroad at Richmond, is contemplated. The distance is about 11 miles. Recent surveys have demonstrated the feasibility of the route connecting at Richmond instead of between that village and Bowdoinham—making a saving of some seventy-five thousand dollars on the estimate cost of the road by shortening the distance, avoiding deep cuts, &c. The citizens of Wiscasset have subscribed liberally to secure the building of it.

Journal of Railroad Law.

KILLING ANIMALS.—DUTY TO KEEP UP FENCES.

The Indianapolis and Cincinnati Railroad Company *vs.* McKinney, lately decided in the Courts of Indiana, hold that where an animal passes upon a railroad track at the crossing of a public street or highway, or other place where, from any cause, it would be improper that the railroad should be fenced, and is killed by the locomotive or cars, the company is not liable, except for the negligence or misconduct of those having charge of the train.

The fact that a public highway runs along the side of a railroad track does not of itself, show a valid reason why a fence could not be maintained between the highway and the track, but rather shows the stronger reason why the railroad should be fenced.

The owner of an animal killed or injured by the cars of a railroad company may recover therefor, if the road is not fenced, though he be not an adjoining proprietor and has been guilty of negligence in permitting the animal to stray upon the railroad.

These decisions arose upon an appeal from Dearborn Circuit Court.

The opinion of the Court was written and delivered by Chief Justice Elliot, in which all the facts necessary for understanding the legal conclusions arrived at, are detailed with sufficient fullness.

Elliott, C. J.—McKinney sued and recovered a judgment against the Indianapolis and Cincinnati Railroad Company, for the value of a mule killed by the locomotive and train of the defendant, while being run on said road, in Dearborn County, the railroad not being fenced in as required by the statute. The defendant answered in three paragraphs, to the third of which the Court sustained a demurrer, which presents the first question raised by the appellant.

That paragraph alleges that along the west side of said railroad there is a public highway, or turnpike road leading from Lawrenceburgh to Brookville, and that at the time of killing said mule, the plaintiff permitted it to escape from his inclosure, adjoining to said public highway, and that it went from said highway upon the defendants' railroad track, and was there struck by the defendant's train, "Wherefore the defendant says that said mule was killed by the carelessness and negligence of the plaintiff, and not by any fault of the defendant."

Section 5 of the act of 1863, under which this suit is brought provides that, "On the hearing of any such cause the Court or jury trying the same shall give judgment for the plaintiff, or plaintiffs, for the value of the animal or animals killed, or injury done, without regard to the question whether such killing, or injury was the result of accident." Acts of 1863, p. 26. And the seventh section of the same act provides that, "This act shall not apply to any railroad securely fenced in, and such fence properly maintained by said company."

The answer under consideration contains no averment that the railroad was securely fenced. Nor is it aided by the averment that a public highway runs along the west side of the railroad, and the mule passed from said highway upon the track, and was thereby killed.

This Court has repeatedly held that if the animal passes upon the railroad track at the crossing of a public street, or highway, or other place where, from any cause, it would be improper that the railroad should be fenced in, the company is not liable, except for negligence, or the misconduct of those having charge of the train. But this case is not brought within that rule by the averments in the third paragraph of the answer.

The fact that a public highway runs along the west side of the railroad does not, of itself, show a valid reason why a fence could not properly be run between the highway and railroad, but on the contrary, would seem rather to show the greater necessity that the railroad should be fenced at such place.

It is insisted by the appellant's counsel that the statute was only intended as a protection to the owner of animals through whose land the railroad passes, and not to persons who reside at a distance from the railroad, and who negligently permit their animals to stray from home and get upon the railroad track. And we are urged to review the former decisions of this Court upon that point.

The act of 1853 contained, substantially, if not literally, the same provision on this subject as the act of 1863. Under the former act, this Court held, in the case of the Indianapolis and Cincinnati Railroad Company *vs.* Townsend, 10 Ind., 38, decided at the November Term, 1857, that though the owner of the animal is not an adjoining proprietor, and is guilty of negligence in permitting it to stray upon the railroad, and it is thereby killed, he may recover, if the company has failed to comply with the requirements of the statute. This decision was followed in numerous other cases, prior to 1863, when the Legislature re-enacted the same provision, with a knowledge of the construction that had been given to it by repeated decisions of this Court. We must therefore, presume that the Legislature, in re-enacting the provisions sanctioned and adopted that construction. Under these circumstances, we think the question should be regarded as finally settled, and no longer open to discussion. See also, I. & C. R. R. Co. *vs.* Guard, Ante p., 222.

It is further insisted that the judgment below is erroneous, for the reason—that the complaint does not state facts sufficient to constitute a cause of action, and that the Court below erred in not overruling the demurrer to the answer, and sustaining it to the complaint.

The first objection urged to the complaint is that it does not show that the mule was killed in Dearborn County, where the suit was brought. In this, however, the appellant's counsel is in error.

The complaint avers that the defendant is indebted to the plaintiff, "in the sum of two hundred and sixty dollars, for a brown mule killed by the cars and locomotive of the defendant, run," &c., "and passing through the said county of Dearborn, State of Indiana, at said county of Dearborn." The latter words "at said county of Dearborn," clearly refer to the place where the act complained of occurred, and are an unequivocal averment of the venue.

It is further objected to the complaint that it does not sufficiently aver that the railroad was not securely fenced in. The averment in the complaint on this point is as follows, viz: "The road of said defendant not being fenced, at the place where the said mule was killed." This is in effect an averment that the road was not fenced in at all, at the particular place named. If no fence existed at such place, the road was certainly not securely fenced at that point, and in such case it would be impossible to state the kind of fence, as the counsel urges should be done, as none of any kind existed. We think the averment is sufficient. We find nothing in the record to justify a reversal of the judgment below.

The judgment is affirmed, with 3 per cent. damages and costs.

The Tariff as Affecting the Railroads.

Editor of the Railroad Journal:

SIR:—The tariff comes up for revision in December next. The Treasury Department is now engaged in getting up data upon the subject. When the present one was drawn, the use of steel material, rails, axles, tires, wheels, &c., had scarcely been thought of in this country, and its bearing upon the railroad interest through these articles was not considered. As they are now in general use, it behoves the leading officers to give their views to the department and their Congressmen so as to secure intelligent action in the matter.

The proposed bill as it now stands levies upon puddled, blister, and other than cast steel, and manufacture, thereof 3½ cents (gold) per lb. On cast steel and manufactures costing 7 cents or less per lb., 4½ cents.

If over 7 cents, 5 cents per lb. and ten per cent. advalorem.

Railroad bars 2½ cents per lb.

These rates vary from 65 to 85 per cent., instead of 45 as at present.

If the roads are content to pay this, well and good; but let them not excuse themselves from using the best material on account of high cost, when so large a portion of said cost will be tax, which they might by proper action have reduced.

Respectfully,

WALL STREET.

N. Y., OCT., 24, 1866.

☞ We learn from the Augusta (Ga.) *Chronicle* that work on the Augusta and Milledgeville railroad is progressing vigorously. Several hundred tons of iron are on the way, which will be laid down immediately after its arrival. The heavy rock excavation between Culverton and Sparta has been completed, and the rock work beyond the latter place will be finished before the track-layers are ready to proceed with their work in that section.

☞ At a meeting in London on the 9th, of holders of Alabama State stock, it was unanimously agreed to accept the proposition of the Treasurer of the State, offering to renew the overdue bonds of the State and to give bonds of a similar description, payable in twenty years, in lieu thereof.

☞ Overdue coupons of the State of Tennessee will be exchanged for New Bonds of the State when presented at Nashville in sums of one thousand dollars.

The Russo-American Telegraph.

The Russian papers publish a detailed account of the proceedings of the Russian Engineer-in-Chief, M, Abaza, and three American engineers, Captain Meyhood, Lieutenant Busch and Lieutenant Kennan, who were instructed to survey the line of country through which the Russo-American telegraph is to be constructed. The party started from Petropaulovsk on the 8th of August last year, and succeeded, after many difficulties, in tracing the exact course of the future telegraph.

At last, says a letter in the *Porte du Nord*, the surveys have been completed from Anadyrsk to the Amour, a distance of six thousand versts, and the direction of the line has been determined. This immense task has been executed by the chief of the expedition and three engineers in the course of a dreadful winter, during which they had to contend against incredible difficulties, traversing day by day vast deserts, sometimes mounted on reindeer, sometimes drawn by dogs, but more frequently traveling on foot with the aid of snow shoes, and always accompanied by fierce hurricanes and dreadful frosts.

As soon as the Sea of Ohkhotsk shall be free, vessels belonging to the Telegraph Company are expected to arrive at Guigiga from America with the necessary materials for commencing the works immediately. These ships will also bring a number of Yakoute laborers, who are already hired for the works, which will be actively pushed on from the Amour to Behring's Straits. Already between Ohkhotsk and Anadyrsk the works have been commenced with the assistance of the inhabitants of the country, who are engaged in constructing houses and trimming trees to serve as telegraph poles. Considering the persevering and indefatigable activity of the chiefs of the expedition, there is reason to expect that within three years from the present time the works will be finished, and this difficult but noble undertaking will be entirely and successfully completed.

Telegraph in New Zealand.

Although for some time past one or two short lines of telegraph have been in operation in the Middle Island, chiefly used for the transmission of shipping and occasionally of mail intelligence—such as the Port Calmers and Dunedin line of seven miles, and the Bluff and Invercargill line of nineteen miles—it is only within the last few months that anything like a general system of telegraphic communication has been established throughout the Middle Island of New Zealand. At the present moment there is a total stretch of wire—connecting Nelson, at the northern extremity of the island, with the Bluff Harbor, the southern point nearest to the Australian colonies—of 1,042 miles. This line passed through all the principal towns of the Middle-Island, and messages are published daily in the papers from the most extreme point when any matters of interest occur to report. Powerful and fast steamers ply regularly between Melbourne and Hokitika, affording additional facilities for the transmission of news. The telegraphic cable to connect the Middle and North Islands is expected to be laid and communication established about the beginning of 1867. In the North Island the only telegraph in existence is the military electric telegraph, connecting Auckland and Onehunga with Te Awamutu, one of the military depots on the Waikato, about 120 miles from Auckland, and is under the management of the Royal Engineers.—*Iron Trade Circular.*

South Side (L. I.) Railroad.

A meeting of the Railroad Committee of the Common Council was held in the City Hall, Brooklyn, on the 17th inst., the subject being to consider the propriety of granting the request of the South-Side Railroad Company to lay a track on piles over Smith's pond, at Rockville Centre, four miles south of Hempstead. The pond and the immediate surroundings are owned by the City of Brooklyn, and the company desire to run their track over it. By crossing the pond, which is about five hundred feet in width, the Railroad Company will avoid a detour which would delay them from a completion of the work on the road. The road, which extends from Jamaica to Islip, has been graded to the extent of twenty miles, and by December it is expected that the entire distance of thirty-one miles will be ready for laying the rails.

Cincinnati, Dayton and Eastern Railway.

The organization under the name of the Cincinnati, Dayton and Eastern Railroad Company, which was formed last year, has at length perfected its arrangements for building a new road from Cincinnati to Dayton, to join the Sandusky and Dayton Railroad, making a continuous line from Cincinnati to the lake, and opening an additional railway route from Cincinnati to the East.

The new organization has taken a perpetual lease of the Sandusky and Dayton Railroad, which will be entirely in its possession and control as if the purchase had been final. It has secured the right of way from Cincinnati to Dayton by purchase from the Short Line Railroad Company, and it has provided the means, and will immediately proceed to the construction of the road. The papers making the lease of the road were delivered on the 18th inst.

New Orleans and Texas Railroad.

The completion of the Railroad connecting New Orleans with Texas is at present eliciting considerable attention in the city mentioned. Texas, regarding this as a most important project for her interests, some time ago constructed a railroad from Houston to Orange, on the Sabine river. Louisiana, or rather New Orleans, did little more than to carry forward the Opelousas road to Berwick's bay, and there the work stopped, with the exception of a survey of the rest of the route, and the grading of about sixty miles to New Iberia. It is time now to take up this neglected enterprise, and carry it forward to completion, which work can, and we doubt not, will be accomplished within two years, if proper efforts be made.—*N. O. Crescent.*

Railroad from Erie to Oil City.

A meeting of the business men of Erie, Penn., was held in that city on the 12th inst., for the purpose of considering the subject of the proposed direct route from Erie to Oil City, by way of the Union and Titusville Railroad and its connections. P. G. Finn, Esq., was selected as Chairman, and Col. John Bliss as Secretary. Mr. Galbraith made a statement of the present condition and prospects of the work; and the Chairman, on motion, appointed Messrs. John Clemens, O. Noble and L. A. Morrison, a committee to present the subject to the people with a view of obtaining further subscriptions.

Western Pennsylvania Railroad.

The formal opening of the Western Pennsylvania Railroad was celebrated on the 13th inst. This road is about 28 miles in length, extending from Allegheny City to Freeport, where it connects with the original road running thence to Blairsville, in Indiana Co., Penn., a point on the Indiana Branch of the Pennsylvania Railroad, three miles from its intersection with the main line. Among the excursionists were G. B. Roberts, President, N. J. Howard, Chief Solicitor, Antes Snyder, Chief Engineer, and C. Davis, Assistant Engineer of the road.

Railroads in Alabama.

The Legislature of Alabama, during its last session, granted a charter to the Mobile and Alabama Grand Trunk Railroad Company, an organization having for its object the construction of a railroad from Mobile northwardly through the coal and mineral regions of the State, and by intersecting the various lines of railway in operation and projected in North and Central Alabama, through a system of short branches, to form a main trunk into which the traffic of these lines should converge and find an outlet at Mobile Bay. The length of the main line and branches required to be built for the purpose of connection are estimated at about 252 miles.

The Coosa and Tennessee Rivers Railroad extending from Gadsden on the Coosa river to Gunter's Landing on the Tennessee, a distance of thirty-three miles, and which was nearly all graded before the war, has recently, we are informed, been put in way of early completion, a Pennsylvania company agreeing to complete the road within two years—the company to receive the State bonds appropriated to this road, amounting to about $400,000 and the alternate sections of public land donated by the general government, allowing to the present stockholders the amounts they have actually paid, in stock of the road when completed. This road will unite the Tennessee and Coosa rivers, and by the building of a branch road of eighteen miles, will tap the Selma and Rome Railroad at Jacksonville.

Another Railroad Outlet from the Lackawanna.

We have referred, hitherto, to the railroad plans of the Delaware and Hudson Canal Company in the northern coal field, including a link of road between Wilkesbarre and Providence, also a road between Carbondale and Lanesboro', and a connection thence with the Albany and Susquehanna Railroad, whereby there will be opened out a new route from the northern coal field to Albany.

But, as we are informed, it is also intended to build a railroad from the present terminus of the Delaware and Hudson Canal Company's Railroad at Honesdale, (where their canal begins,) along side their canal down the Laxawaxen to the Delaware and along the Delaware to Port Jervis; thence to deflect southward, mounting up the side of the Blue Mountain to pass through the gap occupied years ago by a line surveyed by the Pennsylvania Coal Company, (whose route struck the Delaware River about twenty-five miles below Port Jervis.)

Whether the Port Jervis route will, after crossing the Blue Mountain at the place referred to, continue on east to the Morris and Essex Railroad, or to be continued on by independent location to the Hudson River at Hoboken, is not determined.—*U. S. R. R. & Mining Register, Sept.* 15.

Iowa and Missouri State Line Railroad.

The grading of the first 100 miles of this road west of Farmington has been finished. One of our exchanges says of it that the distance by railroad line from Nebraska City to Keokuk is 248 miles. Forty miles, from Keokuk to Farmington, are upon the Des Moines Valley road, which has been running for several years. Eleven miles, from Nebraska City to Hamburg, will be running in three months. From Farmington 100 miles westward will be ready for the iron by April next. This will leave a gap of 47 miles between Hamburg and the west line of Wayne County for construction next summer. The company have proposed to Otoe County to take $200,000 of her bonds, and, by expending them at the rate of $2,000 per mile, insure the building of 100 miles east from the Nebraska City terminus. The county commissioners have used $40,000 of the bonds ordered by the people, and have $160,000 unexpended. The opinion is that the Iowa and Missouri State Line Railroad Company will accept the $160,000, and carry out their proposition upon 80 miles eastward from Hamburg.

Minnesota Railroads.

The Governor of Minnesota has filed in the General Land Office a map of the located line of route of the Mississippi and Lake Superior Railroad from St. Paul to Duluth, in that State, for which a grant of land was made by act of Congress, approved May 7th, 1864. The Commissioner is taking the necessary steps for the withdrawal of the land granted by the act in conformity to the line of route filed. The Governor has also filed a map of the first division of the St. Paul and Pacific Railroad, showing the location and construction of sixty miles of the branch line of railroad from St. Anthony to a point near St. Cloud, in that State.

Darien Ship Canal.

On the proposition of President Mosquera to Congress, a concession has been granted for establishing a maritime canal across the Isthmus of Darien. The concessionaires are Messrs. Dewsbury, Thomas Page, C. E., and Vice-Admiral G. Elliot. Among other stipulations the concessionaires are to solicit that the British Government will guarantee the neutrality of the territory, on which the canal will be established; while the Government of the United States of Colombia, will on their side obtain the same guarantees from the French, American, Prussian, Dutch, and other Governments. The application made by the concessionaries is based on the most careful investigation of all the preliminary surveys and reports that from time to time have been directed to this important question.—*Panama Star.*

Roman Railways.

It appears that at the close of August, 1866, there were 983¾ miles in operation on this system, as compared with 743¾ miles at the close of August, 1865. About 304 miles still remain to be completed of the concessions made to the company. The £20 shares are now quoted in England at £2 12s., three months since they were at £1 12s.

Sandusky and Cincinnati Railroad.

At the annual meeting of this company on the 15th inst., the following gentlemen were chosen directors for the ensuing year: J. W. Pierce, I. M. Spelman, T.A. Neal, R.R. Sloane, L.H. Latham, O. Follett, W. G. Lane, Elisha C. Litchfield, and Wm. Wilshire; and at a subsequent meeting of the Board, O. Follett was elected President; L. H. Latham, Secretary and Treasurer; and J. H. Potter, Superintendent.

☞ Joseph E. Sheffield, of New Haven, and Charles N. Yeamens, of Westfield, have examined the route for the proposed extension of the New Haven and Northampton Railroad from Williamsburg (Mass.) to North Adams, through Goshen, Cummington and Windsor, Mass. They report favorably as to its practicability.

☞ The cable across the Straits of Northumberland, connecting New Brunswick with Prince Edward's Island, was successfully laid by the steamer Medway on the 2d inst.

Albany Railway.

At the annual meeting of the stockholders of this company held on the 8th inst., the following gentlemen were elected directors for the ensuing year: Theodore M. Amsdell, C. W. Armstrong, James Kidd, Henry Crandell, John K. Porter, Hugh J. Hastings, M. Delehanty, P. Cushman, Thomas Kearney, John Tracey, Abraham Van Vechten, Eli Perry, John Kennedy, Jr. At a meeting of the directors on the 11th instant, Abraham Van Vechten was elected President; Henry Crandell, Vice President; J. W. McNamara, Secretary; C. Ten Broeck, Treasurer.

Steel Rails.

The Springfield (Mass.) *Union* says that the Western Railroad has had for some time, on the worst portion of the road, a mile and a half of steel rails laid, and with very good results. They have recently ordered another lot. The Connecticut River Railroad is also laying steel rails on the new double track from Springfield to Chicopee.

Rutland and Burlington Railroad.

An arrangement has been effected between the first and second mortgage bondholders of the Rutland and Burlington railroad, by which both parties will surrender their claims to a board of trustees and put an end to the present course of expensive and profitless litigation. Thirty gentlemen representing several hundred thousand dollars of the bonds have already signed the agreement—*Boston Journal.*

Lynchburg and Danville Railroad.

The Danville (Va.) *Register*, of recent date stated that there only remained the sum of $10,400 to be subscribed to the stock of this road, in order to secure the charter granted by the Legislature. The *Register* now says that half this sum has been taken in Danville, and that there will be little difficulty in procuring the remainder.

☞ The Lehigh Canal Company's new railroad, extending from the head of the canal, two miles above Mauch Chunk, to Easton, a distance of 48 miles, is stated to be progressing rapidly. Steel rails are to be used. The road will connect at Easton with the Morris and Essex, and also with the New-Jersey Central Road for New-York, and at Bethlehem with the North Pennsylvania Road for Philadelphia.

☞ We learn from Toronto that the million and a half suit between the Commercial Bank and the Great Western Railway that has been at issue for six years, has been closed by direct negotiations satisfactory to both parties.

☞ The railroad from Fayetteville, N. C., to the coal fields located in Egypt, Chatham county, is to be extended from the latter point, so as to connect with the North Carolina Railroad.

☞ The Concord, Manchester and Lawrence Railroad has recently been divided into two divisions, and two roadmasters appointed, viz., A. F. Morse of Concord, and A. D. Spaulding of Manchester.

☞ The Jeffersonville, Madison and Indianapolis railroad company have in contemplation the extension of the Rushville branch of their road to Cambridge City, and a meeting of the stockholders is to be held at Jeffersonville on the 13th of November, to consider and determine the proposition, and to ratify the contract made for that purpose.

International Ocean Telegraph.

The preliminary steps toward building the International Ocean Telegraph Line are being taken, and the work will be pushed forward as rapidly as possible. Mr. Wm. H. Heiss, one of the oldest telegraph superintendents in the country, has accepted the position of Superintendent. Mr. Heiss sailed from this city on the 20th inst., for Florida, through a portion of which State the line is to be built. He will make surveys, and determine upon the route to be adopted. Several leading citizens and public men of Florida have suggested that the line be built from Fernandina to Cedar Keys on the west side of the State; thence by cable to Havana. This will be determined upon by Mr. Heiss, if the practicability of the suggested route is made manifest by personal inspection and survey. It will not be many months ere the cities of New York and Havana will be in telegraphic communication.

☞ At a recent meeting of the Memphis and Charleston Railroad Company, a resolution was passed to inquire into the feasibility of building a direct line from a point in North Alabama, connecting with the Memphis and Charleston Railroad, to Atlanta, Georgia, and the procuration of a charter for that purpose. Such a line would bring Memphis between 80 and 100 miles nearer the seaboard than by the existing line *via* Chattanooga.

☞ A meeting of the Connecticut and Passumpsic Rivers Railroad Company will be held at White River Junction on the 7th of November, to act upon the vote of the recent annual meeting authorizing the issue of 400 shares of new stock to the old stockholders at $75 per share. Some of the company, who were opposed to this action, have procured an injunction on the proceeding, and hence the next meeting.

☞ The Fond du Lac *Commonwealth* says that the work of grading the Sheboygan and Fond du Lac road west of Glenbeulah and towards Fond du Lac is steadily progressing, and over a mile has already been graded this fall. It is hoped that the road may be completed within the coming year.

☞ A general meeting of the stockholders of the Baltimore and Ohio Railroad Company will be held in Baltimore on the 19th of November, for the election of directors for the ensuing year.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS, directed to the undersigned, and endorsed "Proposals," will be received at the office of J. W. Allen, in Bordentown, New Jersey, until Wednesday night, the 14th November prox., for grading and masonry on the PEMBERTON AND HIGHTSTOWN RAILROAD. Profiles, specifications and blanks will be shown at Mr. Allen's office on and after the 29th inst.

ASHBEL WELCH,
Engineer P. & H. R. R.

October 19th, 1866. 3t42

TO CONTRACTORS.

SEALED Proposals will be received by the undersigned until Saturday, November 17th, for the Graduation, Bridge and Culvert Masonry on forty-three miles of the Lebanon Branch Extension of the Louisville and Nashville Railroad, between Crab Orchard, in Lincoln county, and London, in Laurel county, Kentucky.

The work is of the very heaviest character of Earth and Rock Cuttings Tunneling and Masonry, in value about one million of dollars.

Specifications and profiles can be seen at the Company's Office, in Crab Orchard, on and after November 1st.

GEORGE MACLEOD, Chief Engineer.

Louisville, Ky., October 17th.

L. S. WATKINS,

BANKER,

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DEALER IN ALL CLASSES OF

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NEW YORK.

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First Mortgage 7 per cent. Bonds,

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Samples and prices on application. Lots made to order of any pattern or stamp required.

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These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

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WANTED—By a Railway Commission House in the City of New York, a thoroughly Competent Salesman. With one having a good trade and acquaintance liberal arrangements will be made. Address P. O. Box 4,965, New York P. O.

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Borden Mining Company's

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Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

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THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

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A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent.

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KINGMAN'S CEMENT WITH HEAVY CAN VASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

NOTICE TO BIDDERS

FOR THE

ST. LOUIS AND IRON MOUNTAIN

OR

CAIRO AND FULTON RAILROADS

OF MISSOURI.

THE PROPOSALS shall each state the price bid for the respective Roads, and that they are based upon the following terms and conditions, viz:

First. The price or consideration bid shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually: *Provided*, that all sums bid may be paid at any time prior to maturity, in either cash or the bonds or other liabilities of the State of Missouri.

Second. The Roads and all Rolling Stock belonging thereto, shall be kept in good serviceable condition during the progress of said Roads (respectively) to completion.

Third. Bidders for the St. Louis and Iron Mountain Railroad must agree to finish that Road to a point south of Pilot Knob, to connect with the Cairo and Fulton Railroad of Missouri, in three years, and to the Mississippi river, opposite to or below Columbus, Kentucky, in five years from the date of the sale; and they must also agree to expend in each and every year, in case they become the purchasers, the sum of five hundred thousand dollars in the work of graduation, masonry, or superstructure on said extension.

Bidders for the Cairo and Fulton Railroad of Missouri must agree to complete said Road from the Mississippi river, opposite the town of Cairo, Illinois, or Columbus, Kentucky, to the intersection of the St. Louis and Iron Mountain Railroad line, within three years after the date of sale thereof.

Bids for the Roads must be separate. Those for the St. Louis and Iron Mountain Railroad should be addressed to ROBERT A. WATT, President Board of Commissioners of that Road; and those for the Cairo and Fulton Railroad of Missouri to CHARLES S. RANKIN, President Board of Commissioners Cairo and Fulton Railroad of Missouri, St. Louis, Mo.

Proposals will be received until NOVEMBER 8TH 1866.

By order of the Board,

CHESTER HARDING, Jr.
Att'y for Commissioners.

4141

SALE OF

CAIRO AND FULTON RAILROAD

OF MISSOURI

BY COMMISSIONERS.

THE UNDERSIGNED, who have heretofore given notice of their appointment as Commissioners, and of their authority to take possession of or to buy in the said Cairo and Fulton Railroad of Missouri, together with the Lands belonging thereto, and again to sell the same, do hereby invite proposals in writing, for the purchase of said railroad, and its Lands, Rolling Stock and Appurtenances, in case the undersigned should buy in the same at the sale thereof, as advertised by the Governor of Missouri to take place on the First day of October, 1866. Bids will be received until November 8th, 1866.

CHARLES S. RANKIN,
BERNARD G. FARRAR,
RUDOLPH WEBER,
Commissioners.

9t57

SALE OF

ST. LOUIS AND IRON MOUNTAIN

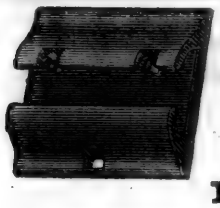
RAILROAD

BY COMMISSIONERS.

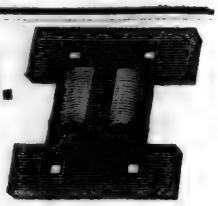
THE UNDERSIGNED, who have heretofore given notice of their appointment as Commissioners, and of their authority to take possession of or to buy in the said St. Louis and Iron Mountain Railroad, together with the Lands belonging thereto, and again to sell the same, do hereby invite proposals, in writing, for the purchase of said Railroad, and its Lands, Rolling Stock and Appurtenances, in case the undersigned should buy in the same at the sale thereof, as advertised by the Governor of Missouri to take place on the 27th day of September, 1866. Bids will be received until November 8th, 1866.

ROBERT A. WATT,
CHARLES S. RANKIN
BERNARD G. FARRAR.
Commissioners.

8t37



THE CALVERT IRON AND NAIL WORKS CO.



OF BALTIMORE.

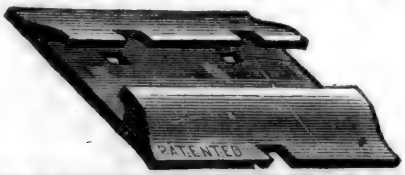
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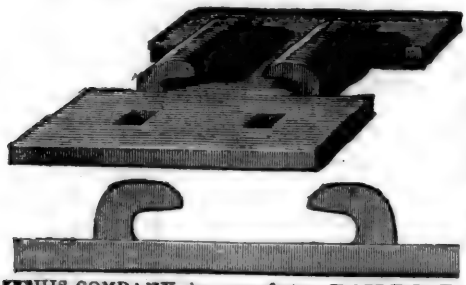
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Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warwant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

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FOR SALE.
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THE superiority of these articles, manufactured of vulcanised rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.

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THIS COMPANY WILL GUARANTEE THE HONESTY OF TICKET AGENTS AND OTHER EMPLOYEES OF RAILROAD COMPANIES.

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SHEPHERD KNAPP, President.
E. C. DELAVAN, Treasurer.
GEO. W. PRATT, General Agent.

6m30

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 44.] SATURDAY, NOVMEBER 3, 1866. [WHOLE No. 1,594, VOL. XXXIX.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 3, 1866.

Steam Siphon Pump.

We give elsewhere an engraving and description of this pump, as promised in our last issue. The Steam Siphon, will raise water at water stations, directly from the well or stream into the tender by using steam from the locomotive boiler, thus dispensing with tanks, tankhouses, pumping engines, and men to attend them. A locomotive will thus fill its tender in the time usually required to fill it from an ordinary tank, and by keeping the damper open and turning on the blower, it will not reduce the pressure of steam in the boiler.

When tanks and steam power are already provided, the Steam Siphon has decided advantages over all other pumps from its simplicity, cheapness, durability and certainty of action. It has no movable parts to get out of order, and will not freeze up. As soon as the steam is shut off all the water in the pipes falls back into the reservoir.

It is also used to great advantage upon construction or other trains where regular water stations have not been established, or cannot conveniently be reached. A Steam Siphon, is attached by a flexible tube to a cock in the boiler, and then dropped into any body of water within reach, as a stream, spring, well or ditch.

Steam is turned on, and water is forced through another flexible tube into the tender, which is thus filled in a few minutes.

It can be used in this way by any engine where the water stations are out of order, or too far apart, thereby saving the time, labor and trouble of bailing by hand.

It frequently occurs that water is required at certain points on a railroad at rare intervals, and it is not deemed worth the expense to keep a set of men for the purpose, but the duty of filling the tank is imposed upon the section or track hands. For all such cases the Steam Siphon is specially adapted. The cost of tanks and buildings, and the expense of keeping them in repair, is avoided, together with taking the track hands from their proper work. Each locomotive fills its own tender without delay, expense or detention.

Great Western Railway of Canada.

We stated last week that the long-pending suit between the Commercial Bank and the Great Western Railway Company, had been amicably arranged. The precise details of the settlement have not been officially made known; but the main features are pretty well understood to be as follows: The bank is to receive the full amount of its claim, principal and interest, amounting, we believe, to nearly a million and a half of dollars. It gets this in the shape of twenty-year bonds of the Detroit and Milwaukee Railroad Company. An instalment of $100,000 is to be paid annually out of the earnings of the road towards the redemption of the bonds, and interest at the rate of seven per cent. paid on the balance. It appears that the Great Western Railway Company have a very large claim against the Michigan road; but they agree to give the Commercial Bank precedence, so that until the latter is paid off, the Great Western will get nothing, except interest, as to which that company will stand on an equal footing with the bank, payment to both being in proportion to the respective amounts of their claims. The net profits of the Detroit and Milwaukee last year amounted to between $300,000 and $400,000, and there is every reason to expect that the traffic will continue to increase. With the continued prosperity of the Michigan line, its bonds will soon command a good market value; but whether they do or not, the earnings of the road are pledged to the bank.

Finances of Virginia.

In accordance with the act of the Virginia Legislature of March 2, 1866, for funding the interest of State bonds, registered and coupon, in new bonds, about $2,000,000 have already been funded. There have been issued 1,019 coupons of $500 each, amounting to $509,500, and of registered certificates about $1,150,000. The process of funding is still going on.

The whole debt of the State of Virginia, including accrued interest to Jan. 1, 1866, amounts to $42,125,218, and its liabilities on guarantee, beyond the liabilities already become absolute debt, amount to several millions more.

The amount of debt outstanding July 1, 1865, is thus stated by Gov. Peirpoint in his last message to the Legislature:

State bonds 6 per cent., registered....	$21,888,398
State bonds 5 per cent., registered....	108,000
Total registered (or home) debt .	$21,996,398
State bonds 6 per cent., coupons, payable in New York....	11,108,000
State bonds 5 per cent., coupons, payable in London....	1,865,000
Total coupon debt....	$12,973,000
Aggregate amount....	$34,369,398
Interest unpaid July 1, 1865....	5,071,337
Guaranteed bonds, for which the State is liable....	822,855
Interest thereon to July 1, 1865....	197,726
Aggregate to July 1, 1865	$41,061,316

The interest for the last half of 1865 would be $1,063,902, which brings up the total liabilities to $42,125,218.

The State Legislature passed a bill, dated March 2, 1866, providing that holders of registered bonds, issued before April 17, 1861, shall receive, in lieu of over due interest upon the same, registered bonds bearing the same rate of interest as the principal, and payable at ten or thirty years from date, as the holder may elect, and, further, that holders of coupon bonds may re-

ceive in liquidation of over due coupons, either coupon or registered bonds of the same character and bearing the same rate of interest as the principal.

North Carolina Railroad.

The earnings of this road for the years ending May 31, 1861 and 1866, have been as follows:

	1860–'61.	1865–'66.
From passengers	$182,884 49	$280,183 52
" freight	215,477 40	510,214 23
" mails	22,300 00	7,993 81
Totals	$420,661 89	$798,391 56

This shows an increase over the year 1860–'61, of $377,729 67. Included in the earnings of 1865–'66, are $131,238 64 for U. S. Government transportation, and $47,657 29 for express.

The income of the company during the past year has been as follows:

From transportation, as above		$798,391 56
" sale of old iron and steel		45,038 17
" " supplies		41,841 17
" rent		3,740 42
" shop account		1,468 72
Total		$890,480 04

Expenses, viz:

Transportation expenses	$185,554 81	
Maintenance of road	169,930 89	
Maintenance of cars and machinery	182,957 59	
Salary account	39,782 91	
Loss and damage	19,309 37	
Supply account	75,604 94	
Rent of cars and engines	7,931 58	
Tax account	7,604 89	
Interest account	32,440 30	
Maintenance of buildings	25,048 24	
Maintenance of bridges	35,093 63	
Purchase of R. R. iron	137,290 44	
Purchase of engines and cars	65,826 20	
		984,375 79
Expenses more than income		$93,895 75

To meet this, the company have damaged iron worth $39,200; and 484 bales of cotton, less an advance of $37,768 50.

The above expenses are divided as follows:

Ordinary expenses	$435,783 05
Extraordinary repairs, or construction	548,592 74
Total as above	$984,375 79

The ordinary expenses of the road were 49 per cent. of the whole earnings. They were as follows:

Maintenance of road	$143,806 89
" cars and machinery	118,904 13
Transportation	173,072 03
Total	$435,783 05

The extraordinary expenses were:

Purchase of new railroad iron	$137,290 44
" transportation and road	63,153 52
" cross ties	59,031 56
" supplies	85,002 39
New warehouses and water stations	25,048 24
Bridges	35,093 63
Cars and machinery	51,026 76
Purchase of cars and engines	65,826 20
Interest on coupons	27,120 00
Total	$548,592 74

Owing to the large supply of material on hand, which at the close of the year, amounted to $245,587 59, the expenses for supplies during the current year will be light.

The following is a condensed exhibit of the business of the company for the fiscal year ending May 31, 1866:

Balance, May 31, 1865		$2,497,333 11
Amount of slave property account	139,237 00	
" Chatham Railroad stock	200,000 00	
" sinking fund	215,000 00	
" income, as above	890,480 04	
Total		$3,942,050 15
Expenses, as above		$984,375 79
Right of way, etc		630 00
Decrease of company's debt		170,102 58
Passed to profit and loss		2,092,918 23
Due from bad debts		24,469 85
" North Carolina, war debt		209,556 92
" Virginia "		382 18
N. C. and Va. Treasury notes		1,507 25
In hands of supply agents		7,529 01
Due from agents, U. S. Government, individuals, etc.		27,368 42
Cost of railroad iron for sale		14,790 13
Amount of cotton account		149,885 41
" Chatham Railroad stock		44,444 44
" sinking fund		204,000 00
Cash on hand		10,089 94
Total		$3,942,050 15

The damaged iron and cotton will about relay the road with new iron, and pay for all engines bought, and other extraordinary expenses. Through tickets have been arranged to be sold at all important points north and south; also through baggage checks. Sleeping cars have been placed upon the line, and every facility afforded to make the traveling public comfortable. Freight has been moved with expedition, and the tariff made to conform to that existing before the war—taking into account the depreciation in the currency. Through rates have been made with the Atlantic and North Carolina, Wilmington and Weldon, Raleigh and Gaston, Seaboard and Roanoke, and the Petersburg Railroads; also with steamers to Baltimore, Philadelphia, New York and Boston—giving shippers the advantage of through receipts by the different routes, viz: Portsmouth, Newbern, Morehead City and Wilmington. The cars of this company run over all connecting roads, a fair rate of mileage for the mutual use of them having been arranged. Particular attention is called to the fact that the freighting of the road has been done almost entirely by the accommodation train, thus reducing the time from 48 to 22 hours, and giving a quick return of cars. A larger amount of freight, is thus moved with fewer cars than has been done in former years. The Southern and National Express Companies both run over the road. The freight taken by them pays over first class rates, and relieves the company of the responsibility of the care of costly freight.

At the date of the Report of the Superintendent, June 30, 1866, the road was in fine condition. Upwards of 96,000 cross ties had been put in the track, 26 miles of road gravelled, and nearly 17 miles relaid with new iron. By December the road will be thoroughly ditched, and made safe for winter service. The company had an ample supply of iron for six months, and cross ties, spikes, etc., for a year.

Much work had been, and was being done upon the bridges, culverts and buildings. A large number of bridges had been repaired and new ones constructed. The bridges over Walnut Creek, Lower Eno, Back Creek, Haw River, Big Buffalo, Jimmie's Creek, North Potts, South Potts, Irish Buffalo and Caudle Creeks, are all in good order. The bridges at Yadkin River and Rocky River are also in good condition. A substantial "Howe Truss" has been built over Deep River. This bridge is yet to cover. A *fac simile* of the superstructure is framed and ready to raise over Neuse River, where they are at present crossing on rough tressel. Little River, Stone's Creek, Cates' Creek, Richfork and Abbott's Creek are all crossed on tresseling. The two first are built with rough, sap timber, the three latter with square timber of better quality. They are all perfectly safe for trains passing, at the present time, but will rapidly decay, and several of them liable to be swept away by freshets; they ought to be rebuilt as early as possible. Iron and timber are ready on hand for rebuilding Little River and Richfork Bridges, and timber is now being sawed for Abbott's Creek Bridge. Crabtree Creek and Swearing Creek Bridges are in good order. Leonard's Creek Bridge will never be good until rebuilt. It is strengthened by bents of tressel, which make it at present quite safe for trains passing. The tressels at Sugar Creek and Swearing Creek, substituted in place of washed out embankments, are in good condition. Little Buffalo is at present crossed by heavy stringers extending from abutment to abutment, and perfectly safe, though not a permanent superstructure. All permanent deck bridges should be covered with sheet iron as soon as practicable.

A plan of connection between this road and the Richmond and Danville Railroad at Greensboro' had been determined upon. The change of tracks was to have taken place about the 15th of August. The construction of joint buildings at that place for the interchange of passengers and freight had been proposed. A new joint warehouse had been built at Goldsboro', in connection with the Wilmington and Weldon Railroad. The depots at Goldsboro', High Point and Salisbury have been rebuilt, and the old depot at Raleigh has been partially repaired for the accommodation of passengers. The old engine stable at that point has been fitted up and makes a good freight depot. A force of hands was engaged in repairing the depots, water stations, &c., along the line. They commenced at Goldsboro, and taking them in the order as they came up, had reached Hillsboro station at the date of the report.

Five new engines have been bought; four from the Government, and one from the N. J. Locomotive Works. There have been thirteen of the engines overhauled during the year, and one rebuilt. The whole number of engines on hand is twenty-five, nineteen of these are in good order, two in fair order, and four need repairs.

There are eleven first class, and six second class passenger cars, fifteen of which have been overhauled during the year. There are four mail and second class cars, three of which have been overhauled during the year. The whole number of box and shanty cars is one hundred and eight. Six of these have been built, and eighty-five have been re-built during the year. The whole number of platform cars on hand is sixty. Ten of these have been rebuilt and thirty of them repaired during the year. Many of the freight cars on hand last year were found to be not worth repairing; some of these have been turned into

quarters for the use of employees, and the others entirely broken up. New trucks and running gear have been put under every car used on passenger service. Six freight, nine baggage and twenty-two pole cars have been built complete. Thirty flat cars were purchased from the Government, and ten re-built—leaving thirty-three to be overhauled. No new passenger cars have been bought. Number of miles run by engines, 361,046. Passengers carried, 45,332. The President, in his report, says:

In submitting to you the seventeenth annual report of the operations of the road for the year ending the 31st day of May, 1866, I deem it unnecessary to do little more than refer you to the report of our energetic Superintendent, E. Wilkes, Esq., and to the reports of our Finance and Inspection Committees, as these three reports will contain all the information in my possession as to the operation of the road during the last fiscal year.

An examination of these three reports will also furnish all the necessary information, as to the present condition of the road bed, station houses, depots, engines, cars, rolling stock, &c., and the material and supplies on hand; and likewise the condition of the machinery and work performed for the road, at the company's shops, during the year.

The condition of our road, and of all the Southern roads in July, 1865, is well known to you all. The severe service to which our road had been subjected during the war, and the difficulty of obtaining materials and supplies for necessary repairs, had greatly impaired the efficiency of the road. There was but one or two passenger cars fit for use, and all our freight cars were in a dilapidated and bad condition, so that all our passenger cars but two, and all our freight cars required a thorough overhauling, at great expense. Nearly all of which labor has already been completed; so that, at this time, our passenger cars are of a superior quality, and our freight cars in excellent order, so that our road, at this time, will compare, in all respects, favorably with the best roads in this country. I think I can safely say, that there is no road in the Southern country that has been improved more rapidly than the North Carolina Railroad.

It will be recollected, that such was the condition of our passenger cars, at the last annual meeting, that the President felt bound to recommend the purchase of at least four first class new coaches. These coaches would have cost from four to five thousand dollars each; but, by the energy of our Superintendent, and the skill of our workmen at the shops, this heavy expense has been saved, and we now have upon the road, as all will attest who have seen them—as fine and commodious passenger cars as can be found on any road in the country; all turned out from our own shops, and at a cost, little if any more than one-half we would have been compelled to pay, had we made the purchase on as good terms as could be had at any shop in the country; and I cannot too highly recommend to your favorable notice the taste, and energy, and skill manifested by our Superintendent, and the principal employees at the shops, who have performed this labor. It is to the Superintendent, and the skillful workmen at the shops, and not to the President, that the company are indebted for the excellent condition of our road, and the improvements in our cars and rolling stock, &c.

The receipts of the road, for the last fiscal year, have been very large; much larger than we had any right to expect, when we consider the dilapidated condition of our road, together with the impoverished condition of the country.

The receipts have reached the large sum of seven hundred and ninety-eight thousand, three hundred and ninety-one dollars and fifty-six cents, being an increase over the receipts of 1860 and 1861 of three hundred and seventy-seven thousand, seven hundred and twenty-nine dollars and sixty-seven cents.

It is well known to you that there has been some complaints about high charges, and especially as to our charges for the transportation of cotton; but it was thought that the high price of cotton, and the bad and impoverished condition of our road fully justified the high charges about which these complaints have been made.

It also becomes my duty to state that our expenditures have been unusually large; but these expenditures were deemed absolutely necessary. And, besides, it was believed that true economy, as well as good policy, required that our road, and all our rolling stock, should be put in first rate order, as in this way alone could we secure the confidence of the public.

We have now on hand a large amount of material and supplies of the very best kind, amounting in all to two hundred and forty-five thousand five hundred and eighty-seven dollars, estimating them at a moderate price; so that very little additional will be required for the current year. The report of the Superintendent will show these in detail.

The debt of the company is $350,000, which will fall due in March next, and some action of the stockholders may become necessary, at the annual meeting, to provide for its payment.

The financial condition of the company May 31, 1866, is exhibited in the annexed statement:

Cost of road and equipment	$4,947,374 33	
Stock of Chatham R. R. Co.	444,444 44	
" North Carolina R. R. Co.	21,500 00	
Sinking fund	204,000 00	
Due from bad debt	24,469 85	
" war debts	209,939 10	
N. C. and Va. Treasury notes	1,507 25	
In hands of supply agents	7,529 01	
Debts due the company	27,368 42	
Railroad iron for sale	14,790 13	
Cotton account	149,885 41	
Cash on hand	10,089 94	
	$5,662,897 88	
Capital stock	$4,000,000 00	
Loan account, due March 1, 1867	339,000 00	
Unpaid coupons due	29,820 00	
Bills payable	30,333 40	
Negro bonds of 1864 and 1865	105,070 67	
Unpaid dividends	1,041 00	
Due railroad companies	10,463 77	
" sundry individuals	111,749 92	
" on pay rolls	38,951 31	
Profit and loss	996,467 81	
	$5,662,897 88	

President.—Nathaniel Boyden.
Superintendent.—E. Wilkes.
Secretary and Auditor.—F. A. Stagg.

Maryland and Delaware Railroad.

This road has reached Goldsborough, Caroline county, and is expected to be completed to Greensborough in a few weeks. Goldsborough is three and a-half miles from Greensborough, and trains leaving there reach Smyrna in one hour and a-half. The time from Goldsborough to Philadelphia is 6 hours 40 minutes, and to Baltimore 8 hours 45 minutes. A meeting was recently held at Hillsborough to ascertain what could be done towards raising the necessary funds to finish the road to that place. Several thousand dollars of stock was subscribed, and committee appointed to enlarge the subscriptions. It requires only $20,000 to insure the completion of the work to Hillsborough.

☞ The earnings of the Richmond and Danville (Va.) Railroad for the fiscal year ending Sept. 30th, were $672,043 42—average earnings per month $56,003 62.

The Union Pacific Railroad.

A telegram has been received by the Secretary of the Interior, from General J. H. Simpson, United States Army, President of the Board of Government Commissioners, appointed by the President of the United States to examine and report upon the Union Pacific Railroad, dated at Plum Creek Station, on that road, October 26, stating that the Commissioners had just examined the eighth section of thirty miles of said road and found the same in an acceptable condition, and that the road is now in running order two hundred and seventy-five miles west from Omaha, or to a point twenty-eight miles west of the one hundredth meridan of west longitude.

The Erie Railway.

Buffalo, October 24.—The President and Directors of the Erie Railroad arrived here yesterday evening for the purpose, it is understood, of holding a consultation with reference to the proposed extension of the Bradford and Carrollton Branch to some point on the Philadelphia and Erie Road.

☞ The State Treasurer of Missouri gives the following as a correct statement of the receipts and expenditures of the Missouri State Treasury during the quarter ending September 30, 1866, as taken from the books of the Treasurer's office: Receipts on account of revenue fund $215,300 14. Union military fund $160,791 83, redemption of lands $851 80, county revenue $1,537 40, executors and administrators $694 15, State interest fund $140,639 97, school fund $102 05, sale of bank stock $967,655 60—total $1,487,571 84. Of this amount there were paid in defense warrants $10,950; bonds and coupons of the State $1,108,295 47; Union military bonds $149,495 68, and the balance in currency. The total expenditures were $128,672.

☞ The following gentlemen have been elected directors of the Vermont and Canada Railroad for the ensuing year: Lucius B. Peck, Edward Blake, John Porter, W. C. Smith, B. P. Cheney, and Samuel Atherten.

☞ The terminus of the Delaware Railroad is at Summer's Cove, on the Pocomoke Sound. The track has been finished about three weeks, but the wharf had not been finished at last accounts.

☞ It is stated that the railroad from Lake Superior to Hudson, on the St. Croix River, and thence to St. Paul, Minnesota, is to be built immediately.

☞ The Charleston (S. C.) *News* says that the capital stock has been subscribed for an Air Line Railroad from Atlanta, Ga., to Charlotte, N. C., *via* Anderson and Yorkville, S. C.

☞ The City of Ottawa, Illinois, has voted an appropriation of one hundred thousand dollars to aid in the construction of the Fox River Valley Railroad.

☞ The Clinton and Port Hudson Railroad was to have been completed to within two miles of the river by the first of November.

☞ The receipts of the Virginia Central Railroad for the past fiscal year were $486,319 98.

Tioga Railroad.

This road is 30.6 miles in length, extending from State line (near Lawrenceville) to Morris Run. It has 4.42 miles of sidings. The gauge of the road is 6 feet. Weight of rail per yard, 45 to 57 lbs. The equipment consists of 7 locomotives, 3 passenger, 1 baggage, mail and express, 27 freight, and 200 coal cars. The value of real estate held by the company, exclusive of roadway, is $21,251 39.

The following is a comparative statement of the receipts and expenditures for the fiscal years ending October 31, 1864 and 1865:

Receipts:	1864.	1865.
From passengers	$15,895 12	$19,695 88
" freight	135,538 66	148,525 34
" mails	1,268 30	1,268 30
" use of freight cars	24,852 69	37,741 51
" interest	2,106 21	202 19
" miscellaneous	113,677 73	32,176 33
Totals	$293,338 71	$239,609 55
Summary of payments:		
For construction and equipment	$130,616 89	$65,850 86
Telegraph from Lawrenceville to Blossburg	2,880 00	1,941 82
Maintaining and operating the road	82,019 89	136,895 69
Dividends	32,132 94	17,258 00
Interest	20,932 71	22,606 73
Miscellaneous	13,030 61	3,327 43
State tax on capital t'ck and tonnage	2'244 34	6,719 01
United States tax		4,049 55
Surplus fund	9,481 33	
Totals	$293,338 71	$258,640 09

The expenses of operating and maintaining the road, buildings and equipment, in the years named have been as follows:

	1864.	1865.
Maintenance of way and buildings	$33,181 36	$64,008 37
Taxes		88 13
Repairs of engines	4,488 79	17,626 07
" cars	9,788 62	6,646 21
" tools, etc.	2,721 85	4,650 57
Incidental expenses	793 65	2,197 58
Office expenses	698 80	1,139 45
Agents and clerks	1,785 12	2,169 22
Conductors, etc.	7,019 03	9,339 87
Engine and firemen	7,441 19	9,287 96
Fuel and preparing	3,438 35	4,127 41
Oil and waste	4,638 35	7,222 61
Loss and damage	176 00	207 00
General superintend'ce	4,299 96	7,558 29
Contingencies	1,549 32	583 20
	$82,199 89	$136,895 69

Cost of Road and Equipment.

	1864.	1865.
Construction	$802,253 60	$821,200 07
Equipment	165,883 83	212,788 22
Totals	$968,137 43	$1,033,988 29

Stock and Debts.

	1864.	1865.
Capital stock	$391,800 00	$437,800 00
Funded debt	372,000 00	326,000 00
Floating debt	1,343 12	26,292 22
Totals	$765,147 12	$790,092 12

The dividends declared have been as follows: December 1, 1863, 4 per cent.; July 1, 1864, 4 per cent.; and December 1, 1864, 4 per cent.

	1864.	1865.
Miles run by mixed trains	95,566	107,296
Number of passengers carried	77,069	82,007
Tons of freight carried	377,687	401,975

Great Russian Railway.

It appears that the net profits realised last year upon this company's Nijni, Novgorod, and Warsaw lines amounted to 3,621,195 roubles, as compared with 3,055,666 roubles in 1864. Certain deductions, however, reduce the available net profit of last year to 3,384,630 roubles (or £578,541). The amount raised by shares and loans to the close of 1865 was 112,359,625 roubles. A further sum of 71,691,550 roubles was due to the State at the same date, of which 26,036,910 roubles referred to advances made in fulfilment of the guarantee of 5 per cent. given on the shares and obligations. The company has also other debts, &c., outstanding to the amount of 4,261,419 roubles, making an aggregate of 188,312,594 roubles, or £30,130,015. It will be seen that the profits realised last year were sufficient to pay about 3 per cent. upon the capital actually raised. If account were taken, however, of the interest accruing on the debt due to the State, the average return falls to something less than 2 per cent.—*Herapath.*

Delaware, Lackawanna and Western R.R.

This road is 113 miles in length, extending from Great Bend to the Delaware River. The length of double track is 20 miles; and of sidings (including tracks to and at mines) 39 miles. The weight of rail per yard is 65 to 75 lbs. Length of branch roads owned by the company, 4, viz: Keyser Valley Branch, 3 miles, and Diamond Mine Branch, 1 mile. The company have 85 locomotives, 17 passenger, 5 baggage, mail and express, 572 freight, and 4,788 coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1864 and 1865, have been as follows:

Receipts:	1864.	1865.
From passengers	$185,232 05	$235,380 71
" freight	1,788,658 13	1,485,832 27
" mails	8,506 87	8,528 24
" use of freight cars	534 00	1,158 04
" miscellaneous	2,017 06	2,420 72
Totals	$1,984,948 11	$1,733,319 98
Summary of payments:		
For construction and equipment	$441,507 90	$631,433 91
Maintaining and operating the road	1,263,166 75	1,694,548 62
Dividends	1,196,385 00	1,527,057 50
Interest	430,784 85	378,850 85
State tax on capital stock and tonnage	41,142 07	76,563 91
United States tax	100,796 09	83,603 83
Totals	$3,482,782 16	$4,400,158 62

The expenses of operating and maintaining the road, buildings and equipment in the years named have been as follows:

	1864.	1865.
Maintenance of way and buildings	$292,847 09	$482,016 53
Taxes	6,329 87	11,882 20
Repairs of engines	164,830 72	242,222 18
" cars	246,462 13	334,854 91
Office expenses	23,465 46	52,537 10
Agents and clerks	15,072 02	21,202 23
Labor, handling freight	2,014 21	4,743 66
Porters, watchmen and switch tenders	2,525 97	3,637 99
Wood and water station attendance	7,104 54	10,797 68
Conductors, etc.	98,827 08	111,362 11
Engine and firemen	85,779 72	105,210 76
Fuel and preparing	236,201 75	210,834 02
Oil and waste	58,767 27	69,799 11
Loss and damage	9,472 62	11,606 64
Gen'l superintendence	2,708 32	4,833 31
Contingencies	10,757 98	17,108 19
Totals	$1,263,166 75	$2,188,547 35

Cost of Road and Equipment.

	1864.	1865.
Construction	$7,295,895 20	$7,583,706 06
Equipment	2,324,490 44	2,668,113 49
Totals	$9,620,385 64	$10,251,819 55

Stocks and Debts.

	1864.	1865.
Capital stock	$6,832,950 00	$10,247,050 00
Funded debt	3,491,500 00	3,491,500 00
Floating debt	606,321 07	742,585 48
Totals	$10,930,771 07	$14,481,135 48

The dividends declared have been as follows: October 31, 1863, 15 per cent. on $5,698,250—being profits on coal sales; July 15, 1864, 5 per cent. on $6,832,950—being earnings of road; November 14, 1864, 10 per cent.; and January 20, 1865, 5 per cent. on $10,247,050.

	1864.	1865.
Miles run by passenger trains.	87,799	120,762
" freight "	206,027	234,043
" coal "	1,328,501	1,082,548
Totals	1,622,327	1,437,353
Number of passengers carried	158,756	199,755
Tons of freight	1,621,360	1,200,097

Peat for Locomotives.

We recently gave an account of the trial of peat fuel on the Grand Trunk Railway of Canada, when one tender-load of peat carried the heaviest passenger train of the season a distance of one hundred and two miles, within the ordinary running time. We learn that a second trial was made on the 13th ult., in which the results obtained were still more striking than on the first occasion. The locomotive of the express passenger train running from Point St. Charles to Kingston was supplied with one hundred and twenty-eight baskets of peat. The results of the trial are briefly stated as follows:

Total distance run, 177 miles.

Consumption of fuel, 3½ tons, less 62 pounds.

Average consumption of fuel per mile, 45 pounds.

Maximum consumption of fuel between stations, 60 pounds per mile.

Minimum consumption of fuel between stations, 30 pounds per mile.

Time made up in running entire distance, 52 minutes.

Average distance for each ton of fuel, 50½ miles.

Value of fuel consumed—3½ tons at $3 50 per ton—$12 25.

Cost per mile run 7 cents.

Average speed of train, including stoppages, 25½ miles per hour.

How these results compare with those obtained from coal and wood will be seen from the following statement derived from experiments on the Boston and Worcester railway during last August:

Average miles run to one ton of coal.....59.91
Average miles run to one cord of wood.....40.09
Average miles run with one ton of Mr. Hodge's peat.....50.50

The value of these results will be better appreciated from a comparison of cost of the several fuels. For the amount of coal, wood and peat required to run a locomotive the distance of one hundred and seventy-seven miles the cost is stated as follows:

1st. Coal—2.95 tons at $10.....$29 50
2d. Wood—4.41 cords at $7.....30 87
3d. Peat—3½ tons at $4 50.....15 75

The country at large, as well as the railroad interest, is concerned in these developments in reference to an article of fuel, which has lately attracted so much attention.

A Steam Siphon Pump.

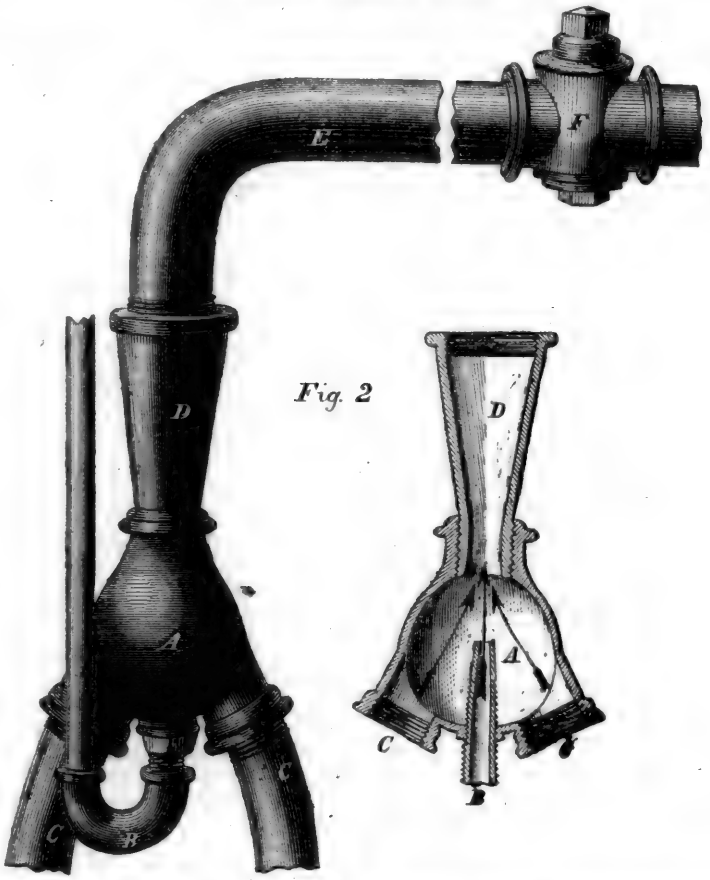


Fig. 2

On Thursday, the 18th ult., a committee from the Chamber of Commerce, and a select party of other scientific gentlemen, were present by invitation at the works of the Steam Siphon company, Jersey City, to witness the working of the company's newly invented Steam Siphon Pump—illustrations of which appear on this page. The exhibition was very satisfactory. Its construction and mode of operation are notably simple. When steam is turned on it rushes from the steampipe B across the globular chamber A into D, carrying the air in A or D before it, thereby exhausting the air from A. Water rushes through the suction pipes C, C, from atmospheric pressure (as in ordinary suction pumps), and the steam-jet drives it forward through the discharge pipe D, E, with velocity proportioned to the pressure in the boiler. It is an independent lift and force pump, without piston, plunger, valve or movable parts of any kind, and is therefore less liable to wear and tear, breakage and chokage, than other pumps, and cannot freeze up. Even lumps of coal can pass freely through it. It must prove invaluable on board steam vessels. A trial was recently made at the Brooklyn Navy Yard, and the Board of Examining Engineers end their report by saying: "The Siphon Pump raises in a given time 41.7 per cent. more water than the (steam) pump having the same area of discharge, and in doing so consumes 48 per cent. more coal, therefore, in economy of fuel, the two kinds pumps are nearly equal, but the Siphon Pump has superiority in the large bodies of water it can discharge in a given time; in its cost, in occupying less room in a vessel, in its not being liable to get out of order, its certainty of action, and unusual simplicity, there being no valves nor pistons to get deranged or choked by chips or dirt. We unhesitatingly recommend it for relieving the holds of vessels from bilge water, and for discharging ashes from the fire rooms." For railroad service and as a fire pump it is also well adapted. See page 10 of Company's pamphlet. Those of our readers desiring more information on the subject, can get it at No. 48 Dey street, New York.

☞ The telegraphic communication of Canada is carried on by two Canadian Companies and one American Company, the Vermont and Boston Company having forty-three miles of telegraph line and one station in Canada. The total returns of the three companies are as follows:

	1863.	1865.
Length of miles of lines	3,130	4,978
Miles of wire used	4,045	4,978
Stations open to the public...	146	369
Instruments	208	414
Number of messages	332,779	479,331

☞ A connection between the main line of the Illinois Central Railroad and the Chicago Branch about midway between Chicago and Centralia, is in contemplation. One plan is for a road from Urbana, to Decatur; another from Paxton to Heyworth, and another from Bloomington to Kankakee.

☞ The Common Council of Fort Wayne, Ind., have voted $100,000 to aid the Grand Rapids and Indiana Railroad, all to be expended north of Grand Rapids. It is also said that negotiations are going on in Europe for iron for the entire line of road.

Georgia State Bonds.

By reference to the annexed notices of the Governor and Treasurer of the State of Georgia, it will be seen that all over-due bonds, with interest to July 1, 1866, the date of their maturity, may now be exchanged for new bonds of the State, having twenty years to run from July 1, 1866, with interest at the rate of seven per cent. per annum, payable semi-annually, and secured by a mortgage on the Western and Atlantic Railroad, which is the property of the State:

EXECUTIVE DEPARTMENT,
MILLEDGEVILLE, Ga., Oct. 13, 1866.

In conformity with an Act of the General Assembly, approved 12th of March, 1866, numbered 10, it is ordered:

1. That all bonds and coupons of the State of Georgia now due, and which were not issued in aid of the late war, wheresover made payable, may be funded on presentation at the Treasury of the State, in mortgage bonds of the State, bearing seven per cent. interest from the 1st day of July, 1866, that being the day of their date.

2. That all coupons payable in New York, or in London, now due, and embraced in the descriptive list furnished the agency by the Treasurer, may be funded in bonds described above, on presentation at the National Bank of the Republic, New York.

3. That all coupons funded in New York be marked paid, and returned to the Treasury, with a descriptive list of bonds issued in funding them.

4. That the Treasurer indorse, or cause to be indorsed, on each bond funded, the name of the person presenting it, and that a registry of all bonds issued in the funding process be kept in the Treasurer's office.

5. No interest is allowed on bonds or coupons after maturity.

CHARLES J. JENKINS, Governor.

TREASURY OF GEORGIA,
MILLEDGEVILLE, Oct. 13, 1866.

Holders of over-due bonds and coupons of the State of Georgia are hereby notified that, in accordance with the above order, they can receive for them, on presentation at this Department, new bonds of the State, dated 1st of July, 1866, due twenty years after date, bearing interest at 7 per cent. per annum, payable semi-annually, in January and July, and secured by mortgage on the Western and Atlantic Railroad.

The bonds being in sizes of $500 and $1,000, holders must present their bonds and coupons in multiples of these sums, or make up their deficiency in currency.

No provision for payment of interest after maturity of bonds or coupons having been made by the Legislature, it cannot, of course, be allowed at this Department.

Persons sending bonds in under the above order are requested to write their names legibly on the margin, to guard against mistakes in their entry on the records, as ordered above.

JNO. JONES, Treasurer.

Sandusky and Cincinnati Railroad.

At the annual meeting of this company on the 15th ult., the following gentlemen were chosen directors for the ensuing year: J. W. Pierce, I. M. Spelman, T.A. Neal, R.R. Sloane, L.H. Latham, O. Follett, W. G. Lane, Elisha C. Litchfield, and Wm. Wilshire; and at a subsequent meeting of the Board, O. Follett was elected President; L. H. Latham, Secretary and Treasurer; and J. H. Potter, Superintendent.

☞ A convention is to be held at Okalona, Miss., on the 12th inst., for the purpose of making arrangements for building a railroad from Memphis to that place, and thence in the direction of Selma, Alabama.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25¼	20,000	8
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1⅜	20,000	4¼
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3¼
Aztec ..... "	25	4½	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13¾	20,000	14
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	5
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	6	20,000	----
Canada ..... Vt	4	1	100,000	1¼
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	50
Champlain ..... Ca.	10	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¾	20,000	----
Concord ..... "	25	4	20,000	5½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24¼	20,000	46½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2¾	20,000	----
Dana ..... "	25	3½	20,000	3
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	5
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River . "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd . "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	54
French Creek ..... Pa.	5	----	100,000	60c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3¼
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	21½
Hanover ..... "	25	1½	20,000	3½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	2
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	3½
Hungarian ..... "	25	1	20,000	4
Huron ..... "	25	19	20,000	43
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	11½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	3½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	5½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	2½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	19
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	4½
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	5
Pewabic ..... "	25	3½	20,000	33
Phila. & Boston ... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	11
Pittsburg & Boston "	25	5½	20,000	51
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	49
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6¼	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	----	2½	200,000	----
Rockland ..... "	25	12	20,000	7½
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	8½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1½
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	4
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	26	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise.	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1½	20,000	1
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	----	2½	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	2½
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	71
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	14
Atlantic & G. C. .. Md.	----	----	----	90c
Baltimore ..... "	100	100	------	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2
Big Mountain ..... Pa.	----	----	----	44
Boston & Picton. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	3¼
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	56
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	55
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	67½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	82,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	64
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	44
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	3½
Maryland Anth ... Md.	20	20	25,000	44
Metropolitan ..... "	100	100	------	----
Mt. Pleasant ..... Pa.	----	----	----	26
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	----	44
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	153
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	17½
Shamokin ..... "	----	----	----	----
Somerset I. & C. ... "	----	----	----	----
Spring Mountain .. "	50	----	----	80
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	2
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	71½
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	37

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	3
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	6
Baltic ..... Col.	----	----	------	50c
Bates & Baxter ... "	----	----	------	3½
Benton ..... "	5	----	100,000	2
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	65c
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	5½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	----
Consol Gregory ... Col.	100	----	50,000	25
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	6
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	2
Downieville ..... "	1	----	300,000	2¾
Eagle ..... "	10	----	100,000	8c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain ..... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	500,000	1½
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	1½
Holman ..... "	2	----	150,000	3c
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	2½
La Crosse ..... "	10	----	100,000	2½
Liebig ..... "	5	----	200,000	1½
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	14½
Do. preferred ... "	100	100	57,744	30½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	60c
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	2½
New York ..... Col.	10	----	100,000	2½
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	3
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	5½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	6
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	13½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	45c
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1½
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City ... "	100	----	60,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	10c
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	55½
Santa Clara ..... "	100	----	30,000	5½
MISCELLANEOUS:				
American Tin ... N. H.	----	----	------	----
Rutland Marble ... Vt.	25	25	40,000	20
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '65	3.36	——	——	——	—	Boston and Chelsea	110,000	110,000	——	——	8,800	6,920	6½	....	41½
30 Nov. '65	4.52	——	208	31	--	Broadway, Boston	324,225	350,000	——	7,297	144,680	10,130	5½	....	43½
30 Nov. '65	27 43	——	——	——	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	95
30 Nov. '65	3.75	——	——	——	—	Dedham and West Roxbury	53,229	41,000	——	——	12,229	(Metropoli'n)	——	....	....
30 Nov. '65	2.74	——	29	6	--	Lowell (Horse)	45,119	43,706	——	——	1,413	15,157	loss	....	....
30 Nov. '65	12.50	——	167	32	--	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	....	42
30 Nov. '65	3.41	——	——	——	—	Malden and Melrose	60,246	200,000	64,452	66 222	(Middlesex)		——	....	25½
30 Nov. '65	3.07	——	——	——	—	Medford and Charlestown	36,600	21,000	10,000	——	(Middlesex)		50	....	25
30 Nov. '65	33 74	——	840	151	--	Metropolitan (Boston)	1,492,107	1,250,000	——	287,160	651,603	loss.	3	....	56
30 Nov. '65	3.87	——	255	41	--	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,577	——	....	50
30 Nov. '65	5.69	——	80	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	——	....	....
30 Nov. '65	6.75	——	52	16	—	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	——	....	....
30 Nov. '65	2.68	——	——	——	—	Somerville	50,000	50,000	——	——	(Middlesex)		5	....	25
30 Nov. '65	2.50	——	10	3	—	Stoneham street (Boston)	36,800	33,000	——	——	8,241	1,091	3	....	....
30 Nov. '65	6.74	——	——	——	—	Suburban	95,500	5,000	——	——	(Mal. & Mel.		——	....	....
30 Nov. '65	——	——	392	63	--	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	——	....	90½
30 Nov. '65	1.58	——	15	3	—	West Cambridge	16,350	13,660	——	500	3,600	loss.	3½	....	47
30 Nov. '65	2.25	——	——	——	—	Winnisimmet	62,152	60,000	——	——	8,955	2,922	4	....	....
30 Nov. '65	11.60	——	44	8	--	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	——	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	....	....
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	....	....
						NEW YORK.									
30 Sep. '65	7.17	——	....	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	——	....	....
30 Sep. '65	17.50	——	——	35	—	Blecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	——	100	....
30 Sep. '65	10 76	——	——	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	——	100	....
30 Sep. '65	14.33	——	....	98	--	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	.....	612,779	198,082	——	100	....
30 Sep. '65	7.75	——	——	10	2	Brooklyn, Bath & Coney Isl'd	185,178	100,000	80,000	71,180	24,068	8,282	——	100	....
30 Sep. '64	24.00	——	....	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56 18	1.90	——	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	——	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,602	104,691	5,851	——	100	....
30 Sep. '65	0.09	9.41	——	——	-	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	——	——	——	100	....
30 Sep. '65	——	3.50	——	——	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	——	——	——	....	....
30 Sep. '65	24.00	——	——	116	—	Centr'l P'k, N. & E. Riv. (N.Y.)	1,517,906	955,900	550,000	.....	528,090	74,05'	——	100	....
30 Sep. '65	——	2.0	——	——	--	Clinton Avenue (Albany)	.....	2,800	.....	.....	——	——	——	....	....
30 Sep. '65	——	2.00	——	——	--	Cohoes & Waterford	.....	500	.....	.....	——	——	——	....	....
30 Sep. '65	19.75	- -	....	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	——	100	....
30 Sep. '65	11.82	——	....	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	——	100	....
30 Sep. '65	——	6 30	....	——	—	East & North River (W.Co.)	650	650	.....	.....	——	——	——	....	....
30 Sep. '65	18.00	1.00	....	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	——	....	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	——	——	——	—	Grand St. & Newtown (W'g'b)	.....	.....	.....	.....	——	——	——	....	....
30 Sep. '65	10.00	——	——	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	——	100	....
30 Sep. '65	——	19.00	——	——	—	Harlem & Tarrytown	.....	3,550	.....	.....	——	——	——	....	....
30 Sep. '65	19.10	——	....	30	—	Ninth Avenue	444,877	795,260	112,000	.....	74,514	loss.	——	100	....
30 Sep. '65	——	11.00	——	——	—	Port Morris & Westchester	1,200	1,200	.....	.....	——	——	——	....	....
30 Sep. '65	11.00	——	——	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	——	100	....
30 Sep. '65	16.00	——	——	——	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	105	——	100	....
30 Sep. '65	8.37	——	....	——	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	——	100	....
30 Sep. '65	17.50	——	....	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,190000	115,000	1,024742	211,243	9	100	....
30 Sep. '65	——	5 00	——	——	—	Third Avenue & Fordham	.....	975	975	.....	——	——	——	....	....
30 Sep. '65	4.46	1.00	——	——	—	Troy and Cohoes	50,000	50,000	.....	ope: by	T. & L.	R. R.	——	....	....
30 Sep. '65	——	——	——	——	—	Troy & Lansingburg	.....	.....	.....	.....	——	——	——	....	....
30 Sep. '65	6.50	9.00	——	——	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	——	....	....
30 Sep. '65	1.50	——	——	——	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	.....	12,839	808	——	....	....
30 Sep. '65	——	——	——	——	—	Westchester	5,949	7.370	.....	.....	——	——	——	....	....
30 Sep. '65	——	4.00	——	——	—	West Shore	1,457	2,200	.....	.....	——	——	——	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	——	....	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	.....	.....	——	....	....
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	....	....
31 Dec. '62	10.47	——	....	——	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	——	....	....
31 Dec. '65	17.00	——	150	22	--	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	——	50	....
31 Dec. '62	5.80	——	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	.....	.....	——	....	....
						PENNSYLVANIA									
31 Oct. '65	7.89	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	——	——	40	10	55
31 Oct. '65	5.50	——	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	——	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	——	286,861	91,545	——	50	15½
31 Oct. '65	6.00	——	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	——	....	....
31 Oct. '65	4.50	——	195	33	8	Green & Coates st. (Phila.)	232,953	150 000	100,000	——	158,803	39,721	2	50	31
30 Nov. '65	19.00	——	250	44	0	Germantown	385,169	112,245	250,000	——	197,195	49,561	——	....	28½
31 Oct. '65	5.04	——	120	25	0	Girard College (Phila.)	114,611	160,000	——	——	122,866	36,832	4	50	28
31 Oct. '65	2.00	——	25	4	1	Harrisburg City	49,504	30.118	——	9,000	6,726	3,562	——	25	....
31 Oct. '65	19.00	——	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	——	50	34½
31 Oct. '65	4.50	——	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	——	25	15½
31 Oct. '65	——	——	——	——	——	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	——	....	....
31 Oct. '65	3.75	——	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	——	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,600	——	67,040	14,278	14	50	....
31 Oct. '65	3.80	——	165	27	0	Philadelphia City	240,264	100,000	135,000	——	149,978	59,722	7½	50	....
31 Oct. '65	5.00	——	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	——	36,781	6,494	5	20	12
31 Oct. '65	4.50	——	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	——	41,737	6,903	——	50	14
31 Oct. '65	18.09	——	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	——	437,562	159,830	10	50	90
31 Oct. '65	5.62	——	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	——	——	51,683	9,187	——	50	13
31 Oct. '65	7.00	——	118	16	3	Spruce & Pine (Phil. & Gr'nF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	36
31 Oct. '65	7.00	——	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	——	——	210,143	87,810	9½	50	70
31 Oct. '65	6.25	——	143	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	21
31 Oct. '65	23.05	——	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	——	50	42
31 Oct. '65	6.00	——	327	52	5	West Philadelphia	356,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	——	9	4	0	Williamsport	.....	15,150	——	522	3,637	1,851	——	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	——	——	18½
						OHIO.									
31 Dec. '62	5.00	——	....	....	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	——	....	....
31 Dec. '62	5.00	——	....	....	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	——	....	....
31 Dec. '62	3.81	——	....	....	--	Passenger (Cinc.)	69,857	50,000	.....	.....	.....	.....	——	....	....
31 Dec. '62	3.63	——	....	....	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	——	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]: 1st Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' [Pittsburg] 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,900	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br., Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose: 1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex: 1st Mortgage	32,000	--	.....	.....	--
Malden & Melrose bonds	49,451	--	.....	.....	....
Real Estate	10,000	--	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1891	....
" O. & Newark "	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	109,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1863	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Oct. 1.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	134
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	137
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---		Due.	---
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	105½
" " " " ..... coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	114
" " " ..... coupon		5	" "	1871	113
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	103
" " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	113¾
" " " ..... coupon		6	" "	1881	113¾
Loan of July 17, & Aug. 5, 1861 ..... registered	264,307,500	6	" "	1881	113¾
" " " ..... coupon		6	" "	1881	113¾
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,600	6	May & Nov.	1882	106
" " " (5-20s) ..... coupon		6	" "	1882	110¾
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	---
" " " (5-20s) ..... coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s) ..... registered	183,381,750	6	May & Nov.	1885	107½
" " " (5-20s) ..... coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) ..... registered	170,869,350	5	Mar. & Sept.	1904	100½
" " " " ..... coupon		5	" "	1904	100½
Pacific R. R. Bonds of (currency) ..... registered	8,922,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---		Due.	---
" June 20, '64 & Mar. 3, '65 1st series	743,996,050	7.3	Feb. & Aug.	1867	107
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	106
" " 1865 ..... 3d series		7.2	Jan. & July.	1868	105½
Matured Debt not presented	22,517,022	6	At maturity.	Due.	---
Gold Certificates of Deposit	11,057,040	---		---	---
Compound Interest Notes of 1864	155,512,140	6	At maturity.	3 y'rs	---
Temporary Loans at 4, 5 and 6 per cent	22,500,000	---	" "	1 d y	---
United States Notes (greenbacks)	399,165,292	---	---	---	---
Fractional currency	27,025,273	---	---	---	---
Navy Pension Fund	11,750,000	---	---	---	---
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	---
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	---
" — " " ..... "	688,000	6	" "	1876	---
" —Funded Interest Bonds ..... "	---	---	---	---	---
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	---
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	119
" —War bonds ..... registered		7	" "	1872	---
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	100
" " " (free.) ..... "		6	" "	1892	---
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	---
" — " ..... "	2,271,750	6	" "	'68-'86	109
" — " ..... "	434,000	7	" "	'72-'86	---
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97½
" — " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " 1862-'79 ..... "	436,000	6	" "	'62-'79	---
" — " 1865-'79 ..... "	229,372	6	" "	'65-'79	---
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	100
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	---
" — War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" — " ..... "	2,058,173	2½	" "	1866	---
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	98
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	---
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	---
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	---
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	---
" — " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	95
" —Funded Coupons ..... "	---	6	---	---	---
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " ..... "	1,727,000	6	"	1870	102
" — " ..... coupon	3,192,763	6	"	1890	---
" — " ..... inscribed		6	"	1890	---
" — " (sterling) ..... coupon	6,401,000	5	"	var.	---
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — "	244,000	5	Jan. & July.	'70-'74	100
" — "	375,000	5	April & Oct.	'72-'74	100
" — "	220,000	5	May & Nov.	1880	100
" — War Loan	6,429,000	5	" "	1894	01
" — Scrip	297,000	6	June & Dec.	'68-'77	113
" — "	150,000	6	April & Oct.	1868	125½
" — "	1,024,000	6	Jan. & July.	'71-'75	110
" — "	2,030,000	6	" "	'76-'78	111½
" — War Loan	1,088,000	6	" "	1888	---
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	---
" — " " ..... "	1,750,000	6	" "	'72-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	---
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	---
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	---
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	103
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	---
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'80	84
" — " " (H. & St. R R.)- "	3,000,000	6	" "	'72-'85	84½
" — " " (Pac. R. R.)--- "	7,000,000	6	" "	'72-'87	84½
" —New Sinking Fund Bonds	---	7	" "	1896	---
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds..coupon	1,650,000	6	" "	'83-'85	99½
" — " " Notes	2,306,000	8	var.	var.	---
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	105
" — " " ..... bounty fund	25,586,000	7	Jan. & July.	1877	109½
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	---
" — " " ..... canal fund	702,000	6	"	1866	---
" — " ..... general fund	500,000	6	"	1868	100½
" — ..... canal fund	3,050,000	6	"	1871	100½

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100½
" — " " ..... "	2,250,000	6	"	1874	98½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... general fund	800,000	6	"	1877	---
" — " " ..... "	909,607	6	"	1878	97½
" — " " ..... canal fund	192,585	5	"	pleas.	---
" — " " ..... "	1,163,000	5	"	1866	---
" — " " ..... general fund	442,960	5	"	1868	---
" — " " ..... canal fund	167,000	5	"	1871	---
" — " " ..... "	4,500,000	5	"	1874	91
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	---
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	83½
" — " " (new) --- "	3,500,000	6	Jan. & July.	'90-'92	59½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	---
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	---
" — " " ..... "	2,183,532	6	" "	1870	98
" — " " ..... "	1,600,000	6	" "	1875	95
" — " " ..... "	4,095,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	---
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	96½
" — " " ..... coupon	6,168,000	5	"	'77-'82	97
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	---
" — " ..... inscribed	1,708,000	6	" "	'68-'90	---
" — " ..... coupon	1,499,000	6	" "	'77-'90	---
" — " (new) --- "	---	6	" "	---	---
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	80
" — " " ..... "	239,167	5½	" "	'72-'79	---
" — " " ..... "	1,706,000	6	" "	'82-'89	---
" —Railroad Loans ..... "	24,382,832	6	" "	long.	94
" —Funded Interest ..... "	873,813	6	" "	1892	72½
Vermont—State Bonds	175,000	6	Various.	'67-'83	---
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	68½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	42½
" — " ..... coupon	11,108,000	6	" "	'86-'95	66
" " (sterling) ..... "	1,865,000	5	" "	1872	---
" —Funded Interest ..... registered	---	6	" "	'76-'96	40
" — " ..... coupon	---	6	" "	'76-'96	45
West Virginia—State Bonds ..... coupon	---	6	---	---	---
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	---
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	---
" — " (") certificates.. "	700,000	6	April & Oct.	'82-'98	---
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	---
" — "		6	"	1870	98
" — "		6	Jan. & July.	1873	97½
" — "		6	May & Nov.	1875	79½
" — "		6	Jan. & July.	1886	97½
" — "		6	quarterly.	1890	98½
" — " ..... coupon		6	"	1890	---
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	---
" — "		5	Various.	'66-'70	128½
" — "		5	"	'71-'75	105½
" — "	7,846,026	5	"	'76-'80	101½
" — "		5	"	'81-'86	101
" — "		6	"	'67-'76	101½
" —Water Loan	668,000	5	May & Nov.	'70-'71	---
" — "	305,000	5	Jan. & July.	'77-'78	102
" — " (sterling)	1,949,711	4½	" "	'72-'73	---
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	95
" —Improvement Loans ..... "		6	" "	'66-'95	---
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	98
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1883	99½
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	---
" " — " "	4,714,000	6	" " "	'76-'78	---
" " — " "	1,800,000	6	" " "	1883	---
" " — " "	5,149,271	6	" " "	1887	---
" " — " "	275,000	6	" " "	1898	---
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	---
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	---
" " — " "	3,125,200	5	" " "	1870	94
" " — " "	319,000	5	" " "	1873	---
" " — " "	1,000,000	5	" " "	1874	---
" " — " "	334,700	5	" " "	1875	---
" " — " "	2,016,000	5	" " "	1876	---
" " — " "	2,375,000	5	" " "	79-'80	---
" " — " "	900,000	5	" " "	1890	---
" " — " "	674,300	5	" " "	1898	---
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	---
" — " " (new)	739,222	5	" "	'67-'82	---
" — " " (old)	2,232,800	6	" "	'66-'93	97
" — " " (new)	7,898,717	6	" "	'66-'99	101½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	---
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	---
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	88
" —Water Loan ..... "	484,000	6	" "	'71-'83	90
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	88
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	---
" — " " ..... "	329,000	6	Jan. & July.	1875	---
" —City and County B'ds. "	1,133,500	6	" "	1888	---
" — " " " "	2,200,000	6	" "	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	345,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,385
1866	476,036	433,549	386,459	412,423	464,806	493,690	467,313	568,504	526,959	-----	-----	-----	-----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,356	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	163,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	281,559	318,549	-----	-----	-----	-----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117.086	146,268	161,503	138,795	135,595	1,423,432
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160.306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,285	257,230	197,886	264,605	290,642	224,112	310,446	396,050	-----	-----	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563.400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,981	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	-----	-----	-----	-----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87.037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	-----	-----	-----	-----
Erie:													
1861	404,507	391,932	458,560	547,174	508.610	430.063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,908	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	1,411,347	-----	-----	-----	-----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	426,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	552,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	-----	-----	-----	-----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29.384	37,271	56,687	46,452	81,329	55.257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,885	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,695	226,840	110,664	1,985,712
1866	121,776	84,597	72,135	108,082	267,488	262,172	170,795	116,224	150,989	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1861	140,925	116,988	153,170	186,951	170,362	161,391	126,558	178,773	235.690	276,181	231,285	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	306,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,454	330,851	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	-----	-----	-----	-----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,078	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,769	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,936	359,645	429,160	-----	-----	-----	-----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402.106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,570	346,717	171,125	2,535,691
1866	131,707	122,621	124,175	121,904	245,511	213,944	209,199	188,223	275,906	-----	-----	-----	-----
New York Central:													
1861	489,065	420,793	627,051	639,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	-----	-----	-----	-----
Ohio and Mississippi:													
1864	210,329	260,486	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	572,618	412,553	284,319	3,793,005
1866	287,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	-----	-----	-----	-----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,874	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,435	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,280	397,525	401,299	364,334	370,983	3,745,310
1863	337,360	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,500	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	632,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	660,144	678,504	857,583	738,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,458	474,738	654,390	606,078	672,628	644,573	554,828	641,848	661,608	-----	-----	-----	-----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,796	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,884	-----	-----	-----	-----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,628	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	243,840	221,570	220,209	266,154	2,050,222
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,200	316,433	325,691	304,917	396,248	349,117	-----	-----	-----	-----
Western Union:													
1865	43.716	37,265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,382	86,913	102,913	86,276	60,698	84,462	-----	-----	-----	-----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct	" "	1881	75
1st Mortgage, Penn. "	2,324,500	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850.	676,000	6	Jan. & July.	"	1880	99
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1886	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	326,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100
"	200,000	6			1879	83
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '59, ⅔ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £460,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99½
" " $800,000	354,100	6	"	"	1870	98
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	99
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510.000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o.M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Fr'nkfort o.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	75
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	87
Equipment Bonds	270,483	7	Jan. & July	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,660	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	78
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend	36 660		June & Dec	New York.	1868	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,822,000	8	" "	" "	1881	102
3d Mortgage	642,000					
Toledo depot bonds	189,500					
Funded Interest	34,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept	" "	1881	99
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66 '71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100 000					
Redeemable in Stock	66,950					
Elton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	84½
Land Security	3,344,60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,600	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	103
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	98½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,?00,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	91½
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	39,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	$910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,980	6	Jan. & July.	New York.	1880	
1st Mortgage	1,?54,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,?53,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	94½
1st General Mortgage (S. F.)	4.855.000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,?53,500	7	" "	" "	1877	96½
Milwaukee and St. Paul:						
1st Mortgage	4,600.000	7	Feb. & Aug.	New York.	1893	92
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	85
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,?06,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,?63	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508.070	8	Jan & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	1?2,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	98½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'6	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1899	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	107
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	1
" " ["]B & N. F.	78,000	6	" "	" "	1883	7
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1888	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	120½
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	95½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	154
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	93
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$329,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	360,000	10	" "		1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	101
2d Mortgage (now stock)						70
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	84½
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		80
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	138,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94
" 1861, "	106,000	6	Jun. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	93
" 1848, "	101,000	6	" "	"	1880	93
1849, "	67,000	6	" "	"	1880	93
1857, (convertible)	415,500	6	" "	"	1886	116⅝
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	89½
Bridge Bonds	164,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,230,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	122
2d Mortgage	937,500	7	" "	"	1863	51½
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	76
2d Mortgage	16 000	7			1868	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	550,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	86
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	79
Toledo, Peoria & Warsaw:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				73
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	118
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	38
Vermont and Massachusets:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	98⅜
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100⅜
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	—	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,366	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,725	166,189	—	.....
31 Aug '66	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '65	76.2	8.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	—
31 Dec. '65	66.0	20.0	5.9	14.0	5	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871.742	86.0	202,567	306,766	53,204	5	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000 000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	115½
30 Nov. '65	59.4	7.0	8.2	—	13	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,398	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,282	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	168 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	63	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,488	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	628,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	10	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	439,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	111½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,77 552	2,670,210	2,070,679	10,193,010	5,754,406	204,267	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	1324
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,396	39,680,452	930.0	.....	6,820,750	1,902,272	—	82½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,266,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	111½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,486	7,181,208	2,174,924	10	129½
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,982	4,970,931	111.0	224,563	880,333	250,169	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	51½
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	52½
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,042	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	85½
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Clevoland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	86½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,938,150	*	967,278	1,925,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 673,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	200,813	412,156	162,268	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	237,532	4,375,998	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	— }	14	13	225	} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	66.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	96
30 Jun. '66	135.0	119.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	435,051	12,754,346	334 0	959,947	3,143,189	1,592,065	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,330	86.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570.452	1,040,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	.....
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	115½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,600	8,537,175	663,971	19,672,846	523.8	2,181,615	4,686,448	1,936,788	6	133½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	995,992	6,331,899	236.0	.....	834,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	50
28 Feb, '65	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	286,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,189	267,804	—	.....
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,623,186	283.0	831,433	1,794,356	400,826	—	—
28 Feb, '66	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4,819,490	119,738	—	.....	4,500,000	62,062	4,939,228	114.0	.....	158,200	loss.	—	—
Sep. '64	86.5	3.0	8 2	—	16	13	219	*St. Louis and* on Mountain	5,437,063	360,029	—	1,971,222	3,501,000	49 558	6,352,109	90.1	238,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '66	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	104
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	50
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	14½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	110½
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,968,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,000	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	141
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,759	4,500,000	—	765,740	5,913,783	83.6	669,234	1,697,164	537,057	10	148
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¾	67
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	112
30 Nov. '65	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	117½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	391,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	514,951	71.0	185,647	300,394	51,227	8	120
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,746	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,436,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	103
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Op	er. by B.	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	86.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered to the C	ommon	wealth.)	—	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	62
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,529	453,041	16,348,806	218.0	1,358,514	3,431,584	1,220,658	10	146
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	451,506	183,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	65½
31 Mar. '66	28.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	115
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	.....	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	110
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124.2	.....	6,274,657	1,702,359	10	129
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	128
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	38.8	—	—	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,523	10	128
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,600	260,000	64,521	483,321	21.2	103,815	185,932	26,874	—	.....
31 Dec. '65	65.0	16	.....	—	—	—	—	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,644	loss.	—	65
31 Dec. '65	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118.123	5½	46½
31 Dec. '65	88.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588.400	400,000	288,000	1,376,400	—	—	255,593	56,593	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	8,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,106,800	22,370,982	4,299,762	53,291,895	807.0	6,539,028	15,434.775	5,066,511	4	85½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,284,586	150.0	1,602,279	4,452,380	994,668	8	128½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,666	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,048	13,975,524	2,694,714	6	119½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,093,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	99
30 Sep. '65	118.0	4.0	18.0	—	26	25	358	Ogdensburg & L. Champlain	3,850,072	831,651	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	76½
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	57,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,887	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	898	Rome, Watert'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensse	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"		"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,685	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	33,548	185,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,570	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep.	'60	161.5	15.0	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep.	'59	161.9	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,066	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	225,060	6,843,260	191.2	967,820	2 386,132	663,205	10	115
31 Oct. '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,661	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,176	Cleveland and Pittsburg	9,320,168	*	354,145	5,468,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	93½
31 May '66	109.1	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	119½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	239,980	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	329,932	119,032	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,818	4,972,746	205.9	846,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	238	Sandusky, Mansfield & New'k	2,189,890	*	38.934	898,204	1,291,800	88,820	2,228,824	125.0	241,240	382,807	166,133	—	.....
31 Dec 64	242.4	—	.....	—	48	18	989	Toledo & Wabash	0,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,322	945,192	3½	55½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress of construct.	Equipment. Cars. Engines	Passengers.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with. trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.6	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,959	Atlantic and Great Western	46,606,575	*	*	13,441,150	30,000,000	1,780,588	48,080,750	420.0	2,647,709	5,811,293	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	415	Catawissa	3,634,000	*	*	3,350,000	279,000	———	3,629,000	69.5	240,418	370,223	149,587	—	37½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,380	74.0	180,698	4	140,779	8	85½
31 Oct. '65	113.0	* 4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,115	———	10,247,050	3,491,500	732,585	14,481,135	204.5	1,437,358	1,733,320	38,671	15	152
31 Oct. '65	36.0	1.7	7.7	—	9	6	85	East Pennsylvania	1,273,765	161,589	———	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	———	1,000,000	1,620,000	Leased to North. Cen.				302,872	580,978	loss	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	———	600,000	400,000	———	1,000,000	18.5	143,538	454,480	138,688	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	———	664,300	1,250,000	300,000	2,214,300	88.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	———	1,182,550	700,000	———	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	———	1,809,565	500,000	100,000	2,409,565	32.0	30,575	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	———	685,130	1,436,052	389,318	2,510,500	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	———	1,335,000	2,276,725	121,409	3,733,134	82.0	173,057	683,016	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	———	6,632,250	1,477,000	———	8,109,250	87.5	647,080	3,049,860	1,851,630	10	67
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,285	*	———	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	35
31 Oct. '66	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	———	3,708,200	———	———	3,708,200	("	"	"	")	8	58
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	135,031	3,150,150	3,105,785	218,186	6,529,199	69.8	318,861	875,064	412,353	—	39½
31 Dec. '65	354.8	58.7	173.4	—	352	141	5,999	Pennsylvania	28,434,310	5,575,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459,169	4,189,111	10	57½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristt'n	1,139,079	268,459	———	1,476,300	183,000	———	1,659,300	24.0	311,491	650,739	336,376	8	61
31 Oct. '65	287.0	—	55.0	—	89	58	1,116	Phila. and (Sunbury) Erie	17,682,766	———	———	5,669,450	13,000,000	2,000	18,671,450	(oper. by Penn. R.R. Co.)				—	32½
30 Nov. '65	93.0	59.5	238.3	—	254	68	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,253	20,240,673	6,900,665	———	30,608,075	471.8	3,688,309	11,142,519	4,812,271	10	58½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	———	245,695	999,200	200,000	———	1,199,200	28.2	177,433	1,030,438	346,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	983	Phila., Wilmington and Balt.	5,362,122	744,425	1,562,695	8,973,300	516,000	452,886	10,669,242	197.0	981,465	3,884,609	1,046 804	10	5 ½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820	———	1,774,773	1,500,000	64,208	3,784,101	72.0	272,488	394,363	139 861	—	—
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,581	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,973	8,489 062	3,283,547	10	110
31 Dec. '65	23.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,173,773	112,824	———	500,000	791,597	Lease'd to North. Cen.				144,006	316,498	116,006	4	40
31 Oct. '65	28.4	—	3.5	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	———	684,036	962,300	150,840	1,777,176	28.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	———	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	———	1,755,281	500,000	———	———	62.0	340,600	625,641	169,323	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	125,266	197,905	1,009,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	178	Charlotte and South Carolina	1,719,045	*	———	1,201,000	384,000	———	———	109.6	----	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	———	1,429,008	1,145,000	345,546	———	164.5	----	341,190	125,871	----	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	———	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96 145	—	—
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	———	505,214	514,600	99,110	1,137,707	47.6	----	29.967	19.187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	———	1,289,673	2,020,000	200,000	———	140.0	----	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	———	536,654	1,902,000	890,407	———	130.3	150,142	297,806	149.167	—	—
30 Jun. '65	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,083,891	291.0	406,051	1,274,707	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141.144	———	570,000	1,361,000	145,000	———	———	----	----	----	—	—
1859	100.0	—	30.0	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	———	298,721	740,000	———	———	———	----	----	----	—	—
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	———	798,285	554.949	519,518	———	59.4	69,870	177,256	60.029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	———	317,447	652,500	22,369	———	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	———	141,894	406,000	5,000	———	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,982	*	———	2,056,544	1,731,000	———	———	159.0	----	734.118	337,384	6	—
1859	----	—	----	—	----	----	----	Nashville and Northwestern	———	———	———	———	———	———	———	———	----	----	----	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	———	595,922	860,000	204,544	———	45.8	57,960	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	———	———	———	216,962	413,000	405,477	———	30.0	----	1,248	----	—	—
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	———	———	———	———	———	———	———	32.0	----	----	----	—	—
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	———	———	———	———	———	———	———	56.0	----	----	----	—	—
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	———	———	275-000	240,000	171,560	———	50.0	31,300	32,670	----	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	———	455,000	975,000	369,000	———	70.0	102,200	282,846	196,568	—	—
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf.	———	———	———	———	———	———	———	25.0	----	----	----	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605.700	136,003	3,081,460	105.0	172,500	490,577	175,993	—	—
31 Aug. '65	119.6	—	16.0	—	26	25	588	Rutland and Burlington	3,991,705	556,275	———	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '65	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,685	———	1,097,000	———	———	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	———	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941,045	262,887	—	—
31 May, '65	47.0	8.5	4.1	9.7	———	———	———	Vermont and Canada	1,687,500	———	———	1,687,500	———	———	1,687,500	oper. by Vt. Central				8	103
Jun. '65	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	———	516.164	793,200	———	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '65	59.0	5.5	3.0	—	—	—	—	Western Vermont	1,983,500	*	———	332,000	700,000	———	———	oper. by Troy & Bost.				55,862	----
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42.000	———	1,403,015	36,185	88,131	1,534,194	———	----	----	----	—	—
30 Sep. '59	77.8	8.9	3.8	165.6	9	5	221	Manassas Gap	2,942,548	210,680	———	2,969,861	775,500	118,789	———	113.7	703,084	156,302	42.062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,006,873	122,156	———	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	———	468,605	5,719,229	———	———	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	———	———	———	2,063,655	2,517,500	590,056	———	167.7	270,846	450.427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,990	———	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410.166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	———	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,658,500	775,142	8,711,091	191.7	----	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	———	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	———	835,750	204,808	26,853	———	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	—	Richmond and York River	704,840	20,554	———	657,812	85,000	———	———	23.7	12,542	----	----	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52.926	1,639,648	80.0	----	240,446	121,053	7	—
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	289 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	196.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	———	3,400,000	6,250,000	———	9,650,000	370.0	1,125,571	2,113,118	508 555	—	61½
31 Dec. '65	191.0	44.0	28.3	—	42	30	702	*Milwaukee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,003	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	———	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	———	11,750,000	188,000	———	11,938,000	16.10	----	236,796	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,482,500	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	27,310,345	*	———	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	—
31 July '63	229.0	116.5	63.0	—	92	126	1,689	Great Western	28,933,760	*	1,250,000	16,802,746	9,281,435	———	26,084,180	357.0	----	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	———	———	———	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	———	4,658,706	———	———	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,492,748	102,338	———	1,380,000	18,100	136,000	1,709,232	60 0	----	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	----	—	20	18	160	Nova Scotia	4,278,401	*	———	4,278,281	———	———	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec 63	8..		----	—	11	22	120	Pan ma	9,900,000	*	849	5,000,000	76,000	———	10,763,723	48.7	----	917,435	1,328,924		270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	65
Chicago & Alton (preferred)	2,425,400	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	82
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,573,300	10	10	77½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	86½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	65
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	41½
" " (2d pref.)	3,819,772	7	3	22
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100½
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	75½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	78
Toledo & Wabash (preferred)	984,700	7	7	77
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1836	96
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----------	18...	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	92
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb RR.	----------	--	----------	------	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	93
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----------	------	90
Boat Loan	99,852	6	----------	------	93
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	83
Improvement	1,801,670	6	M. & N.	1876	90
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1888	23½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	87
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	88
Delaware and Hudson	100	10,000,000	10	159½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,091,700	10	58½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,026,000	10	84
" (preferred)	100	1,175,000	10	123
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	27½
" " (preferred)	50	2,888,988	—	36½
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----------	----	2
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	52 —	@ 54 —
Pig, American, No. 1		50 —	@ 51 —
Bar, Refined, English		96 —	@105 —
Bar, Swedes, assorted sizes (in gold)		95 —	@100 —
		Store Prices.	
Bar, Swedes, assorted sizes		— —	@170 —
Bar, English & American, Refined		— —	@120 —
Bar, English & American, common		— —	@110 —
Scroll, English		150 —	@200 —
Ovals and Half round		145 —	@155 —
Band, English		— —	@150 —
Horse Shoe		145 —	@155 —
Rods, English		125 —	@180 —
Hoop, English,		160 —	@220 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— 23	@ — 24
Sheet, English, Single, Double and Treble		— 6½	@ — 8
Rails, English (gold)	per ton	55 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½	@ — 24
English Spring (1st & 2d qlty.)		— 11½	@ — 13
English Blister (1st & 2d qlty.)		— 12½	@ — 20
English Machinery		— 14	@ — 16
German		— 15½	@ — 17½
American, Blister		— 11½	@ — 13½
American, Cast, Hammered		— 18	@ — 22
American, Cast, Rolled		— 13	@ — 15
American Spring		— 11	@ — 12½
American Machinery		— 14	@ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 43	@ — —
Sheathing, Yellow		— —	@ — 32
Pig, Chile		— —	@ — —
Bolts		— 43	@ — —
Braziers'		— 43	@ — —
American Ingot (cash)		— 30	@ — 30½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		6 75	@ — —
German Refined		6 87½	@ 7 —
English		7 —	@ — —
Bar	per lb.	— —	@ 11 —
Pipe and Sheet		— —	@ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb.	— —	@ — 24
Straits (gold)		— 21	@ — —
English (gold)		— 21½	@ — 21½
		Gold.	Currency.
Plates, I.C. Charcoal, p. box		9 75 @ 10 37½	14 50 @ 15 —
Plates, I. C. Coke		7 — @ 9 25	10 25 @ 13 75
Plates, Coke Terne		7 25 @ — —	10 75 @ 11 —
Plates, Charcoal Terne		9 75 @ 10 —	14 50 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	7 —	@ 7 25
Clinch (cash)		— —	@ 8 50
Copper		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 32
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 21	@ — 22
Refined, free L. S. to White		— —	@ — 53
Refi'd, in bond, prime L. S. to White		— 35	@ — 35½
Refi'd, in bond, Standard White		— —	@ — 36
Naptha, Refined (60@63 gravity)		— 27	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	Th 25	F 26	Sat 27	M 29.	Tu 30	W 31
Atlantic M. S. S. Co	106½	109½	109	108	113½	112
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	119	119	----	----	----
Canton Co.	53½	----	----	----	55	55
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	112½	111½	112	111½	111½	
" " pref.	----	----	----	----	----	----
" " 1 M.	100½	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	54½	57½	57	57½	57½	60½
" " pref.	80	80	80	80	80½	80½
" " 1st M.	88½	----	---	89	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	86	86½	----	----	86½	86½
Chicago & Rock Isl.	109	109½	109½	109½	110½	111
" 1st M. '70.	102	102	----	----	102	----
Clev., Col. and Cin.	113	----	----	----	----	----
Clev. and Pittsburg	91½	92½	92	92	93½	93
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	78	----	----	----
Clev. and Toledo	119½	120	120	119½	119	119½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	58½	59½	61½	62	64½	67
Del. & Hudson Canal	160	159½	----	----	160	159½
Del., Lack. & West.	152	----	----	----	----	----
" " 1 M. 8 p.c. '71-5.	100	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	81½	83	84½	84½	85½	85½
" pref.	85½	85	----	86	----	86
" 1 M. 7 p.c. '67	----	----	105	----	----	----
" 2 M. 7 p.c. '79	103	----	104	----	104	
" 3 M. 7 p.c. '83	99½	----	----	----	----	----
" 4 M. 7 p.c. '80	94	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	127	125	----	126½	126½	----
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69.	102½	102½	----	102	----	102½
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	125½	125½	124½	124	125	125½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	41	----	----	----	41½
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	14½	14½	14½	14½	14
Michigan Central	114½	----	----	114½	114½	114½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	110	----	----	----	----	----
M. S. and N. I.	92½	92½	92½	92½	92½	92½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	100	99½	99½	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	100	----	100½
" " 1st pref.	99	----	----	----	----	----
" " 2d pref.	----	87½	88	89	90	----
" " 1st M.	98½	----	----	----	----	----
Milw. and St Paul	62½	62½	----	62½	62	61½
" " pref.	76½	76	76½	75½	----	75½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	----	82½	82½	82½	83½	----
" iss. to H. & St. J. R.	----	85	----	84½	----	----
" " Pacific	82½	83	----	----	83½	85
New York Central	119½	119½	119½	119	119½	118½
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	107	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	96½	----	----	----
" 6s, S. F. '87	----	96	95½	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	83½	----	----	----	----
" ex-coupon	----	60	60	----	59	59
" new	61½	61	59½	----	----	60
Ohio & Miss. cer.	33½	33½	33½	33½	33½	33½
" " pref.	----	80	80	80	----	----
Pacific Mail S.S. Co.	218	218	222	230	234	238
Panama	----	----	----	----	----	----
Phila. and Reading	116	116	116	116	116½	116
Pitts. Ft. W. & Chicago	109½	109½	109½	108½	109½	109½
" 1M.	104	----	----	----	----	----
" 2M.	----	----	----	----	----	97
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	55½	56	55½	56	56½	56
St. L., Alton & T. H.	43½	44	44	48½	48½	49
" pref.	----	----	75	76	----	76
" 1M.	----	----	----	----	----	----
" 2M. pref.	----	----	----	----	----	----
" Inc. b'ds.	80	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	----	72½	----	71½	----	72½
" new	72½	72½	72	71½	----	72½
Tol. Wab. & Western.	52	52½	53	53	53½	54
" Pref.	----	75	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	82	82	----	82	82½
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	68	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	Th.25.	F.26	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	114	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg. 105¼	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	105¾	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup. 100	....	100	99¼	100	100¼	
U. S. 5s, 10-40s, reg.	....	100¼	....	....	....	....
U. S. 6s, 1881, reg. 113¼	113¼	....	....	....	....	....
U. S. 6s, 1881, cou. 113¼	113¼	....	....	....	....	....
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ¼y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862 114¼	114¼	114¼	114¼	114¼	114¼	
U. S. 6s, 5-20s, c. 1864	110¾	....	110¾	110¾	111	
U. S. 6s, 5-20s, c. 1865	111	111¼	111¼	111	111¼	
U. S. 6s, " reg. 106¼	....	106	106	....	106	
7.30 Notes, 1st series. 106¼	106¼	106⅝	106⅝	106⅝	106⅝	
" " 2d series. 106⅝	106⅝	105⅝	105⅝	105⅝	105⅝	
" " 3d series. 105½	....	105⅝	105⅝	105⅝	105⅝	
American Gold 146¼	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	W.24	Th.25	F.26.	Sat.27.	M.29.	Tu.30
Cattawissa	....	....	....	....	....	....
" preferred 31½	30½	30½	30½	29½	28	
Camden & Amboy 129½	129½	....	....	....	129	
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	....	92	92¼	
" " 6s, '89	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	57¼	....	57¼	....	57¼	
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	....	....	54¼	....	....	....
" " " 6s, '84 92¾	92¾	....	....	....	....	
Lehigh Valley R. R. 67¼	67¼	....	....	....	67	
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	....	35	35	
" " 7s	....	....	....	....	....	....
Long Island	31	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	58	....	....	58	....	
Morris Canal	....	....	84	....	....	
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	39¼	....	....	39¼	....	
" " 6s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central 48	48	48¾	49¼	49¼	49¼	
Pennsylvania R. R. 57¼	57¼	57¼	57¾	58	58	
" 1st m.	....	....	....	....	....	....
" 2d m.	....	....	....	97	....	
Penn. State, 5s	96¾	....	97	....	....	
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	97¼	97¼	97¼	97¾	....	
" " new 101	101¼	101	100⅞	101¼	101¼	
" " munc 101	101¼	....	....	....	....	
Philad., Germ. & Nor.	....	....	....	....	....	61
Phila. & Reading 58	58	58	58¼	58¼	58¼	
" " 6s, '80	....	....	....	....	....	....
" " 6s, '70	....	....	....	94	....	
Philadelphia & Erie	32¼	32¼	....	32¼	....	
" " 6s 92	....	92	....	....	....	
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation 26¼	28¼	....	28	....	....	
" " pref.	....	36¼	....	....	....	....
" " 6s '82	83¾	....	84	....	....	
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal 14¾	15¼	....	....	15¼	15¼	
" " 6s '78 66	66¼	67¼	....	....	68	
Union Canal, pref.	....	....	....	....	....	....
" " 6s '88	23¾	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	55	....	58	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	16¼	15¼	....	15¼	15	
Chestnut & Wal. "	....	....	55	55	....	....
Green & Coates, "	....	....	30¼	31	....	....
2d and 3d streets, "	....	90	....	....	....	....
Spruce & Pine, " 36	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	W.24	Th.25	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	....	....	....	....	97¼	....
" " 1886	....	....	....	97¼	97¼	....
" " 1870	....	....	....	....	....	....
" " 1890	....	....	98¼	98	98¼	98¼
Balt. and Ohio	....	....	....	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	99	....	97	....
" " " '80	....	....	99	....	....	....
" " " '85	....	....	....	....	....	....
Northern Central 47¾	....	....	....	49¼	49¼	
" " b'ds, '85	88¼	88¼	....	88¼	....	
" " " 95	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	Th. 25.	F. 26.	Sat 27.	M. 29.	Tu. 30.	W 31
Boston and Lowell 111¾	....	....	....	110¾	....	
Boston and Maine	....	131	....	131	....	
Boston and Providence	....	....	....	....	....	....
Boston and Worcest.	....	148	....	....	....	....
Cheshire, pref. 65¾	65	65	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River 111	....	....	....	....	111¼	
Eastern, Mass.	....	112¾	....	....	112	
Eastern, N. H.	....	....	....	....	....	....
Fitchburg 118¾	....	117¾	....	....	....	....
Manchester & Lawr'ce. 115	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H. 110	....	110	....	....	....	....
Old Colony & Newport. 104¾	104¾	....	104	103¾	105¾	
Ph., Wil. & Baltimore	....	57	....	....	56¾	
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada 103	105	....	....	....	103	
Vermont & Mass. 63¾	....	61	....	62	62¼	
Western	147	148	....	....	146	
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	94¼	....	94¾
Metropolitan " 56	....	55¾	55	....	56	
Middlesex "	....	....	....	50	....	
Central Mining Co.	....	....	....	....	....	....
Copper Falls " 45	45	44¾	44¾	45¾	46¾	
Franklin " 53	51¾	54	53¾	53	54	
Huron "	....	43	....	....	43	
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota " 17¾	....	....	17	....	18	
Pewabic " 33¾	....	33	34	33	33	
Pittsburg "	51¾	....	....	51	51	
Quincy " 49¾	....	48	49	48	49	
Rockland	6	6	....	6¾	7¾	

London Stock Exchange.

The following were the closing prices for American Securities on the 12th of October.

United States 5-20 yrs., 1882, 6 per cent	71 @ 71¼
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	68 @ 70
Do. Pennsylvania, 1st mort., 1877	70 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	40 @ 45
Erie shares, $100 (all paid), 8 p. c	48 @ 49
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	78 @ 79
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	78 @ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	63 @ 65
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, November 3, 1866.

Stock Exchange and Money Market.

There is a steady accumulation of capital at this centre available to borrowers on call at remarkably uniform rates of interest. There is less speculative activity at the Stock Boards, calling for a diminished volume of loans. Speculation at the produce exchange has burst forth with renewed vigor, chiefly on Western account, fostered by the unexpected relaxation in money in the interior, whence the reports, since our last, have all been of a comparative abundance of currency. Call loans here are quoted at 3@4 per cent. on Government securities, and 4@5 per cent. on railroad collaterals. Lenders are less partial to commercial paper, evincing no disposition to discount other than strictly prime to good short date obligations, which are done at the old rates of 5@6 per cent. to the full extent of the offerings of such notes, which are very moderate indeed. The last weekly local bank statement is regarded as an unexpectedly strong one, and is interpreted as indicative of a tendency to greater ease in the loan and discount market. A loss of $1,243,281 of deposits, and of $560,544 of the legal tender reserve is offset by an increase of $476,752 in specie, a reduction $4,410,340 in the item of loans, and of $171,803 in the circulation. The reduction in the loans has resulted from the falling off in the demand for accommodation, and not from voluntary contraction on the part of the banks. The surplus of legal tender over and above the required 25 per cent. to liabilities is still about twenty-three millions of dollars. The gain in specie is due mainly to the disbursement of the Treasury, toward the close of last week, of a million dollars in coin, for the purchase of foreign exchange for diplomatic purposes. The dry goods houses are making more long date paper, which the banks, as well as private lenders, commendably treat with very little favor. An expansion of credits in this direction is regarded as imprudent, and likely to prove injurious to all interested parties, by fostering a disposition to allow stocks of produce and merchandise to accumulate beyond the requirements and absorbing power of the market, and to an extent sure to end in a disastrous revulsion and depression of values. The city bank deposits are now $223,840,572, against $173,624,711 same time last year. Their legal tender reserve amounts to $78,064,925, against $46,427,027 same time last year. Their circulation now stands at $30,243,437, against $12,923,725 same time last year. The loans are now $274,725,456, against $219,965,639 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $127,044,006 a day, against a daily average of $137,453,666 the preceding week; and $128,180,293 the week ending with Oct. 13. The current week's exchanges average about $126,352,667 a day.

National Bank notes to the amount of $459,385, were issued last week, making the total issue to 1,662 banks thus far $294,836,689, against $282,555,440 at the close of the last fiscal year, June 30, 1866. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $336,883,550; and for the public deposits, $39,238,950—making a total of $376,122,580. The Treasury Department, last week, destroyed $370,386 of worn and mutilated fractional currency, and issued $586,500 worth of new. The National Bank of the State of Missouri, at St. Louis, capital $3,410,300, was authorized on Tuesday. This bank waives the right to circulation. The National banks of the country, in their quarterly statement to Oct. 1, make their loans and discounts, $601,238,808. U. S. bonds and securities, $426,657,350. Specie on hand, $8,170,835. Legal tenders, $205,770,641. Capital stock, $415,278,969. Surplus paid, $53,359,277. National circulation, $280,129,558. Individual deposits, $563,510,570. United States deposits, $30,420,819.

The U. S. Sub-Treasury receipts, week ending with Oct. 27, were $18,575,927, including $2,460,886 from customs duties; payments, $19,082,536; balance at the close of the week, $100,784,027, against $101,290,635 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $5,641,219, and payments, $5,995,147. Tuesday, receipts, $2,539,329, and payments, $507,662. The balance at the close of business on Tuesday stood at $102,461,766 against $101,339,845, a week ago. The balance in the U

S. Sub-Treasury, Boston, at the close of last week, was $14,512,173, including $11,566,271, against a total of $13,373,041 at the close of the preceding week.

Government received from excises, last week, about $4,000,000; customs at the port of New York, $2,460,886 at the outports, at least $750,000 (in coin) more, making the grand total income for the week equal to about $8,656,000 in currency, against disbursements of $3,190,880 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $123,000,000.

The extremes of Gold, the past week, have been 147⅞ and 145⅜, and the closing price on Wednesday, 146½, or nearly one per cent. lower than on the preceding Wednesday. The speculation, throughout the week, has been essentially a weak one, in view of the liberal receipts from Europe and California, and of the impending heavy disbursements from the National Treasury, on account of the November coin interest on the public debt. The demand from importers for exchange and Custom House purposes has been the main reliance of the speculation. The customs demand last week, averaged $410,144 a day; thus far, this week, it has been equal to $411,500 a day, or equal to a weekly aggregate of $2,469,000. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $126,330, and from California $1,259,372. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $114,827,636, against $83,390,517 same time last year. The total receipts of California gold at this port since Jan. 1, have been $36,616,885, against $16,209,234 same time last year, showing an increase, in 1866, of $20,407,151. The exports of specie from this port, last week, were $458,198, and thus far this week 163,425, making the total outflow of specie from the port, since Jan. 1, $54,638,333, against $25,184,118 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the September coin interest on the public debt, chiefly on the Ten-Forty Loan, $25,019, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $31,977,008, against $32,473,604 same time last year. The specie exports from San Francisco from Jan. 1, to Oct. 5, reached $35,041,896, against $34,625,11[illegible] same time last year.

From San Francisco the combined exports of treasure and merchandise during the past nine months, compared with the same period of 1865 were as follows:

	1865.	1866.
Mdse exports	$10,105,919 31	$12,171,631 00
Treasure exports.	33,111,365 37	34,688,432 85
Totals	$43,217,284 68	$46,860,063 85

The receipts of treasure from all sources at San Francisco, through regular public channels, during the past nine months have been as follows:

From California, Northern Mines	$18,711,783
From California, Southern Mines	3,418,436
From Nevada	11,063,218
From Coastwise Ports, Oregon, etc	4,416,010
Imports Foreign, British Columbia, etc	2,031,801
Total	$39,641,248

During most of the week, business operations in Foreign Exchange indicated a growing demand and strengthening market for prime bills, the supply of which has been comparatively moderate. There was less buoyancy apparent toward the close, and the turn of prices was slightly in favor of buyers, though this symptom was regarded as merely temporary. There have been lighter shipments made during the week, both of Government bonds, and domestic produce. Bankers' 60 day bills on London closed at 109⅜@109¾, and on Paris to 5.17½@5.13¾; sight bills on London to 110¼@110⅝; and on Paris to 5.12½@5.10. The offerings of produce bills are restricted. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $4,043,866, against $5,008,602 same week last year. The exports since January 1, have been to the value of $158,268,667, against $132,791,709 same time last year.

Government securities have been in very good demand, since our last, chiefly for home investment, and the gold-bearing bonds, especially the various issues of the Five-Twenties, have been advancing, leading to greater buoyancy also in the currency interest obligations, particularly the first of August series of the Seven-Thirties, which are immediately convertible at the option of the holder, into the latest issue of the Five-Twenties of 1865, July and January. The conversion of this series of the Seven-Thirties is progressing at a satisfactory rate, through the U. S. Sub-Treasury in this city. The conversions are made in the following manner: Interest on the 7-30 notes is credited from August 15, 1866, to date of conversion, at 7 3-10 per cent., and the interest on the 5-20 bonds is charged from July 1, 1866, to date of conversion, at 6 per cent.—difference in interest received in currency. All notes must be indorsed "Pay Secretary of the Treasury for redemption," and indorsed by the depositor. Notes made payable to order must have indorsement verified. The Five-Twenties of 1862 were selling on Wednesday at 114½, or equal to about 110⅛ ex-coupon; and the May and November Five-Twenties of 1865, at 111⅜@111½, which was equal to 107⅛ ex-coupon. On Thursday, they were quoted ex-coupon, and thus dealt in at the Stock Boards, and in the street. U. S. sixes of 1867 closed on Wednesday at 138½; U. S. sixes of 1868, at 136½; U. S. sixes of 1881 114@114¼; U. S. Five-twenties of 1862 at 114½; U. S. Five-twenties of 1865 at 111½; U. S. Five-twenties of 1866, 108⅞@109; U. S. Ten-forties at 100@100⅛, and U. S. Seven-thirties at 105¾@106⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116⅞	May, 1865	111⅝
July, 1864	116⅞	August, 1865	110⅝
August, 1864	115⅞	September, 1865	110⅛
October, 1864	115⅜	October, 1865	109⅝
December, 1864	113⅞		

In railway and miscellaneous property, the week opened tamely, and with symptoms of depressed, which disappeared under the influence of the favorable bank exhibit, and the encouraging monetary advices from the interior, in addition to the advices of continued prosperity in railway traffic, despite the comparative dullness in general business. The speculative temper gained strength towards the close, the market generally leaving off buoyantly, with indications of a further upward movement resulting in part from the increasing volume of speculative ventures by mercantile men, who resort to Wall street operations, hoping thus to make up for the inactivity and heaviness in their legitimate business.

In general merchandise, there is a noticeable increase of activity in Domestic Produce, especially in Breadstuffs, which have advanced very rapidly, on extensive speculative purchases, chiefly on Western account. In the Provision line, there was a sharp corner on the *short* operators in Mess Pork, for October delivery, which resulted in a marked rise in the price of "cash pork;" while all other articles in the line were much depressed. The Cotton interest exhibited more steadiness, with a fair average business, the closing rates for Middlings being from 39@41½ cents per lb. The receipts at the port this week, have averaged over 3,000 bales a day, making the receipts at the port since Oct. 1, 51,688 bales, against exports of 11,153 bales. The receipts since the commencement of the current cotton year, Sept. 1, have been 104,486 bales, against exports of 32,629 bales. Since Jan. 1, there have been received here 511,630 bales, and exported hence 342,565 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 115,000 bales against 300,000 bales same time last year; exports, 59,000 bales, against 137,000 bales same time last year, estimated stock at latest dates, 257,000 bales, against 366,000 bales same time last year. In foreign merchandise, there has been a very moderate movement, and considerable depression in prices. The dry goods trade, is most injuriously affected by the current electioneering excitement, and dullness is the order of the day. Some of the less confident houses are realizing on their supplies through the auction rooms at low figures. The total imports of foreign dry goods, last week, were $3,049,937, and the total amount marketed $2,148,910. The value of foreign merchandise imported last week, was $2,507,840—making the grand total specie value of last week's imports of dry goods and merchandise, $5,557,977, and since January 1, $253,533,286, against $168,539,477 same time last year. The freight market is very quiet, yet steady with 522 vessels of all classes in port. The extraordinary inflation of produce values by speculative operations checks export movements.

The balance in the Sub-Treasury on Wednesday was $92,688,737 92.

The New York exports, exclusive of specie, for the week ending Oct. 30, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$5,008,602	$3,043,864
Prev. reported	127,783,107	155,224,803
Since January 1	$132,791,709	$158,268,667

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$3,403,652	$3,049,937
Gen. merchandise	2,709,225	2,507,840
Total for the week	$6,112,877	$5,557,777
Prev. reported	155,111,710	249,863,403
Since January 1	$161,224,587	$255,421,180

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 16.	Oct. 23.	Oct. 27.
Consols	—@89½	89½	89½
U. S. 5-20's	—@68¼	68¾	68¼
Erie	—@49	50½	50½
Ill. Central	—@78¼	78¼	77¼

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1868@1875, 100⅛; do., 7s, Bounty Loan, 109½; Illinois 6s, 1879, 100; Brooklyn Park Loan, 95; do., Water Loan, 98; Great Western 2d mort., 1893, 75; Chicago and Great Eastern 1st mort., 75; Chicago, Rock Island and Pacific 1st mort., 94; Galena and Chicago 1st mort., 100; New York and New Haven, 115½; do 6s, 93; Long Island, 60; Detroit, Monroe and Toledo bonds, 94½; Morris and Essex 1st mort., 98½; New Jersey Central, 128; Hannibal and St. Joseph, 50; do., pref., 65; Indianapolis and Cincinnati, 85½; Cin., Ham. and Dayton, 85; Norwich and Worcester, 115; Pennsylvania Coal, 154; Central Coal, 56; American Coal, 71; Wilkesbarre Coal, 71¾; Spring Mt. Coal, 80; Wyoming Valley Coal, 37; Ashburton Coal, 14; Spruce Hill, 4; Butler Coal, 20⅛; Mariposa pref., 30½; do., 1st mort., 41½; Brunswick City Land, 8¾; Adams' Exp., 87; American Exp., 80; Union Navigation, 113; Boston Water Power Co., 31½; Western Union Tel., 52½; do., Russian Extension, 97; Rutland Marble, 29; Bank of Commonwealth, 118; Central Bank, 112; 4th National Bank, 111; Bank State of New York, 114; Manuf. and Merchants' Bank, 110; Am. Ex. Bank, 113; Nassau Bank, 109; 9th National Bank, 115½; Union Trust Co., 105; Alpine Gold, 105; American Flag, 3.80; Atlantic and Pacific, 6.00; Bates and Baxter, 3.50; Bullion Consol., 5.25; Burroughs, 0.65; Boscobel Silver, 1.45; Benton, 2.00; Church Union, 3.75; Crozier, 0.59; Consol. Gregory, 14.25; Croydon, 6.00; Columbian, G. and S., 1.50; Consol. Col., 0.39; Des Moines, 1.65; Downieville gold, 2.75; Echla, 3.15; Fall River, 0.75; Gold and Silver, O. S., 4.95; Gunnell, 1.15; Gilpin, 3.25; Gold Hill, 4.10; Hillard G. and S., 0.75; Hiawatha, 0.40; Holman, 0.37; Hope, 1.65; Humbolt, 2.00; Kipp and Buell, 2.25; Keystone Silver, 0.14; La Crosse, 2.75; Liberty, 0.26; Montauk, 0.68; Montana, 0.50; New York, 2.45; Nye, 0.35; Ophir, 6.20; Oak Hill, 0.75; People's G. and S., 3.60; Quartz Hill, 5.90; Rocky Mt., 5.25; Smith and Parmalee, 13.25; Tudor Lead, 2.30; Walkill Lead, 2.45; Manhattan Oil, 0.11; United States, 6.85; Bennehoff Run, 6.80; Mountain, 0.55; N. Y., Ph. and Balt., 0.20; National, 1.50; Buchanan Farm, 0.25; Webster, 0.15; Oil Creek, 0.15.

Philadelphia.—Allegheny County coupon 5s, 76; Pittsburg 5s, 74½; New Jersey 6s, 103; Camden and Amboy, scrip., 47; West Chester 7s, 98½; Baltimore Central bonds, 55½; Harrisburg R. R., 56; Chester Valley, 2½; Tioga R. R., 46; 13th and 15th streets R. R., 20¾; Germantown Pass., 28½; St. Nicholas Coal, 2; Big Mt., 4½; Butler Coal, 18; Penn. Township Bank, 57; McClintock, ⅝; Ocean Oil, 4⅝; Egbert, ¼. The latest quotations are: City 6s, 97¾@98½; do., new, 101⅛@101¼; State 5s, 97@97¼; do., coupon, 97½@98; do., 6s, W. L., 103½@104¼; Phila., Wil. and Balt., 56¼; Reading, 57⅞@58; do., 6s, 1870, 94@94½; do., bonds, 93@93¼; do., con., 116@117; Camden and Amboy, 129@129½; Penn. R. R., 57⅝@57¾; do., 1st mort., 102¼@102½; do., 2d mort., 97@98; Little Schuylkill R. R., 35@36; Morris Canal, 83@85; do., pref., 122¾@123¼; do., bonds, 90@92; Wyoming Valley Canal, 55@57¼; do., 6s, 86@90; Susquehanna Canal, 15@15¼; do., 6s, 68@68½; Sch. Nav., 27½@28; do., pref., 36@37¼; do., 6s, 1882, 83@84⅞; Union Canal bonds, 23@23¼; Delaware Div. Canal, 57¼@58; do., bonds, 92@95; Elmira and Williamsport, 28¾@30; do., pref., 42@44; do., 7s, 1873, 98@99½; do., 5s, 65@68; Lehigh Coal and Navigation, 58½@58⅜; do., bonds, 1884, 93@93½; North Pennsylvania, 39½@40; do., 6s, 92¾@93½; Philadelphia and Erie, 32¼@32⅜; do., 6s, 92@93; Minehill, 58@59; Catawissa, —@—; do., pref., 27¾@27⅜; Lehigh Valley, 66½@67; do., bonds, 97½@98½; Fifth and Sixth streets, (horse,) 49@50; Second and Third, 89@90; West Philadelphia, 71@75; Spruce and Pine, 36@36; Green and Coates, 30@31; Chestnut and Walnut, 54¾@55; Thirteenth and Fifteenth, 20⅜@20¾; Girard College, 28@29; Tenth and Eleventh, 61@70; Union, 40@42; Hestonville, 14¼@14½.

Boston.—Vermont Central 1st mort., 118; do., 2d mort., 38; Boston and Lynn R. R. 6s, 1886, 91¼; Ogdensburg 1st mort., 101; Rutland and Burlington 1st mort., 122; do., 2d mort., 61; Vermont Central and Vermont and Canada Chattle 8s, 104; Old Colony and Newport 6s, 1875, 98½; Central Pacific 7s, 1884, gold, 98@98½; Sandusky, Dayton and Cin. 6s, 1900, 76; Eastern R. R. 6s, 1874, 97; New York and Boston Air Line 6s, 38; Ogdensburg and Lake Champlain R. R., 76¼; Boston, Hartford and Erie, 14½; do., 7s, 51½; Worcester and Nashua, 122¼; Summit Branch R. R., 113¾; Boston Water Power Co., 31¼; Cary Imp., 31¾; East Boston Co., 14¼; Adams Exp. Co., 90; Mt. Pleasant Coal, 26; Boston and Mahanoy Coal, 10; Mammoth Vein Coal, 3¾; Gilberton Coal, 25; Cook Co., Ills., 7s, 98; Chicago 7s, 1881, municipal, 99½; Charlestown 6s, 1874, 100¼; St. Louis 6s, 1886, 86; Salem 6s, 10-50s, gold, 108¼; Portland 6s, 97½; Augusta 6s, 1870, 97; Bath 6s, 97; Haverhill, Mass., 5s, 1874, 95; Massachusetts 5s, 1894, gold, 101; do., 6s, 1876, gold, 111½; Maine 6s, 99¾; Boston 5s, 1871, gold, 105¼; do., 1882, 101; do., 6s, 1877, currency, 102; Rhode Island 6s, 100; New Hampshire 6s, 1871, 99; Boston Gas Light, 755; Cambridge Gas, 100; Pepper Well Petroleum, 1.25; Massachusetts and Oil Creek, 21; Beebe Farm, 3.50; Indian Spring, 0.30; New England, 11; Kipp and Buell Gold, 2.25; Montezuma Gold, 1.45; Bullion Consol. Gold, 5.50; Ophir (N. S.) Gold, 3⅝; Washington Gold, 11; Tudor Lead, 2.30; Walkill Lead, 2.45; Bank of Commerce, 119¾; Blackstone Bank, 128½; State Bank, 112½; Merchants' Bank, 120⅛; Shoe and Leather Dealers' Bank, 137¾; Market Bank, 112¾; 3d National Bank, 109¼; Eagle Bank, 116¾; Boyleston Bank, 139; Bank of Redemption, 111; Hide and Leather Bank, 141½; Atlas Bank, 114¾; Traders' Bank, 101½; Atlantic Bank, 122¼; Revere Bank, 132¾; North Bank, 112½; Tremont Bank, 119¼; Old Boston Bank, 69¾; Hamilton Bank, 120⅛; Eliot Bank, 119; Maverick Bank, 103¾; Suffolk Bank, 114¼; Fanuel Hall Bank, 129¾; Everett Bank, 101; Bay State Mining Co., 14; Concord, 5⅞; Canada, 1⅝; Eagle River, 5; Hancock, 21½; Humboldt, 3½; Madison, 3¼; Petherick, 5; South Side, 1¼; St. Mary's, 1¼; Superior, 3; St. Clair, 8½; Tremont, 1.

Baltimore.—Virginia coupon 6s, 66; do., reg., new, 40; Marietta and Cincinnati bonds, 87¼; Maryland Copper, 0.10; Atlantic Coal, 0.90; Maryland Authracite Coal, 4¼; Santa Clara, 5¾; Baltimore Chrome, 0.40; Bankers' and Brokers' Telegraph, 9½; Bank of Baltimore, 103¾; Union Bank, 63¾; Marine Bank, 31¼; Mechanics' Bank, 161½; 3d National Bank, 106; Exchange Bank, 98; Franklin Bank, 12⅞. The latest quotations are: Balt. and Ohio, 111@115; do., 6s, 1867, 99@100⅜; do., 1875, 99@99; do., 1880, 99@99; do., 1885, 97½@99; Northern Central, 49⅞@50; do., bonds, 1885, 88@90; N. W. Va. 1st mort., 1873, 96@96½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 86⅞@87¼; Central Ohio, 20½@24; do., 1st mort., 82@85; Western Md. bonds, 76@77; do., guar., 96@97; Maryland 6s, coupon, 1870, 100@104; do., Ins., 100@102; do., 1890, 100@102; Baltimore 6s, 1870, 98@100; do., 1873, 96@97; do., 1875, 97@97¼; do., 1886, 97@97½; do., 1890, 98@98¼; do., coupon, 100@100; Park, do., 98@99; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R. R., 17¼@18; Canton Co., 53@56; Gardner, 0.60@0.65; Am. Gas Coal, 1.20@1.50; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 106@108½; Santa Clara, 5@7; Balt. Chrome, 0.40@0.45; Bare Hill, 0.55@0.70; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.45@0.65; Baltimore Coal, 150@190.

Great Western Railway of Canada.

At the annual meeting of this company, held in London on the 10th ult., it was resolved:

That the report and accounts for the half year ending 31st July, 1866, this day submitted, be received and adopted, and that a dividend at the rate of 5 per cent. per annum, free of income tax, be now declared payable in London on 25th October.

It was also resolved:

That the Detroit and Milwaukee Railroad Company be authorized to borrow for a limited period a sum not exceeding $350,000, the security to be given for which loan shall for that period take precedence for interest over the claim of the Great Western Company upon the Detroit and Milwaukee Railroad.

The retiring auditors and directors, having been put in nomination, were re-elected. It was also resolved:

That the thanks of this meeting be given to the Chairman and his colleagues for their attention to the interests of the company.

Lynchburg and Danville Railroad.

We learn from the Lynchburg *News* that the entire amount of $100,000 required to secure the charter of this company has been subscribed; and that a meeting of the stockholders, for the purpose of organizing the company, is to be held in that city on the 15th inst. Only two dollars per share is required to be paid in when the organization can be perfected. There seems now a strong probability of the road being completed at an early day.

☞ The Texas Central railroad will be extended eighteen miles this year. The company are placing the road in good running order, and in a few weeks it will be supplied with everything requisite for a first-class southern railroad.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Oct. 26th, 1866, were $68,231 55
Corresponding week of 1865 ..... 87,282 20

Decrease $19,050 65

The earnings of the Grand Trunk Railway of Canada for the week ending Oct. 20th, 1866 were $151,604 00
Corresponding week of previous year.. 147,107 00

Increase $4,497 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in Oct., 1866..... $25,439 00
Corresponding week previous year..... 27,708 50

Decrease $2,269 50

The earnings of the Western Union Railroad for the week ending Oct. 21, 1866 ..... $23,623 45
Corresponding week previous year..... 24,214 63

Decrease $591 18

The earnings of the Michigan Central Railroad for the 3d week in Oct., 1866, were... $106,970 76
Corresponding week of previous year.. 100,215 96

Increase $6,754 80

The earnings of the Chicago and Rock Island Railroad for the 3d week in Oct., 1866, were $106,327 00
Corresponding week of previous year.. 95,490 00

Increase $10,837 00

The earnings of the Chicago and Great Eastern Railway for 3d week in Oct. were $33,650 90
Same period last year 26,299 95

Increase in 1866 ..... $7,350 95

The earnings of the Detroit and Milwaukee Railroad for the week ending Oct. 18th, 1866, were $48,498 00
Corresponding week of 1865..... 47,854 00

Increase $644 00

The earnings of the Chicago and Northwestern Railway for the third week in Oct., 1866, were $282,236 15
Corresponding week of previous year.. 223,829 83

Increase $58,406 32

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Oct. 1866, were $113,436 00
Corresponding week of 1865 ..... 122,601 00

Decrease $9,165 00

The earnings of the Virginia and Tennessee Railroad for the third week of Oct., were $18,922, an increase of $6,478 on the same week last year. Total for the fiscal year commencing 1st of July, 242 843, an increase of $135,627 on same time of 1865.

The receipts of the Susquehanna Canal Company for week ending Oct. 22d, were $7,173 61; previously this season, $176,346 56—making a total of $183,520 17.

☞ The proposed railroad, connecting Wiscasset, Me., with the Kennebec and Portland Railroad, will be eleven miles in length, and its construction, it is estimated, will cost $380,000—two-thirds of which sum is already subscribed. As soon as the full sum is secured, the work of construction will be begun. A charter covering the route from the K. & P. R. R. to Rockland, passing through Newcastle, Damariscotta, Waldoboro', Warren and Thomaston, has been secured, and these towns are authorized, when $300,000 is raised, to issue thirty-year bonds equal to the amount required for building the road to Rockland.

Journal of Railroad Law.

LIABILITY OF COMMON CARRIERS—HOW FAR IT MAY BE LIMITED BY CONTRACT.

In the case of Heineman *vs.* The Grand Trunk Railway Co., lately decided in the superior court of Buffalo,it was decided that the common carriers, though they cannot by contract shield themselves from liability for their own fraud or their own wilful act or negligence, yet they may contract against liability for that low degree of negligence which is not equivalent to wilful or wanton neglect of duty or recklessness.

The action was brought to recover damages for injuries sustained by a car load of horses while being transported by the defendant for the plaintiff from Stratford, in Canada West, to Buffalo, in this State, under a special agreement. It is charged in the complaint that the defendant "carelessly, negligently, wrongfully and wilfully," run the car containing the horses in question on to a side track of its road, and kept them locked up for four days and nights without food or drink, and by its station agent (no other person representing the company being present), refused to permit them to be unloaded so that they could be fed, it being impossible to feed them while in the car. The conditions were:

"I. The owner of the within mentioned animals undertake all risk of loss, injury, damage and other contingencies, in loading, unloading, conveyance and otherwise.

II. The railway company do not undertake to forward the animals by any particular train, or at any specified hour; neither are they responsible for the delivery of the animals within any certain time, or for any particular market.

III. When free passes are given to persons in charge of animals, it is only on the express condition that the railway company are not responsible for any negligence, default, misconduct or otherwise, on the part of the company or their servants, or of any other person or persons whomsoever, causing or tending to the cause of the death, injury or detention of persons with such free passes, and that whether such passes are used in traveling by any regular passenger train, or by any other train whatever.

I agree to the above conditions.

A. J. Heineman,
Owner or on the owners behalf."

It was also proved that simultaneously with the execution thereof, and about 4 o'clock P. M., plaintiff delivered to the defendant, a common carrier, on board the car mentioned therein, thirteen horses, the property of the plaintiff, also mentioned in said agreement, in good condition, and paid the sum as freight thereon charged, on said horses, from Stratford aforesaid, to Buffalo, in the State of New York, and defendant accepted said freight and received said horses.

The car in which the plaintiff's horses were loaded, was, as soon as they were put into it, locked up by the defendant's agent, who took the key thereof, and said car remained locked, and the key thereof, in the possession of defendant's agents, until it arrived at Buffalo. On the same day, after the usual and declared time for said train to leave Stratford aforesaid, the train of which this car constituted a part, started from Stratford and arrived at Brantford, Canada West, on its way to Buffalo aforesaid, at about five o'clock in the morning of the 16th day of March. The train, when it so arrived at Brantford, was composed of cars, some of which were loaded with produce and dead freight, and others with live stock, including plaintiff's horses. At Brantford aforesaid, said train was broken up by the servants of the defendant, and the cars containing the live stock, including the one containing the plaintiff's horses, were placed upon a switch, or side track, while the cars containing produce and dead freight were made up into a new train, to which the engine, after being detached from the stock cars, was hitched, and proceeded to Buffalo, leaving the cars laden with live stock, including the car containing plaintiff's horses, standing upon the switch or side track, at Brantford aforesaid, until between 10 and 11 o'clock on the morning of the 18th March, when the cars laden with stock, including the car containing plaintiff's horses, were sent by defendant to Buffalo, arriving at that place on the 19th day of March, about noon, when defendant delivered said horses to plaintiff--they having been without food or drink since they were loaded at Stratford aforesaid. While the car, containing plaintiff's horses, remained standing on the side track at Brantford, and soon after the arrival of the train from Stratford, all the employees of defendant, who had been connected with the train departed, none of them remaining in charge of the live stock, except that there remained at Brantford a local yard master, and a local station agent, employees of defendant.

Other trains afterwards arrived at Brantford, from points west of Brantford, composed of cars loaded with produce, and others loaded with live stock, all of which trains, on their arrival, were broken up by defendant's employees, and the cars containing live stock were placed on side tracks of defendant's road, while the cars containing dead freight and produce were made up into new trains and sent on from Brantford to Buffalo by defendant's employees. That while the cars conplaintiffs horses, remained at Brantford, a large number of trains loaded with dead freight and produce estimated at from ten to fifteen trains, came from points west of Brantford, on defendant's road, and passed by the car containing plaintiffs horses while standing on the side track, and went on towards Buffalo.

While thus detained at Brantford, plaintiff frequently, on the 17th and 18th days of March, applied to the yard Master at Brantford aforesaid, and to Mr. Evans, the station agent at Brantford, to have the car containing plaintiff's horses unlocked and unloaded, to the end that the horses could be properly fed and watered, as they could not be fed and watered while in the car, which the said agents of defendant declined to do, or permit to be done. It was proved that plaintiff could have no access to his horses while locked in the car, and until they were delivered in Buffalo.

The usual time of running stock cars from Stratford to Buffalo over defendant's road was from 24 to 26 hours.

The plaintiff having rested his case, the defendant's counsel moved the court for a non-suit.

The court decided that the liability of the defendant must be determined by the laws of the State of New York, and granted the motion, and plaintiff's counsel duly excepted.

The following opinion was delivered by

MASTEN, J.—I understand it to be settled law in this state, at the present day, that railroad corporations engaged in the transportation of property are subject to the absolute responsibility which by the common law, rests upon common carriers; they are except as against loss or injury occasioned by the act of God or of a public enemy, insurers of the safe transportation and delivery of the property entrusted to them for carriage.

In the carriage of living animals, except as to those injuries which result from the vitality of the freight, and could not by care and diligence be prevented, they are bound to the same responsibility as in the carriage of inanimate property.

Common carriers cannot, by contract, shield themselves from liability for their own fraud, or their own wilful act or negligence, but they may contract against liability for that low degree of negligence or want of care on their part, which is not equivalent to wilful or wanton neglect of duty or recklessness.

They may also, by special contract, relieve themselves from all responsibility for injury to or loss of the property entrusted to them occasioned by the negligence, misconduct, fraud or felony of their employees or servants.

When the carrier is a corporation, whose affairs are entrusted to the mangement of a board of directors, it cannot extend to its surbordinate agents or servants, and the weight of opinion seems to be that it does not extend to any officer or agent of the corporation other than the directors. (Dorr *vs.* The New Jersey Steam Navigation Co. 1 Kern. 485; Clark *vs.* Rochester and Syracuse Railroad Company, 14 N. Y. 570; Wells *vs.* The N. Y. C. R. R. Co. 24 N. Y. 180; Perkins *vs.* The N. Y. C. R. R. Co. 24 N. Y. 196, 214; Bissell *vs.* same, 26 N. Y. 442.)

The right of common carriers to restrict their liability to the extent above stated was, after some controversy, finally established in England, and it was the abuse of that right by carriers which led to the passage of "the railway and canal traffic act," by which this right was limited. (Peck *vs.* N. S. Railway Co. 16 Eng. Com. Law R. 1006; Id. 96 Eng. Com. Law R. 958,986.)

As early as Lord Coke's time, it would seem that a common carrier could, by contract, restrict to a certain extent his common law liability (Note, Southcoate's case, R. par 4, p. 88.

But until within the last quarter of a century, the weight of authority in England and in this country, was that "the salutary policy of the common law" did not allow a common carrier, even by special contract, to shield himself from responsibility for the fraud, misconduct or gross negligence of his servants. And the law is so laid down by Chancellor Kent and Judge Story in their commentaries. (2 Kent's Com. 608; Story on Bailments, § 549.)

But as I have already said, it was finally established by the decisions of the courts in England and in this state, that the policy of the common law did not prevent the carrier from exonerating himself by agreement from liability for the negligence of his servants.

In view of the great extent to which the carrying business is monopolized in this country by corporations and combinations, and the power that they possess to dictate terms, it is quite probable that legislative interference will be successfully demanded, as has been done in England.

Indeed I see in the Civil code, which has been reported by the commissioners, a provision that "a common carrier cannot be exonerated by any agreement made in anticipation thereof, from liability for the gross negligence, fraud or wilful wrong of himself or his servants."

The commissioners have I think divided negligence into degrees too refined for practical purposes.

The injury to the plaintiff's property, for which this action is brought, was occasioned by the wilful misconduct of the defendant's servants and against responsibilities for which it was lawful for the defendant to contract.

This brings us to the construction of the special contract of carriage between the parties.

The law being settled, the contract is to be construed according to the intent of the parties to be gathered from the language used, giving, if possible some force and effect to every word made use of as evidence to some extent of their interest.

The contract is, "the owner of the within mentioned animals undertakes all risk of loss, injury, damage and other contingencies in loading, unloading, conveyance and otherwise."

These words are very general and comprehensive. I do not see how we can say that they do not embrace all (every) risk (hazard, danger, peril, chance) of loss, injury, damage and other contingencies (casualities, accidents, occurrences), in loading, unloading, conveyance and otherwise (other manner or way) which the plaintiff might lawfully take upon himself and the defendant lawfully throw of itself. If we undertake to limit these general and comprehensive terms, I do not see where we are to draw the line. What have we to draw it by? If I knew of any way upon the principles by which courts must be governed to secure certainty or safety to suitors, to draw the line which the plaintiff contends it should be, I would be pleased to do so.

If we go outside of the writing to ascertain the intent of the parties as an independent fact, I think we would find that the defendant intended to get rid of all responsibility it lawfully could; that to avoid responsibility for the carelessness, negligence and misconduct of its servants was prominently in view, and that the plaintiff was compelled to accept the terms dictated.

Judgment ordered for the defendant upon the exceptions.

☞ The authorities of the State of Wisconsin having filed in the General Land Office a list of lands enuring to the State under the act of Congress, approved April 10, 1866, to aid in constructing a ship canal to connect the waters of Green Bay with Lake Michigan, the Secretary of the Interior has directed that the lands be prepared for approval to the State for that purpose. The commission is now engaged in examining and adjusting the lists of selections, which amount to 200,000 acres.

Interest and Dividends.

The Housatonic Railroad Company have declared a dividend of four dollars per share, free from Government tax, on the preferred capital stock, payable November 1, 1866.

The Toledo, Wabash and Western Railroad Company have declared a semi-annual dividend of 3½ per cent. on the preferred stock, less U. S. tax, payable November 1.

Interest on the Equipment Loan Notes of the Vermont Central and Vermont and Canada Railroad Company, due Nov. 1, 1866, will be paid at the Treasurer's office, St. Albans, Vt.

Holders of the 1st mortgage 7 per cent. bonds of the Indiana Central Railroad Company are requested to present them for payment at the office of Messrs. Winslow, Lanier & Co., 27 and 29 Pine street, November 1, 1866, after which date interest will cease.

The Manchester and Lawrence Railroad Company have declared a semi-annual dividend of 4 per cent., payable November 1.

Central Pacific Railroad.

Upon the completion of the Central Pacific Railroad from Sacramento to the California State line, 156 miles, the entire bonded debt of the company, on which they will have to pay interest, will be as follows:—$1,500,000 7 per cent. convertible bonds, annual interest $105,000; $7,336,000 6 per cent. 1st mortgage bonds, annual interest $440,160, making the total interest obligations, with road completed and equipped to State line, $545,160.

Steel Rails.

The Boston and Providence Railroad have lately laid three or four miles of steel rails on their road beyond Roxbury, and the officers think they are a great improvement on iron rails. In the Spring about ten miles more will be laid. They are pretty expensive, as will be seen from the fact that they cost $170 per ton (landed in Boston,) the same being more than twice the price of iron rails.—*Boston Traveler.*

☞ The report of the President of the James River and Kanawha Canal, just rendered, shows that the receipts of the company have been $415,324 from all sources up to September 30, 1866, and disbursements $296,505—leaving on hand at that date $118,819, of which $18,961 is in bank and agents' hands; $40,000 is in Virginia State stock, and $59,858 is in unavailable drafts, notes, &c., chiefly confederate currency.

☞ Work on the Knoxville and Kentucky Railroad is being pushed forward with energy. When the road is finished, and the Lebanon Branch Extension of the Louisville and Nashville Railroad constructed, there will be a direct through route from Louisville to Knoxville.

☞ An excursion party has started for Fort Riley, Kansas, to celebrate the opening of the Union Pacific Railway (Eastern Division) to that point.

☞ About 120 miles of the third rail on the Great Western Railway of Canada is now laid; the whole to be completed by the 1st of January.

☞ G. Jordan, Esq., has been appointed Engineer and Superintendent of the Alabama and Florida Railroad, vice S. G. Jones, Esq., resigned.

Railroads of New Hampshire, 1865.

An abstract of the Report of the Railroad Commissioners, June Session, 1866.

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Length of Road. M.	Gross Earnings. Passenger.	Freight. Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Rate. P. c.
	$	$	$	$	$		$	$	$	$	$	
Ashuelot	201,000	195,000	....	396,000	506,000	32.76	(Operated by Cheshire Railroad Company.)					....
Atlantic and St. Lawrence	2,404,900	3,472,000	....	5,966,900	7,654,089	148.00	254,954	822,376	1,116,113	938,240	177,873	4
Boston, Concord and Montreal	1,800,000	1,050,000	....	2,850,000	3,113,800	93.54	167,715	68,833	245,794	7,319	422,829	287,958	134,871	....
Concord	1,500,000	....	....	1,500,000	1,500,000	34.58	362,491	458,547	46,918	867,957	716,094	151,863	8	
Concord and Portsmouth	....	350,000	....	350,000	350,000	44.00	(Operated by Concord R. R. Co.)					25,000	....	
Contoocook River	200,000	30,000	....	320,000	280,000	14.60	13,950	20,585	562	35,097	19,800	15,297	....	
Cheshire	2,085,925	677,400	....	2,763,325	2,787,443	64.00	191,675	414,926	23,020	629,621	489,362	120,259	....	
Dover and Winnipiseogee	480,000	....	....	480,000	825,199	28.50	(Operated by Boston and Maine R. R. Co.)					29,000	6	
Eastern	492,500	....	....	492,500	525,205	16.55	(Operated by Eastern (Mass.) R. R. Co.)						6	
Great Falls and Conway	370,000	....	....	370,000	....	26.00	33,395	22,153	1,322	57,870	38,325	19,545	....	
Manchester and Lawrence	1,000,000	....	....	1,000,000	1,000,000	26.00	(Operated by Concrd R. R. Co.)					101,242	8	
Manchester and North Weare	200,000	....	....	200,000	600,000	19.00	(Operated by Concord R. R. Co.)			50,340	19,725	30,615	....	
Northern	3,068,400	151,400	14,520	3,234,320	3,068,400	82.20	196,517	411,142	8,069	515,728	399,764	215,974	6	
Sullivan	500,000	750,000	....	1,250,000	1,622,248	26.00	(Operated by Vermont and Canada R. R.)						....	
Wilson	213,000	....	....	213,000	283,226	15.50	.....	.....	.....	14,000	702	13,298	6	
White Mountains	200,000	....	....	213,000	200,000	20.00	(Operated by Boston, Concord and Montreal R. R.)						....	

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JULY 31, 1866.

The receipts on capital account during the half year amounted to £12,950 0s. 3d., and the total receipts to 31st July to £5,168,681 8s. 5d. The aggregate expenditure to same date amounted to £5,207,569 5s. 9d., leaving a balance to the debit of capital account of £38,887 17s. 4d. The outlay on capital account for the half year was £55,675 19s. 3d. This embraced new sidings laid down at Hamilton; new sidings to accommodate the increased oil business at Bothwell; proportion of expenditure chargeable to capital on rebuilding in stone and iron the bridge over the Twenty Mile Creek at Jordan, and completion of the abutments of the Nith Bridge; six new fifteen ton cranes to accommodate the heavy machinery business going to the oil districts; new station at Paris, leased to the Grand Trunk Company, and extensions at various platforms to accommodate increased local business; iron tanks at Hamilton for storage of oil; cost of completion of Yonge street station, Toronto; difference in cost of 75 lb. rails, laid on the Copetown incline in place of the old 66 lb. rails taken up; cost of fish jointing ten miles of main line track, &c., &c.; outlay for new car ferry boat and slip dock for same at Windsor, together with the expenditure on new third rail account. The receipts and expenditure on revenue account were as follows:

Gross receipts		£343,162
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge		150,406
		£192,756
From which there has to be deducted—		
Interest on Government loan	£17,498	
Interest on bonds, &c	31,562	
Loss on conversion of American money	39,806	
Renewal of rails, sleepers, bridges, &c., and plant of rolling mill.	25,341	
Amount paid for losses by the fire at Detroit station	941	
		115,148
Profit on half year's operation		77,608
Add surplus from last half year		11,000
Amounting to		£88,608

From this amount the directors recommend a dividend at the rate of 5 per cent. per annum, free of income tax, which will absorb £85,959 16s., leaving a sum of £2,648 12s. to be carried to the credit of the current half year. The loss on the conversion of American funds for the half year was £39,806 7s. 6d., as against a sum of £54,937 6s. 7d. for the corresponding half year of 1865. The minimum price of gold during the half year was 125⅛, the maximum 166¼, and the average cost at which purchases have been made 135⅛. The following is a comparative table of the receipts and expenses during the last five corresponding half years:

	Receipts.				Expenses.	
Half year.	Passen. mails & sundries.	Freight. and live stock.	Rents.	Total.	Including taxes, insr. & suspension bridge rent.	Per cent-age of gross rcpts.
July,	£	£	£	£	£	£
1862.	93,918	151,607	704	246,229	129,051	52.41
1863.	111,671	180,722	625	293,067	136,270	46.50
1864.	125,282	189,081	577	314,940	140,189	44.51
1865.	139,821	144,028	716	284,565	132,487	46.56
1866.	172,731	169,577	854	343,162	150,406	43.33

The gross receipts for the half year amount to £343,162 7s. 5d., against £284,565 7s. 7d., showing an increase of £58,596 19s. 10d., while the working expenses, exclusive of taxes, insurance, and suspension bridge rent, are 41.47 per cent., against 43.98, showing a decrease of 2.51 per cent. The receipts show an increase in all branches of traffic, but more especially in local passenger and local freight. The through freight would undoubtedly have been larger, but for the efforts which have been made to secure traffic between the Eastern and Western States by the running of freight cars through without change between Chicago, New York and Boston, *via* the Lake Shore, New York Central and Pennsylvania routes. The through business, moreover, has been generally light, and this rendered competition more active and produced lower rates than those obtained the previous half year. Having in view the termination of the Reciprocity Treaty on the 17th March last, and the disturbance to business consequent upon the Fenian raid at the commencement of June, the satisfactory results of the past half year's traffic and the economical manner in which the railway has been managed are especially gratifying. The whole of the rails, fish plates and fastenings required for the narrow gauge track have been shipped to Canada. The iron car ferry boat has been launched. The completion of the narrow gauge track between suspension bridge and Windsor, and of the iron ferry boat for the transport of cars across the Detroit River, will undoubtedly place the Great Western Company in a most advantageous position. It is also obvious that while it will promote the through traffic between the Western and Eastern States of America, it will likewise be the means of affording facilities for trade between the States and Canada and the Lower Provinces. The matters so long in dispute between the Commercial Bank of Canada and this company have not yet been finally adjusted, but the main points of the arrangement have been concluded. All litigation has ceased, and this company's cash account has been reopened at that bank. The Directors regret to announce that a disastrous fire consumed the Detroit terminus of the Detroit and Milwaukee Railroad, on the night of the 26th of April last, by which buildings, rolling stock and merchandise, to a considerable amount, were destroyed. The portion to be borne by this company, after a careful inquiry, is estimated at £19,520, of which about £7,200 will be repaid the Great Western Company by the insurance companies with whom policies were open, and there has also been applied thereto the sum of about £3,700, which stood at the credit of insurance fund account. The sum of £940 19s., being the amount of claims which have been made and settled during the half year, in addition to the above, appears in the revenue accounts, and the balance, when adjusted and paid, will have to be dealt with in a similar manner. The loss to the Detroit and Milwaukee Railroad from this fire is estimated at £30,000, and to prevent inconvenience from this loss, as well as to provide funds for further outlay on capital account for the purposes of the line, a resolution will be proposed to authorize the Detroit and Milwaukee Company to borrow in America and for a limited period a sum not exceeding $350,000, or £70,000 on security, which will take precedence for interest of the Great Western claim upon the Detroit and Milwaukee revenue. It is hoped that the sum thus borrowed will be repaid out of the revenue earnings of that company at an early date. The traffic receipts of the Detroit and Milwaukee Railroad for the half year ending June 30th last, amounted to £150,653, against £147,870 for the corresponding period of 1865, and against £119,567 for 1864.

Signed on behalf of the Board of Directors,

THOMAS DAKIN, President.

London, September 28, 1866.

☞ We learn from the Columbus (Ga.) *Sun*, that iron enough to extend the Girard Railroad twelve or thirteen miles below Union Springs is on the way to that city, and the reasonable probability is that the road will be completed below Union Springs by the last of December. The grading is already completed and cross ties ready, or soon will be for the reception of the iron.

Rutland and Burlington Railroad.

We have before alluded to a proposition to unite the conflicting interests of the 1st and 2d mortgage bondholders of the Rutland and Burlington Railroad. The proposition, as we are informed, is to convert the 1st mortgage bonds, principal and interest, into a guaranteed preferred 7 per cent. stock, which would amount to about $3,200,000, and give each holder of a bond of $1000 seventeen hundred and seventy-seven dollars in a 7 per cent. stock.

For the 2d mortgage bonds, principal and interest, common stock to be issued, amounting to about $2,200,000, giving to each bond of $1000 eighteen hundred and eighty-five dollars in stock. The property is now in the hands of the Trustees of the 2d mortgage, who claim to have a first lien on a portion of the property.

Winslow, Lanier & Co.

BANKERS,

Owing to alterations in progress at their late office,

HAVE REMOVED

to the Rooms lately occupied by the FOURTH NATIONAL BANK,

Nos. 27 and 29 Pine Street.

Interest allowed on Deposits. 1m44

TO CONTRACTORS.

THE PLANS, Profiles and Estimates for the construction of Thirty Miles of the DETROIT AND HOWELL RAILROAD, between Plymouth and Howell, will be completed about the first of November next, and will be open to the examination of those proposing to contract, at the office of the Company at Plymouth Michigan, where proposals will be received for the construction of the earth work, timber work and fencing.

T. T. LYON, President.

Plymouth, Michigan, Oct., 15th, 1866.

CONTRACTORS, TAKE NOTICE.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY have extended the time to Saturday, November 10th, 1866, for receiving proposals for the Grading, Masonry and Bridge Superstructure and furnishing the Cross-Ties, and laying the track upon six miles of the said Company's road, extending from near the Rising Sun village, Cecil county, Md., to the Susquehanna river.

Plans and Specifications of the work can be examined at the office of the Engineer, JOHN M. HOOD, at Port Deposit, Cecil county, Md., and a guide will be furnished to show the work to those desiring to look at the same.

The Engineer purposes to be at the Rising Sun village, on Tuesday, November 6th, and Friday, November 9th.

JOSEPH HUDDELL,
Secretary and Treasurer.

Philadelphia, Oct. 22d, 1866.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS, directed to the undersigned, and endorsed "Proposals," will be received at the office of J. W. Allen, in Bordentown, New Jersey, until Wednesday night, the 14th November prox., for grading and masonry on the PEMBERTON AND HIGHTSTOWN RAILROAD. Profiles, specifications and blanks will be shown at Mr. Allen's office on and after the 29th inst.

ASHBEL WELCH,
Engineer P. & H. R. R.

October 19th, 1866. 3t42

TO CONTRACTORS.

SEALED Proposals will be received by the undersigned until Saturday, November 17th, for the Graduation, Bridge and Culvert Masonry on forty-three miles of the Lebanon Branch Extension of the Louisville and Nashville Railroad, between Crab Orchard, in Lincoln county, and Loudon, in Laurel county, Kentucky.

The work is of the very heaviest character of Earth and Rock Cuttings Tunneling and Masonry, in value about one million of dollars.

Specifications and profiles can be seen at the Company's Office, in Crab Orchard, on and after November 1st.

GEORGE MACLEOD, Chief Engineer.

Louisville, Ky., October 17th.

BARSTOW, EDEY & CO.,

BANKERS and BROKERS,

HAVE REMOVED FROM

No. 30 to No. 36 Broad Street.

OFFICE NO. 16.

L. S. WATKINS.

BANKER,

AND

DEALER IN ALL CLASSES OF

GOVERNMENT SECURITIES and GOLD,

No. 11 Broad Street,

NEW YORK.

Collections made in all parts of the United States and British Provinces.

THE UNITED STATES

STEEL PEN WORKS,

CAMDEN, N. J.

THE ESTERBROOK

Steel Pen Manufacturing COMPANY,

WAREHOUSES, { 51 JOHN STREET, N. Y. / CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

WOOLWORTH & GRAHAM,
Sole Agents.

WANTED—By a Railway Commission House in the City of New York, a thoroughly Competent Salesman. With one having a good trade and acquaintance liberal arrangements will be made. Address P. O. Box 4,955, New York P. O.

BORDEN & LOVELL,

70 and 71 West Street, New York.

GENERAL AGENTS

Borden Mining Company's

CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 138 Pearl St.

Railway Purchasing Agent.

A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent.

References unexceptionable.

Address, "H." P. O. Box 5,314, New York City.

Car Covering or Roofing

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1865.

NOTICE TO BIDDERS

FOR THE

ST. LOUIS AND IRON MOUNTAIN

OR

CAIRO AND FULTON RAILROADS

OF MISSOURI.

THE PROPOSALS shall each state the price bid for the respective Roads, and that they are based upon the following terms and conditions, viz:

First. The price or consideration bid shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually: *Provided*, that all sums bid may be paid at any time prior to maturity, in either cash or the bonds or other liabilities of the State of Missouri.

Second. The Roads and all Rolling Stock belonging thereto, shall be kept in good serviceable condition during the progress of said Roads (respectively) to completion.

Third. Bidders for the St. Louis and Iron Mountain Railroad must agree to finish that Road to a point south of Pilot Knob, to connect with the Cairo and Fulton Railroad of Missouri, in three years, and to the Mississippi river, opposite to or below Columbus, Kentucky, in five years from the date of the sale; and they must also agree to expend in each and every year, in case they become the purchasers, the sum of five hundred thousand dollars in the work of graduation, masonry, or superstructure on said extension.

Bidders for the Cairo and Fulton Railroad of Missouri must agree to complete said Road from the Mississippi river, opposite the town of Cairo, Illinois, or Columbus, Kentucky, to the intersection of the St. Louis and Iron Mountain Railroad line, within three years after the date of sale thereof.

Bids for the Roads must be separate. Those for the St. Louis and Iron Mountain Railroad should be addressed to ROBERT A. WATT, President Board of Commissioners of that Road; and those for the Cairo and Fulton Railroad of Missouri to CHARLES S. RANKIN, President Board of Commissioners Cairo and Fulton Railroad of Missouri, St. Louis, Mo.

Proposals will be received until NOVEMBER 8TH 1866.

By order of the Board.

CHESTER HARDING, JR.
Atty for Commissioners

4141

SALE OF

CAIRO AND FULTON RAILROAD

OF MISSOURI

BY COMMISSIONERS.

THE UNDERSIGNED, who have heretofore given notice of their appointment as Commissioners, and of their authority to take possession of or to buy in the said Cairo and Fulton Railroad of Missouri, together with the Lands belonging thereto, and again to sell the same, do hereby invite proposals in writing, for the purchase of said railroad, and its Lands, Rolling Stock and Appurtenances, in case the undersigned should buy in the same at the sale thereof, as advertised by the Governor of Missouri to take place on the First day of October, 1866. Bids will be received until November 8th, 1866.

CHARLES S. RANKIN,
BERNARD G. FARRAR,
RUDOLPH WEBER,
Commissioners.

9t57

SALE OF

ST. LOUIS AND IRON MOUNTAIN

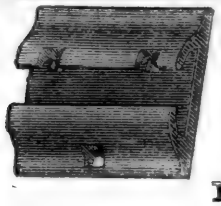
RAILROAD

BY COMMISSIONERS.

THE UNDERSIGNED, who have heretofore given notice of their appointment as Commissioners, and of their authority to take possession of or to buy in the said St. Louis and Iron Mountain Railroad, together with the Lands belonging thereto, and again to sell the same, do hereby invite proposals, in writing, for the purchase of said Railroad, and its Lands, Rolling Stock and Appurtenances, in case the undersigned should buy in the same at the sale thereof, as advertised by the Governor of Missouri to take place on the 27th day of September, 1866. Bids will be received until November 8th, 1866.

ROBERT A. WATT,
CHARLES S. RANKIN
BERNARD G. FARRAR.
Commissioners.

8t37

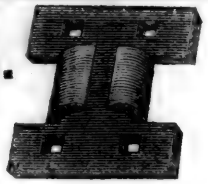


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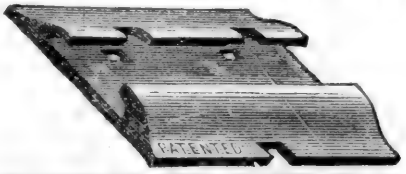
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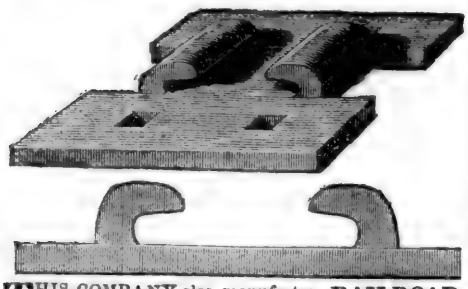
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INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

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ORGANIZED APRIL, 1844.

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For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 10, 1866.

Railroads of Vermont.

The railroads of Vermont are as described in the following list:

	Miles.
Atlantic and St. Lawrence (part)—New Hampshire Line to Canada Line	30.50
Bennington and Rutland—Rutland to N. Bennington (N. Y. State Line)	59.00
Bennington Br.—North Bennington to Bennington	5.50
Connecticut and Passumpsic Rivers—White River Junction to Canada Line	105.00
Rutland and Burlington—Bellows Falls to Burlington	119.60
Rutland and Washington (part)—Rutland to N. Y. State Line	33.55
Rutland and Whitehall—Castleton to N. Y. State Line	6.88
Hydeville Branch—(to Marble Quarries)	1.57
Southern Vermont—Mass. Line to N. Y. State Line	8.00
Vermont and Canada—Essex Junction to Rouse's Point	47.00
Burlington Branch—Colchester to Burlington	8.50
Swanton Branch—Swanton to Canada Line	10.00
Vermont Central—Windsor to Burlington	117.00
Montpelier Branch—(to Montpelier)	2.00
Vermont and Massachusetts (part)—Brattleboro' to Mass. State Line	10.50
Vermont Valley—Bellows' Falls to Brattleboro'	23.69
Total length of railroad in State	588,29

The leading object of the railroads of Vermont is the connection of the seaboard at Boston and New York with Canada. Hence with one exception they converge on the northwest corner of the State, where they unite directly with the lines from Montreal. These roads also connect with the Ogdensburg line to the Upper St. Lawrence. The Connecticut and Passumpsic Rivers Railroad is the exception. This road follows the valleys of the Connecticut and Passumpsic Rivers to the Province Line where it seeks prospective connection with the Stanstead, Shefford and Chambly road now in progress. This route also has its ultimate terminus at Montreal, but it will also have the large trade which the Eastern Townships of Canada are capable of yielding. The table above given will show the general direction of the roads severally. The Southern Vermont Railroad is a link in the great tunnel line which in connection with the Troy and Boston Railroad in New York and the Vermont and Massachusetts and Fitchburg Railroads in Massachusetts will give to Boston a second direct route to the northern interior and lake regions. With these preliminary remarks we now proceed to say a few words on each of the works within the State, basing our statistics on the State Railroad Commissioner's Report, (so far as it goes,) for the year 1864-'65, and presented to the Legislature in October of the same year.

ATLANTIC AND ST. LAWRENCE RAILROAD.

About one half of this road belongs absolutely to the Grand Trunk (Can.) Company and the remainder to the Atlantic and St. Lawrence Company of Maine, Island Pond being the dividing point between the two properties. The latter half is, however, leased to the Canada Company, and together these portions form the Vermont section of the great Montreal and Portland line 295 miles in length, of which 30½ are in this State. The Report to the Legislature of Vermont applies only to the Atlantic and St. Lawrence Railroad 149 miles from Island Pond to Portland. The cost is stated at $6,788,354 72 which gives an average cost of $45,560 per mile. A large part of this cost has been paid by the Grand Trunk Company in improvements since the date of the lease. The actual capital of the Atlantic and St. Lawrence Company, amounts to $5,966,900, of which $2,494,900 is in shares, and $3,472,000 in 6 per cent. bonds. The number of locomotives on this road is 45, and the number of cars 565, viz., passenger 17, baggage, express and mail 7, and freight 541. The number of miles run by trains in 1864 was 859,835 miles, viz: passenger 147,692, freight 498,828, and gravel, wood and construction trains 213,315 miles. The earnings for the year amounted to $1,008,304 51, and the expenses to $703,397 48, leaving net earnings $304,907 03. Dividends January and July, less Government tax, 4 per cent. each.

BENNINGTON AND RUTLAND RAILROAD.

This road commencing at Rutland runs in a southwesterly direction to the State Line of New York at North Bennington where it connects with the Troy and Boston Railroad, furnishing a direct route to Troy, Albany and New York City. It was formerly named the Western Vermont Railroad. At Rutland it connects with the Rutland and Burlington Railroad, and through it with the Canada lines to Montreal. The State Report for 1865 gives no information regarding the doings of this company. It is leased to the Troy and Boston Railroad Company.

CONNECTICUT AND PASSUMPSIC RAILROAD.

This road was not finished to the Canada line at the date of the State Report. Its operations and earnings for the year 1864-'65, were on the finished section from White River Junction to Newport, 105 miles. The whole length of the road is 110½ miles. On the 31st May, 1865, the capital and debt stood as follows:

6 per cent. preferred stock		$1,514,300
Stock not preferred		163.700
Guaranteed stock		1,600
Total capital stock paid in		$1,679,600
Bonded debt, 6 per cents		638,500
Notes payable		94,000
Total stock and debt		$2,412,100
Cost of construction	$2,842,741	
Cost of equipment	236,425	
		3,079,166
Expended from earnings, &c.		$667,066

The number of cars owned by the company May 31, 1865, was 288, viz: passenger 8, mail, baggage and express 6, freight 23 4, and others 40.

The number of miles run by trains during the year then ending was 164,794 miles, and the earnings and expenses were as follows:

Total earnings	$428,180 34
Total expenses	243,710 10
	$184,470 24
Dividends $100,278 36, and interest $53,341 00	153,619 36
Balance to credit	$30,850 88

The results of the year 1865–'66 have already been published in the JOURNAL.

RUTLAND AND BURLINGTON RAILROAD.

The returns of this road are wanting in the State Report. It extends from Windsor to Burlington, a distance of nearly 120 miles, forming with its connections a through route from Boston to Burlington and Montreal. Its cost has been about $4,600,000.

RUTLAND AND WASHINGTON RAILROAD.

This line is partly in Vermont and partly in New York, and is leased in perpetuity to the Rensselaer and Saratoga Company who pay 6 per cent. on its capital and interest on its bonds. No mention is made of it in the State Report.

RUTLAND AND WHITEHALL RAILROAD.

This is a short line connecting with the Rutland and Washington Railroad at Castleton, and extending west to a junction at the State Line of New York with the Saratoga and Whitehall Railroad, with a branch from Hydeville to the Marble Quarries. Its capital is $255,700, which receives from the lessees (the S. and W. R. R. Co.) 6 per cent. per annum. An extension of the road by an independent line from Castleton to Rutland has been authorized by the Legislature, and will probably be constructed.

SOUTHERN VERMONT RAILROAD.

This is a short road crossing the southwest corner of the State, and is the Vermont section of the Troy and Boston Railroad by which it is operated. Its length is 8 miles, the construction of which cost $200,000. It is owned by the Troy and Greenfield (tunnel) Company.

VERMONT AND CANADA RAILROAD.

In connection with the Vermont Central and the Rutland and Burlington Railroads, this line forms the trunk towards Canada. The capital is fixed at $2,000,000, and for the Swanton Branch $250,000. It is leased to the Vermont Central Company in perpetuity at an annual rent of 8 per cent. The amounts above stated as capital include the back rents due before the recent settlement.

VERMONT CENTRAL RAILROAD.

The Vermont Central Railroad commences at Windsor on the Connecticut River, and there connects with the Sullivan Railroad, which with its southern connections carries the line to Boston. Its northern terminus is Burlington, where and at Essex Junction it connects with the Vermont and Canada Railroad, which carries the route to the Canada line, and ultimately to Ogdensburg and Montreal. Its length is 117 miles, with a branch of 2 miles from the main line to Montpelier. It is at the same time one of the most important and unfortunate lines of the State. Its construction and equipment has cost too much, and hence its capital has never reached proper compensation. The cost of the line is stated at $8,402,055, or $71,812 per mile. By a recent adjustment of its financial status its capital was fixed at 100,000 shares, and its debt at $3,500,000 at 7 per cent., of which $2,000,000 are first, and $1,500,000 second mortgage bonds. The company own 54 locomotive engines, 40 passenger cars, 9 baggage, express and mail cars, 828 covered freight and cattle cars, and 200 platform cars; also 40 gravel cars. The mileage of trains in the year ending May 31, 1865, was 1,032,304 miles, viz., passenger trains 362,418, freight trains 647,647, other trains 22,239 miles. The number of through passengers carried was 129,556½, and of way passengers 202,732½—total, 332,289, together carried a total distance of 13,140,362 miles. The quantity of freight carried in the year was—through 142,715¾ tons, and way 175,706¼ tons—total, 318,422 tons, together carried a total distance of 33,094,173 miles. These operations cover both the Vermont Central and the Vermont and Canada lines, together a length of 184½ miles. The earnings and expenses of operations were as follows:

Gross earnings	$1,477,782 26
Operating expenses	1,143,455 74
Earnings less expenses	$334,326 52

from which must be deducted $180,000 rent of the Vermont and Canada Railroad.

VERMONT AND MASSACHUSETTS RAILROAD.

Only a small section of this road is in Vermont. This extends from Brattleboro' to the Massachusetts State Line, a distance of 10½ miles. The Massachusetts' Annual Statements recently given in the JOURNAL furnish all necessary information in regard to this company.

VERMONT VALLEY RAILROAD.

This road extending from Brattleboro' to Bellows Falls forms a connecting link between the Vermont and Canada and the Rutland and Burlington Railroads. It is 23.69 miles long, and cost $1,212,274 40; the equipment owned by the company consists of 4 locomotives, which are accounted for at $9,611 79. The paid in capital amounts to $516,163 82, and the bonded debt to $793,200, viz., 1st mortgage bonds $336,000 at 7 per cent., and $114,000 at 6 per cent., and 2d mortgage bonds $293,200 at 7 per cent., interest payable annually April 1, and October 1. Both series are past due, the first since April 1, 1860, and the second since October 1, 1859. Since the 1st June, 1865, the road has been leased to the Rutland and Burlington Company. The report brings matters down to June 30, 1865. The number of passengers carried one mile during the year was 1,569,749, and the number of tons 1,023,359. The total earnings were $90,272 84, and expenses $55,915 52—profits $34,357 32, not sufficient to paid interest on the bonded debt.

The State Report from which we have gathered the principal statements given above is prefaced by a serio-comic disquisition on railroad economy and management, evidently written by a party whose knowledge of the world is very limited. It is eminently *local*, but probably broad enough to satisfy the farmer Legislature of the *green* State. There is nothing in it, however, that would bear transcription or abbreviation. The reports themselves are very loose and unsatisfactory, and several of the principal lines omit to report at all. Formerly the Vermont Reports were decent—they are now as worthless for all statistical purposes as those of the great anti-liquor State of Maine, or those of the Arab State of New Jersey. We hope for better things in future.

Louisville and Nashville Railroad.

The annual meeting of the stockholders of this company was held in Louisville on the 1st of October, 1866. The annual Reports of the President, Directers, Secretary, and General Superintendent were read, adopted, and ordered to be printed. We have been favored with a copy of this report, from which we learn that the receipts from transportation, etc., during the year ending June 30, 1866, were:

	Memphis Branch.	Lebanon Branch.	Main Stem.
Passengers	$62,474 07	$64,616 38	$1,375,425 42
Freight	33,376 13	52,635 88	1,333,932 43
Express	5,279 26	1 905 79	114,069 49
Mails	3,772 49	2,137 80	36,848 70

Total Main Stem	$2,860,276 04
" Lebanon Branch	121,295 85
" Memphis Branch	104,901 95
" Bardstown Branch	19,593 50
Freight carried in the Company's service	10,162 75
Hire of cars from foreign roads, rents, and other sources	26,959 38

Total Main Stem and Branches, viz:

From passengers	$1,518,725 35	
" freight	1,426,890 44	
" express	121,192 56	
" mails	43,658 99	
" hire of cars, rents, etc	37,122 13	
		$3,143,189 47

And the expenses were:

Repairs of road	$339,279 14	
" bridges	24,700 09	
" buildings	34,738 11	
" cars	101,929 41	
" engines	85,986 48	
Motive power	123,030 94	
Fuel	109,899 81	
Oil and waste	26,155 22	
Watchmen	10,215 29	
Water supply	13,447 47	
Salaries	19,686 63	
Transportation	363,257 75	
Internal Revenue tax	177,169 47	
Reconstruction	47,018 79	
Improvement account	36,024 73	
General expenses	28,680 12	
Discount	2,042 19	
Miscellaneous	7,923 06	
		1,551,134 70

Net earnings (50.65 per cent.)	$1,592,054 77
Interest account	177,076 33
Balance	$1,414,978 44

The gross earnings, as given above, include $2,592 48, derived from rents and other sources, $360,290 14 from Government transportation, and $10,162 75 from transportation of material used in the company's service, and charged to operating and construction expenses—making a total of $373,045 37; leaving the revenue derived from general business $2,770,211 10.

The length of the Main Line is 185 miles; sidings 18.83 miles—total, 203.83 miles. Length of Lebanon Branch, 85 miles; sidings, 4.47 miles—total 89.47 miles. Length of Memphis Branch, 46 miles; sidings 2.96 miles—total, 48.96 miles. Length of Bardstown Branch 18 miles; sidings, 0.69 miles—total, 18.69 miles. Total length of road and branches, 360.95 miles; of which 334 miles are main lines, and 26.95 are sidings.

The results of the operation of the Main Stem and branches are shown separately in the annexed statement:

	Main Stem.	Lebanon Branch.	Memphis Branch.	Bardstown Branch.	Total.
Gross earnings	$2,883,974 04	$121,673 85	$105,255 85	$19,593 50	$3,130,497 24
Operating expenses	1,289,755 97	116,927 36	115,350 82	29,100 55	1,551,134 70
Net earnings	$1,594,218 07	$4,746 49	.....	.....	$1,579,362 54
Loss	.....	.....	$10,094 97	$9,507 05	.....
Proportion of expenses to earnings	44.7 per ct.	96.1 per ct.	109.0 per ct.	148.0 pr ct.	49.5 per ct.
Miles run by trains	649,137	55,771	53,409	11,304	769,621
Earnings per mile of train	$4.44	$2.18	$1.97	$1.73	$4.06
Expenses per mile of train	1.99	2.10	2.16	2.57	2.01
Net income per mile of train	$2.45	$0.08	....	....	$2.05
Loss	....	....	$0.19	$0.84	....
Earnings per mile of road	$16,589 04	$2,217 00	$2,218 17	$1,132 70	$10,336 07
Expense per mile of road	6,971 65	2,132 00	2,507 62	1,682 20	5,122 07
Net earnings per mile of road	$8,617 39	$85 00	.....	.....	$5,214 00
Loss	.....	.....	$2,119 45	$549 50	.....

Heretofore the Lebanon Branch has been operated at a loss; this is the first year in which the income exceeds the operating expenses, a result which is in a great measure owing to the extension of the road beyond Lebanon.

The following table shows the cost of road repairs per mile of road, and per revenue train mile, on the Main Stem, during the past seven years:

	Ordinary repairs.	Renewal of iron and ties.	Total per mile of road.	Per revenue train mile
1859–'60.	$470 73	$135 00	$605 73	26.03 cts.
1860–'61.	339 54	48 93	388 47	14.84
1861–'62.	321 28	219 78	541 06	38.18
1862–'63.	382 29	389 56	771 85	38.30
1863–'64.	616 94	2,547 12	3,164 06	102.30
1864–'65.	1,012 28	2,782 03	3,794 31	99.08
1865–'66.	708 98	628 03	1,337 01	28.10
Average..	$550 29	964 35	1,514 64	49.54 cts.

An account has been taken of the old iron now on hand (2,980 tons), and credit has been given to road repairs for all that had not heretofore been credited, making the average cost of road repairs per year for the last seven years, as shown by the above table, $1,514 64 per mile of road, and 45½ cents per mile of revenue train.

During the past year 1,716¼ tons of new iron, 362½ tons of re-rolled iron, and 105,619 cross-ties have been put in the track. There are now 84½ miles of road relaid with new iron, 27 miles of which were re-laid during the past year; 1.4 miles have received new iron for a second time.

The following table shows the quantity of new iron and ties put in the road since it was built:

	Number of cross ties.	Tons of new iron.	Tons of re-rolled iron.	Tons of repaired iron.
1858–'59	1,500	.....	.....	.....
1859–'60	16,672	109.0	.....	113.0
1860–'61	10,082	.....	.....	516.0
1861–'62	27,752	463.0	32.50	143.5
1862–'63	16,871	433.0	95.25	558.5
1863–'64	96,709	2,936.5	471.10	1,104.0
1864–'65	112,179	2,268.0	491.05	1,000.0
1865–'66	105,619	1,716.4	462.17	687.0
Total	387,384	7,925.9	1,452.07	4,121.5

Estimating the quantity of iron required for the whole road at 16,050 tons, and the number of ties at 518,000, it will be seen from the above table that 56-100ths of the road has been relaid with new iron, and 78-100ths with new cross-ties.

The road bed and track are now in better condition than at any previous time. The expenses of keeping the road in repair during the coming year will therefore be comparatively light.

The Lebanon Branch has been extended during the year to Crab Orchard; its total length is now 85 miles. On the 18th of September, 1865, it was opened for business to Brumfield, 16.5 miles from Lebanon; on the 19th of February, 1866, to Parksville, 21.8 miles; on the 9th of April to Danville, 28.5 miles; on the 17th of May to Stanford, 36.5 miles, and on the 1st of July to Crab Orchard, 48 miles. The average number of miles operated during the year beyond Lebanon was 17.55, being 54.55 miles of the entire Branch. Although the net earnings of this branch amount only to $4,746 49, the additional business contributed by it to the Main Stem must not be overlooked. According to tables which accompany the Report, the earnings for freight received and forwarded at stations on the branch were $101,205 64; of which only $52,635 88 are due the branch—leaving $48,569 76 as earnings of the Main Stem from business which originated on the the branch. The passenger earnings of the Lebanon Branch were $1,258 per mile. The trains of this branch pass over 29.7 miles of the Main Stem, increasing the receipts of the Main Stem, at the same rate, by $37,362 60—making a total of $85,932 36—of which 55.3 per cent., or $47,520 59, is profit, making the total net revenue derived from the branch $52,266 08, or 3½ per cent. of the cost of the road. It is believed that the coming year will show better results. The cost of repair and renewals of this branch during the year was $922.77 per mile, or 90.70 cents per revenue train mile; 10,002 cross-ties, 212 tons of new iron and 76 tons of repaired iron have been used in the track this year. There have been used since the completion of the road 76.225 cross-ties, 430.25 tons new iron, and 173.5 tons of repaired iron.

The cost of the Lebanon Branch Extension to Crab Orchard, which is not included in the annexed statement, is given at $1,550,202 83. The liabilities are:

Mortgage bonds	$600,000 00
City of Louisville bonds borrowed..	600,000 00
Due Main Stem	337,106 21
Due sundry contractors	13,096 62
Total, as above	$1,550,202 83

The earnings of the Memphis Branch were $10,094 97 less than the operating expenses; the same arguments, however, which were adduced in the case of the Lebanon Branch are applicable to this branch also. The freight business alone amounted to $133,163 41, of which only $33,376 13 were due the branch, leaving $99,787 28, as earnings from freight on the Main Stem which came from the branch, of which $53,484 66 were net revenue. The cost of repair on the Memphis Branch per mile of road has been $885.97; and per revenue train mile 76.30 cents, 16,743 new ties were put in the track, and at least 30,000 more will be required during the coming year, 20 tons of new iron have been used.

The operating expenses of the Bardstown Branch exceed the earnings $9,507 05. But the profits realized on the Main Stem from business originating on the branch amounted to $12,503 80. The passenger trains of this branch run over 22.1 miles of the Main Stem. The cost of repairs on the Bardstown Branch per mile of road has been $691.60; and per revenue train mile, 105.84 cents. This is nearly double the cost of repairs in the preceding year. Eighteen tons of iron and 3,634 new ties were put in the track. Extensive renewals of cross-ties will be required during the coming year.

From the above it will be seen that the branches of this road, although in themselves not a paying investment, are profitable as feeders to the Main Stem.

The Memphis, Clarksville and Louisville railroad, from State Line to Clarksville, Tenn., was operated by the L. & N. R. R. Co. until November 27, 1865, when it passed into the hands a receiver appointed by the Governor of Tennessee. Since that time the trains of this company have run only to State Line. The earnings of the road were $13,875 82; and the expenditures $5,925 27—leaving $7,950 55, which deducted from amount due L. & N. R. R. Co., July 1, 1865, ($14,008 51) leaves a balance still due the company of $6,059 96. This is the result of four years' operations.

In the Annual Report of 1864–65, the bonded debt of the company was stated at $3,297,000, exclusive of debt due State of Tennessee. In the present Report that debt is stated at $3,105,000; $192,000 of the debt having been redeemed out of the earnings during the year. The monthly earnings from passengers and freight for the first six months were $1,976,189 33, and for the last six months $964,426 46, exhibiting a decrease of $1,011,762 87. The gross earnings for the year were $3,143,189 47, and the running expenses, $1,551,134 70, being 49.35 per cent. of the earnings. The President, in his report, says:

The first six months' receipts were greatly influenced by the transportation of Government troops and freights. The last six months but little business was done for the Government, which brings the receipts of the road very near what they may be expected hereafter. It is estimated they will not be less than an average of $150,000 per month, and that the expenses of operating will be about 50 per cent. of the earnings, which would give a clear profit of $900,000. This would allow a dividend to the stockholders of 4 per cent. each six months, pay the Sinking Fund the required $400,000 to pay interest and redeem $200,000 of the bonded debt, and something for the completion of the road.

The Superintendent's Report estimates the amount required fully to complete the road at $380,506 82, of which arching the tunnels, double track from Nashville to Edgefield Junction, and depot at Louisville may be postponed for the pre-

sent, leaving $204,296 52 of work that remains to be done; $100,000 of which he recommends be done during the coming year. It also appears from the Superintendent's Report that $36,024 73, under the head of "Improvement Account," was expended during the year, and charged to operating expenses. Also, that $47,018 79 was expended for repairing damage done by Confederate forces during the war, and that the estimated cost of the remaining work of that kind to be done after July 1, 1866, is $53,900. The amount expended prior to July 1, 1865, was $588,593 60; and the total damage sustained, $689,512 39.

In the Report for 1864–65 the condition of the Sinking Fund is stated, with the application of the fund to the date of the report; also, the stock and stock liabilities and bonded debt of the company, exclusive of the debt to Tennessee, at $8,824,870. By the present Report, the stock, stock liabilities, and bonded debt is stated at $8,595,106. The interest falling due between June 30, 1865, and June 30, 1866, on the bonded debt, has been paid, and the bonded debt reduced $192,000, and the stock of the company $37,764.

The aggregate cost of the road to June 30, 1866, is $10,062,763 94. The difference between that and the stock, stock liabilities, and bonded debt of the company is $1,467,657 46, excluding the cost and debt of the Lebanon Branch extension.

In the month of November, 1865, a settlement was obtained of the debt due by the company to the State of Tennessee, of $560,500, and the interest which had accumulated during the war. This debt was discharged by the surrender of Tennessee State bonds and coupons. This left in the hands of the company 309 Tennessee bonds with unpaid coupons. The coupons were subsequently capitalized, making, with the original bonds, 402, which we now hold. The company had claims against the State for seizing the road in Tennessee, and engines, cars, and materials of the company, and for the use of the road operated by them, which the State authorities declined to allow.

The Lebanon Branch extension was completed to Crab Orchard, and the operation to that place commenced July 1, 1866. The cost to June 30th is $1,550,202 83; but something more will be added to it when all accounts are settled, and the track ballasted. In the prosecution of the work, the mortgage bonds of the company on the branch and extension, not being sold, were taken to account, and the company advanced the money. The same course was taken with the city bonds loaned the company and secured in the mortgage. The mortgage bonds to the amount of $31,000, and the city bonds to the amount of $219,000, have been sold, and the company, on June 30, 1866, held $569,000 of the mortgage bonds and $381,000 of the city bonds, and had advanced $337,106 21 over and above the bonds toward the work. The branch, as far as extended, has proved profitable, and is likely to prove more so, by adding to the business to and from Louisville to Lebanon.

The company, in order to get the railroads opened from Louisville to Memphis, agreed—to enable the Memphis, Clarksville and Louisville Railroad to rebuild the Tennessee River bridge, to repair the Cumberland River bridge, and put the track in running order, to advance on the Tennessee State bonds they obtained for that purpose, and to purchase some from the contractors to build the Tennessee River bridge, which they had to take. This has been done, and the bridges and road put in order, and is now being operated in connection with our branch and the Memphis and Ohio Railroad. The opening of the railroad communication with Memphis promises to be profitable to us by adding to our business both in passengers and freight. The terms on which the advance and purchase was made, are such that no material loss is to be apprehended, while we gain the advantage of having the route opened.

During the year much work has been done in restoring the damaged bridges and culverts, in ballasting the road, and keeping them in good condition to operate for the safety of passengers and freight and the rolling stock of the company. The road is in most excellent condition. It is intended to prosecute the work during the coming year, with the hope in another year we may close the construction accounts. It has been operated with but little damage to persons or property, and with great safety to the rolling stock of the company.

The engines have run in the service of the transportation department, on the Main Stem and branches, 842,850 miles; and in the service of the road department, inclusive of the mileage made on the M., C. & L. R. R., 117,097—making a total mileage of engines 959,947. The cost of repairs per mile run by engines has been 10.22 cents. Total cost per mile run by engines, 38.57 cents, against 42.06 cents in 1864–'65. Average cost per mile of all trains 41.77 cents.

The equipment of the road July 1, 1865, consisted of 60 locomotives; 42 passenger, 9 baggage, 8 express, 245 box, 98 rack, 17 gondola, 94 flat, 70 gravel and stone, 12 boarding and 1 wrecking car. There have been added during the year, 5 locomotives; 2 passenger 1 baggage, 63 box, 26 gondola, 25 flat, and 12 gravel and stone cars. There have been destroyed 2 passenger, 1 box and 1 boarding car—leaving on the road July 1, 1866, 65 locomotives; 44 passenger, 10 baggage, 8 express, 308 box, 98 rack, 43 gondola, 119 flat, 82 gravel and stone, 12 boarding and 1 wrecking car.

Number of local passengers carried northward, 183,447; do., carried southward 182,702—total local passengers 366,149. Number of through passengers carried northward, 115,053; do., carried southward 52,476—total through passengers 167,529—total local and through passengers 533,678. Mileage of through passengers or passengers carried one mile 30,992,865; do., local passengers 15,070,844—total mileage of local and through passengers 46,063,709. Miles traveled by each passenger 86.3; do., by local passengers 40.9. Tons of freight carried one mile north, 7,128,951; do., south, 19,831,898—total tons carried one mile, 26,960,849.

COST, RESOURCES, AND LIABILITIES OF MAIN STEM AND BRANCHES.

Total cost of road June 30, 1865		$9,665,563 97
Amount expended during last fiscal year		397,199 97
Total cost of road and branches		$10,062,763 94
Due by U. S. Gov. and transportation department	$180,738 94	
Due for mail & express service	31,596 31	
Bonds and notes	14,439 11	
Extension L. B. mortgage bonds	569,000 00	
Extension L. B. city bonds	331,470 00	
Tennessee State and county bonds	258,632 91	
Due by railroads	13,356 49	
" by Memphis, Clarksville and Louisville Railroad	121,562 50	
Extension Lebanon Br.	337,106 20	
Real estate, timber, etc.	31,040 87	
Shop stock and fuel	555,114 52	
Bank stock	42,500 00	
United States 7-30s	119,500 00	
Cash on hand	85,529 70	
		2,691,582 55
		$12,754,346 49

Capital stock, stock issued and stock liabilities		$5,490,106 48
Due by note and account		5,621 63
Dividends No. 3, 4, 5 and 6, uncalled for		88,989 00
Dividend No. 7 due Aug. 1, 1866		219,604 26
First mortgage bonds	$1,938,000	
City of Louisville bonds	1,137,000	
Bardstown and Louisville R. R. bonds	30,000	
		3,105,069 00
Back interest	$17,691 12	
Second mortgage bonds	2,800 00	
		20,491 12
Bills and pay rolls for June		138,836 42
Profit and loss account		3,685,697 58
		$12,754,346 49

President.—JAMES GUTHRIE.

Directors.—H. D. Newcomb, James B. Wilder, R. A. Robinson, W. B. Hamilton, W. H. Smith, Russell Houston, Joseph C. Guild.

Secretary.—WILLIS RANNEY.

Gen'l Superintendent.—ALBERT FINK.

Wilmington, Charlotte & Rutherford R.R.

A meeting of the stockholders of this company was held at Wilmington, N. C., on the 25th ult. The report of the President and Directors, read to the meeting, makes a flattering exhibit of the earnings of their unfinished road. The road has never yet been able to reach either of its termini, or even the rich producing country which it was designed to develop. It starts on the bank of the river, and ends in the woods. It was left, by the results of the war, in a condition of almost total destruction. The little rolling stock which had escaped seizure or conflagration, was worn down by long and hard usage; and yet, without the slightest outside assistance, it is enabled to exhibit a clear profit of $59,000 from the operations of the past twelve months. The financial condition of the road, and the means recommended to raise the amount necessary to complete the work, is given in the report as follows:—

"The total amount of currency required will be as follows:—

To pay the debt due the State	$1,000,000
To pay all other debts	300,000
To complete the entire road	2,000,000
Making a total of	$3,300,000

Which we propose to raise by an issue of bonds to the amount of four millions of dollars, secured by a first and only mortgage upon a road, worth in present currency, over eight millions of dollars, and all of its rights, privileges and property. We have reason to believe that the company's bonds, thus secured, will readily sell for more than eighty cents on the dollar, payable in currency and material; and this would effect a saving of eight hundred thousand dollars to the company, and secure the early completion of the road. But to accomplish this, we must approach the capitalists of the North with perfectly clean hands. The State must therefore consent to assume the position of second mortgagee, until such time as the money can be realized to pay our indebtedness to her. We recommend that an application to this end be made to the next General Assembly."

☞ The bridge over the lake on the Connecticut and Passumpsic Rivers Railroad, north from Newport, is completed, and the gravel train now runs into Derby. The grading of the road is being finished, the iron for the track is bought, and the design of the company seems to be to complete the road to the Canada line as soon as possible.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool	$3,874,894	$2,494,378
" cotton	2,050,336	645,932
" silk	2,382,358	1,012,845
" flax	1,471,056	803,555
Miscellaneous dry goods	515,351	506,042
Total entered for con'n	$10,293,995	$5,462,752

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool	$286,966	$1,012,104
" cotton	73,687	192,824
" silk	186,541	384,945
" flax	250,299	264,923
Miscellaneous dry goods	36,477	128,509
Total withdrawn from warehouse	$833,970	$1,983,305
Add entered for consmup.	10,293,995	5,462,752
Tot. thrown on the market.	$11,127,975	$7,446,057

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool	$731,882	$1,417,396
" cotton	280,331	364,917
" silk	542,973	337,498
" flax	306,882	793,788
Miscellaneous dry goods	31,269	109,199
Total entered for wareh'g	$1,893,337	$3,022,798
Add ent. for consumption.	10,293,995	5,462,752
Total entered at the port.	$12,187,332	$8,485,550

The imports of foreign dry goods at New York for ten months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool	$21,479,221	$28,752,259
" cotton	8,062,700	13,507,330
" silk	13,487,421	15,350,739
" flax	8,097,302	11,432,330
Miscellaneous dry goods.	3,766,221	6,684,817
Total ent. for consump.	$53,892,865	$75,727,465

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool	$8,758,441	$15,509,760
" cotton	2,607,392	5,380,746
" silk	3,449,332	6,846,254
" flax	3,876,099	4,600,203
Miscellaneous dry goods.	750,221	1,081,042
Total withdrawn from warehouse	$19,441,795	$33,418,005
Add ent. for consumpt'n.	53,892,865	75,727,475
Total thrown on the market	$73,334,660	$109,145,480

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool	$6,523,135	$17,423,306
" cotton	1,756,637	5,383,548
" silk	3,238,502	7,285,102
" flax	2,812,685	5,831,454
Miscellaneous dry goods.	474,376	1,323,003
Total entered warehouse.	$14,805,335	$37,246,413
Add ent. for consumpt'n.	53,892,865	75,727,475
Tot. entered at the port.	$68,698,200	$112,973,888

Railroad Farm Mortgages.

In the Circuit Court of the United States for the Northern district of Illinois, Judge Drummond presiding, a case to test the validity of a mortgage given on a farm to secure the payment of a note given to the Racine and Mississippi Railroad Company, and by them used to raise means to assist in building the road, was recently tried before a jury. The verdict was in favor of the plaintiff, sustaining the validity of the mortgage. As this decision is the reverse of that given in the State courts, it will create some consternation among the farmers along the line of that road. We hope a test case will be taken to the Supreme Court of the United States, and have the question settled.—*Cin. Gazette.*

Commerce of New York.

The foreign imports at New York for the month of September, are officially stated as follows:

	1865.	1866.
Entered for consumpt'n.	$16,748,595	$13,228,489
Entered for warehousing	4,936,209	7,817,045
Free goods	795,468	840,082
Specie and bullion	194,224	5,193,473
Total entered at port	$22,674,496	$27,079,089
Withd'n from warehouse	8,042,603	11,091,194

The foreign imports at New York for nine months from January 1st, were:

	1865.	1866.
Entered for consumpt'n.	$80,953,556	$130,852,815
Do. for warehousing	58,146,535	93,668,192
Free goods	7,542,144	9,708,103
Specie and bullion	1,681,759	6,988,841
Total entered at port	$148,323,994	$241,217,951
Withd'n from wareh'se.	67,942,971	80,699,883

The revenue from Customs at New York for nine months has been as follows:

	1865.	1866.
In September	$12,929,615 64	$12,248,144 66
Previous 8 mos.	59,587,543 22	91,405,137 20
Total 9 months	$71,517,158 86	$103,653,281 86

The exports from New York to foreign ports in the month of September, were:

	1865.	1866.
Domestic produce	$12,768,484	$12,635,610
Foreign merchandise free	64,003	29,373
Do. dutiable	200,854	306,240
Specie and bullion	2,494,973	834,550
Total exports	$15,523,314	12,805,773
Do. exclusive of specie.	13,028,314	11,971,223

The exports from New York to foreign ports for the nine months from January 1st, have been:

	1865.	1866.
Domestic produce	$107,934,357	$141,593,226
Foreign mdse free	772,180	566,156
Do. dutiable	2,741,641	3,960,737
Specie and bullion	22,689,116	54,026,290
Total exports	$134,137,294	$200,146,409
Do. exclusive of specie.	111,448,178	146,120,119

Finances of Georgia.

The Governor of this State, in his recent annual message to the Legislature, states that when all of the bonds authorized by the act of the General Assembly, approved 12th of March, 1866, (except those intended for the assumption of the Federal tax,) shall have been disposed of as contemplated, the funded debt of the State will stand thus:

Bonds issued anterior to 1861, and not yet due	$2,676,500
Mortgage bonds issued in 1866, above mentioned	3,030,000
Bonds issued to the Atlantic and Gulf Railroad in 1856	134,500
Total	$5,840,000

Of this amount $176,500 will mature in 1868; $334,500 in 1869; $164,500 in 1870—making a total of $675,500. The latter sum, therefore, must be provided for within four years from this time. I recommend that the bonds before mentioned, prepared to meet the Federal tax, but as yet unexecuted, be placed at the disposal of the Governor, with authority to use them as occasion may be presented by sale or exchange if deemed advisable, in redemption of the bonds to mature in and before the year 1870. The public debt will not thus be increased in amount and may be somewhat diminished.

Bonds amounting to $154,000 will mature in 1871, and others amounting to $721,500 in 1872, the aggregate being $875,500 to be provided for in six years.

To meet this and subsequently accruing liabilities I recommend that the sum of $120,000 be annually set apart as a sinking fund accumulative.

If the first class of bonds (to mature within four years,) be provided for in the manner suggested, and the sinking fund proposed be allowed to accumulate until 1872, at 6 per cent. interest, it will be adequate to the payment of the bonds maturing in 1871 and 1872. But if in the then existing financial condition of the State, it should be deemed advisable by your successors to meet the liabilities of 1871 and 1872 by sale of the State stock in the Atlantic and Gulf Railroad, or by applying any other resource available at that time, and permit the sinking fund to go on accumulating, the entire debt of the State may, in the progress of time, be easily provided for, and her credit maintained.

Lawrence Railroad.

The object of the construction of this road is to make a continuous line from Pittsburg to Cleveland, *via* the New Castle and Beaver Valley Railroad. We learn from the Youngstown *Courier* that the work is being pushed forward vigorously, and that by the 1st of January next, the entire distance between that place and Pittsburg will be in running order. Between Lowell and Youngstown the road is divided into sections, and ten gangs of men are employed, numbering about two hundred and fifty laborers and seventy-five stone masons. From Lowell to the Mahoning River, the heavy grading is pretty much all done, and will require but a month or six weeks longer to complete it. Between the Mahoning and the junction with the A. & G. W. Railway, at Powers' coal shutes, a distance of nearly three-fourths of a mile the grading has been but recently commenced, and the work to be done is considerable. The road bridges three streams—Panther Run, Yellow Creek, Mahoning River, and the canal. The first two bridges are about completed; the span between the abutments at Panther Run is forty-five, and that of Yellow Creek one hundred feet. The Mahoning is crossed in two spans of one hundred and four feet each; the abutment on one side and the pier in the centre of the river, are finished, the abutment on the other side will require a week or ten days yet to complete it. The timbers are framed and ready to be put in position as soon as the masons have finished their work. About one and a half miles of the road, near Lowell, is ready for the track; the laying of which was to have begun about the 1st inst. We learn that arrangements have been made to run two through express trains daily, each way, between Cleveland and Pittsburg; and between Youngstown and Cleveland, one, or perhaps both trains already running, will be continued for local accommodation.

☞ The track on the Richmond and York River Railroad has been laid as far as Chickahominy Bridge, twelve miles from Richmond. The work on the bridge at the White House is progressing rapidly. The Richmond *Dispatch* says that the contractor for the work of rebuilding the road is manufacturing his own construction cars in that city, instead of bringing them from the North. He expects to finish the road this year.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	5
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1⅜	20,000	4½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	20,000	1¼
Aztec ..... "	25	4½	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13¾	20,000	12½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	5	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	90c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	50
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	80,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	4½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	41
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1⅜	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	4½
Edwards ..... "	25	1⅜	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River ... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	41½
French Creek ..... Pa.	5	----	100,000	60c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	8½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	17½
Hanover ..... "	25	1½	20,000	3½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	3
Hungarian ..... "	25	1	20,000	3
Huron ..... "	25	19	20,000	42½
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	11½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	8	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	4½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4⅜	20,000	----
Massachusetts	25	----	20,000	----
Medora ..... "	25	1⅞	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	17½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	4½
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	4
Pewabic ..... "	25	8½	20,000	2½
Phila. & Boston ... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	11
Pittsburg & Boston "	25	5½	20,000	60½
Pontiac ..... "	25	10	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	45
Quincy ..... "	10	10	20,000	----
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	----	20,000	----
Rockland ..... "	25	12	20,000	6½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	5
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	14
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	3½
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "		----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1	20,000	1
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	2
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa.	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y.	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	2½
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	71
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	14
Atlantic & G. C. .. Md.	----	----	----	90c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou .. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N. S.	----	----	----	3½
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	56
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	56
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	67½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	50c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	4½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	3½
Maryland Anth ... Md.	20	20	25,000	4½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	26
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fds. Pa.	----	----	----	4½
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	153
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain .... "	50	50	16,000	17½
Shamokin ..... "	----	----	----	----
Somerset I. & C. .... "	----	----	----	----
Spring Mountain ... "	50	----	----	50
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	2
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	71½
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	37

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore .... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	3
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	6
Baltic ..... Col.	----	----	----	50c
Bates & Baxter ... "	----	----	----	3½
Benton ..... "	5	----	100,000	2
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	65c
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	5½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	1½
Consol Gregory ... Col.	100	----	50,000	25
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	6
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	2
Downieville ..... "	1	----	300,000	2½
Eagle ..... "	10	----	100,000	80c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	1½
Gunnell Central ... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	1½
Holman ..... "	2	----	150,000	3½
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	2½
La Crosse ..... "	10	----	100,000	2½
Liebig ..... "	5	----	200,000	1½
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	14½
Do. preferred ... "	100	100	57,744	30½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	50c
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	2½
New York ..... Col.	10	----	100,000	2½
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	3
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	5½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	5
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	12½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	45c
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1⅜
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	10c
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	55½
Santa Clara ..... "	100	----	30,000	5½
Miscellaneous:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	29
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single trk.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	....	41½
30 Nov. '65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	....	43½
30 Nov. '65	27 43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	94½
30 Nov. '65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	....	—
30 Nov. '65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,706	—	1,413	15,157	loss	—	....	—
30 Nov. '65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,114	loss.	4	....	42
30 Nov. '65	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	64,462	66 222	(Middlesex)		—	....	25½
30 Nov. '65	3.07	—	—	—	—	Medford and Charlestown	36,000	21,000	10,000	—	(Middlesex)		50	....	25
30 Nov. '65	33 74	—	840	151	—	Metropolitan (Boston)	1,492,107	1,250,000	—	287,160	651,603	loss.	3	....	56
30 Nov. '65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,577	—	....	49
30 Nov. '65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	....	—
30 Nov. '65	6.75	—	52	16	—	Salem & South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	....	—
30 Nov. '65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov. '65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	—
30 Nov. '65	6.74	—	—	—	—	Suburban	95.500	5,000	—	—	(Mal. & Mel.		—	....	—
30 Nov. '65	—	—	322	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90½
30 Nov. '65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov. '65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	8,600	2,922	4	....	—
30 Nov. '65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,687	loss.	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '65	7.17	—	....	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	—
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10 73	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	....	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1000000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	80,000	71,180	24,068	8,282	—	100	....
30 Sep. '64	24.00	—	....	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56 18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City and Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187 200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep. '65	24.00	—	—	116	—	Centr'l P'k, N. & E. Riv. (N.Y.)	1,517,906	955,900	550,000	.....	528,000	74,05[illegible]	—	100	....
30 Sep. '65	—	2.0	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep. '65	19.75	—	....	32	—	Coney Island and Brooklyn	612,365	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6 30	....	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep. '65	18.00	1.00	....	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90.670	6	100	....
30 Sep. '65	12.00	—	....	42	—	42d st., & Grand st., Ferry	962.521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep. '65	19.10	—	....	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,023	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	103	—	100	....
30 Sep. '65	8.37	—	....	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	—	100	....
30 Sep. '65	17.50	—	....	147	—	Third Avenue (N. Y.)	2,110,100	1,170,000	1,180000	115,000	1,024742	211,243	9	100	....
30 Sep. '65	—	6 00	—	—	—	Third Avenue & Fordham	975	975	.....	.....	—	—	—	—	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope: by	T. & L.	R. R.	—	—	....
30 Sep. '65	—	—	....	—	—	Troy & Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	—
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,000	20,950	105,258	29,459	—	50	....
31 Dec. '62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	55
31 Oct. '65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct. '65	12.33	—	262	40	0	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,782	8,227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	31
30 Nov. '65	19.00	—	250	44	0	Germantown	355,169	112,245	250,000	—	197,195	49,561	—	50	28½
31 Oct. '65	5.04	—	120	25	0	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct. '65	19.00	—	328	56	0	Hestonv., Mantua & Fairm'nt	.....	.....	183,600	75,131	153,813	39,179	—	50	24
31 Oct. '65	4.50	....	105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15
31 Oct. '65	—	—	—	—	—	Oakland (Pitts'urg & E. L.)	.....	.....	.....	.....	—	—	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	0	Pittsburg and Birmingham	66,440	54,000	22,800	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	0	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	38,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	0	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.00	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	90
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	36
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	70
31 Oct. '65	6.25	—	143	23	0	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	21
31 Oct. '65	23.05	—	412	70	0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,800	—	50	42
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	0	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	—
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	—
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	—
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1893	....
Brooklyn and Rockaway:					
1st mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,000	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br., Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	91½
Malden and Melrose:					
1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex:					
1st Mortgage	32,000	..	.....	.....	....
Malden & Melrose bonds	49,451	..	.....	.....	....
Real Estate	10,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1861	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	136,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,000	7	J. & J.	1869	102
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	100,000	—	.....	.....	....
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1869	

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Nov. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,125,400	6	Jan. & July.	1867	189½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	137
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000			Due.	
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	106½
" " " ..... coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " ..... coupon		5	" "	1871	112
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108
" " " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	114½
" " " ..... coupon		6	" "	1881	114½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,308,750	6	" "	1881	114½
" " " ..... coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	108
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	108
" " " (5-20s) ..... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) ..... registered	209,163,500	6	May & Nov.	1885	108
" " " (5-20s) ..... coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) ..... registered	171,989,350	5	Mar. & Sept.	1904	100½
" " " " ..... coupon		5	" "	1904	100½
Pacific R. R. Bonds of (currency) ..... registered	9,882,000	6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	167,350			Due.	
" " June 20, '64 & Mar. 3, '65 1st series	724,014,300	7.3	Feb. & Aug.	1867	103
" " March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	106½
" " 1865 ..... 3d series		7.2	Jan. & July.	1868	106
Matured Debt not presented	36,203,589	6	At maturity.	Due.	
Gold Certificates of Deposit	10,896,980				
Compound Interest Notes of 1864	148,512,140	6	At maturity.	3 y'rs	
United States Notes (greenbacks)	390,195,785				
Fractional currency	27,588,010				
Navy Pension Fund	11,750,000				
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	
" — " " ..... "	688,000	6	" "	1876	
" —Funded Interest Bonds ..... "					
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	119
" —War bonds ..... "		7	" "	1872	
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	100
" " " (free.) ..... "		6	" "	1892	
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	
" — " ..... "	2,271,750	6	" "	'68-'86	109
" — " " ..... "	434,000	7	" "	'72-'86	
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97½
" — " ..... "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " 1862-'79 ..... "	436,000	6	" "	'62-'79	
" — " 1865-'79 ..... "	229,372	6	" "	'65-'79	
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	100
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	
" — " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,099	5	Jan. & July.	1866	87
" — " ..... "	2,055,178	2½	" "	1866	
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	98
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	
" — " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	92
" —Funded Coupons ..... "		6			
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,400,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,903	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	"	1870	102
" — " " ..... coupon	3,192,763	6	"	1890	
" — " " ..... inscribed		6	"	1890	
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	
Massachusetts—State Scrip	53,000	5	June & Dec.	'63-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100
" — " War Loan	6,429,000	5	" "	1894	100
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	110
" — " "	2,080,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	
" — " " ..... "	1,750,000	6	" "	'78-'83	96
" —Canal Loan ..... "	100,000	6	" "	1878	
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	103
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	93½
" — " (H. & St. R. R.)	3,000,000	6	" "	'72-'85	89
" — " (Pac. R. R.)	7,000,000	6	" "	'72-'87	93
" —New Sinking Fund Bonds		7	" "	1896	
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds ..... coupon	1,860,000	6	" "	'83-'85	99½
" — " " Notes	2,306,000	8	var.	var.	
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	702,000	7	quarterly.	1870	105
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	108½
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	
" — " " ..... canal fund	702,000	6	"	1866	
" — " " ..... general fund	500,000	6	"	1868	100½
" — " ..... canal fund	3,050,000	6	"	1871	100½

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1872	98½
" — " " ..... "	2,250,000	6	"	1874	98½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	
" — " " ..... canal fund	192,585	5	"	1866	
" — " " ..... general fund	1,163,000	5	"	1868	
" — " " ..... canal fund	442,960	5	"	1868	
" — " " ..... general fund	167,000	5	"	1871	
" — " " ..... "	4,500,000	5	"	1874	91
" — " " ..... general fund	900,000	5	"	1876	93
" — " " ..... "	800,000	5	"	1878	
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	80
" — " (new) ..... "	3,500,000	6	Jan. & July.	'90-'92	60
Ohio—State Bonds ..... coupon	634,658	5	Jan. & July.	1865	
" — " ..... "	536,798	6	" "	1860	98
" — " ..... "	379,866	6	" "	1868	
" — " ..... "	2,183,532	6	" "	1870	98
" — " ..... "	1,600,000	6	" "	1875	98
" — " ..... "	4,096,309	6	" "	1881	100
" — " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	96½
" — " " ..... coupon	6,168,000	5	"	'77-'82	97
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling) "	434,444	5	Jan. & July.	1868	
" — " ..... inscribed	1,708,000	6	" "	'68-'90	
" — " " ..... coupon	1,499,000	6	" "	'77-'90	
" — " " (new) ..... "		6	" "		
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	80
" — " " ..... "	239,167	5½	" "	'72-'79	
" — " " ..... "	1,706,000	6	" "	'82-'89	
" —Railroad Loans ..... "	24,382,832	6	" "	long.	94
" —Funded Interest ..... "	872,813	6	" "	1892	72
Vermont—State Bonds	175,000	6	Various.	'67-'83	
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	65½
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'96	42½
" — " ..... coupon	11,108,000	6	" "	'86-'96	66
" " (sterling) ..... "	1,865,000	5	" "	1872	
" —Funded Interest ..... registered		6	" "	'76-'96	40
" — " " ..... coupon		6	" "	'76-'96	45
West Virginia—State Bond ..... coupon		6			
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	
" — " (") certificates	700,000	6	April & Oct.	'82-'98	
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	
Baltimore—City Bonds		5	quarterly.	1870	
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	96½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98½
" — " " ..... coupon		6	"	1890	
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	
" — " "		5	Various.	'66-'70	128½
" — " "		5	"	'71-'75	105½
" — " "	7,846,026	5	"	'76-'80	101½
" — " "		5	"	'81-'86	101
" — " "		6	"	'67-'76	101½
" —Water Loan	668,000	5	May & Nov.	'70-'71	
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,949,711	4½	" "	'72-'73	
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	95
" —Improvement Loans ..... "		6	" "	'66-'96	
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	99
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	
" " — "	4,714,000	6	" "	'76-'78	
" " — "	1,800,000	6	" "	1883	
" " — "	5,149,271	6	" "	1887	
" " — "	275,000	6	" "	1898	
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	
" " — "	3,125,200	5	" "	1870	94
" " — "	319,000	5	" "	1873	
" " — "	1,000,000	5	" "	1874	
" " — "	334,700	5	" "	1875	
" " — "	2,016,000	5	" "	1876	
" " — "	2,375,000	5	" "	79-'80	
" " — "	900,000	5	" "	1890	
" " — "	674,300	5	" "	1898	
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	
" — " (new)	739,232	5	" "	'67-'82	
" — " (old)	2,232,800	6	" "	'66-'93	98½
" — " (new)	7,898,717	6	" "	'66-'99	102½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds ..... coupon	1,500,000	6	April & Oct.	'68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	90
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	86
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	
" — " " ..... "	329,000	6	Jan. & July.	1875	
" —City and County B'ds. "	1,133,500	6	" "	1888	
" — " " " "	2,200,000	6	" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,285,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596584	541,481	675,446	634,243	576,365	5,825,335
1866	476,036	423 549	386,459	412,423	464,806	493,690	467,313	568,504	538,414	------	---- --	-- ----	---- ----
Chicago and Alton:													
1861	51,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	146,542	149,137	157,948	170,044	170,910	156,369	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,094
1866	210,171	207,918	304,385	270,889	333,432	368,273	328,870	381,559	318,549	347,087	------	------	---- ----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	305,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,285	257,230	197,886	264,805	290,642	224,112	310,446	296,050	422,124	------	-- --	---- ----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	689,605	729,759	716 378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,944	702,661	767,508	946,707	921,886	749,191	546,669	7,958,960
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,054	------	---- --	---- ----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211.077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,486	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,513	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91.564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	126,998	------	---- --	---- ----
Erie:													
1861	404,507	391,932	458,560	547,174	506.610	430.063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	688,006	626,070	587,416	528,842	595,024	615,962	756,421	885.136	902,906	963,859	8,400,284
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965.294	1,024,649	1,035.321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,384	1,301,005	1,222,568	1,224.909	1,284,217	13,429,643
1865	1,001,007	947,146	1,256,586	1,458,455	1,133.461	1,177,372	1,202,180	1,331,046	1,336,615	1.438.689	1,522,472	1,429,765	15.434,775
1866	...including Buffalo Division... 1,187,188	983,856	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	1,411,347	------	------	------	---- ----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224.401	2,899,612
1862	190,130	236,637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	582,828	512,028	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	------	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55.257	48,544	512.216
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,964	77,112	83,050	76,764	68,883	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,603	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,923	106,410	108,338	111,444	------	------	---- ----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	135,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,390	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	103,082	267,488	262,172	170,795	116,224	150,989	257,471	------	------	---- ----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	166,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	228,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	346,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	275,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,841	338,499	380,452	429,191	500,404	------	------	---- ----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	460,641	490.694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	366,196	335,083	324,986	359,645	429,160	493,640	------	------	---- ----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,452	164,710	221,638	198.135	129,227	1,402,106
1865	98,181	86,528	95,905	108,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,535,901
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	183,223	275,906	416,138	------	------	---- ----
New York Central:													
1861	489,066	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952.960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11.069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,650	1,346,734	1,256,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	------	---- ----
Ohio and Mississippi:													
1864	210,320	260,466	309,261	249,443	224,957	223,242	268,176	302,596	332,400	278,003	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	572,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	------	------	------	---- ----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276.209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,853
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,962	746,955	523.009	6,324,082
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	658,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302.790	301,958	3,021,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,280	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487.642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	884,523	712,495	795,938	858,501	712,363	580,964	3,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,843	661 608	------	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144.736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178.722	167,513	218,546	216,783	222,736	207,501	162,394	2,240,744
1866	178,119	155,893	192,136	167,300	168,699	167,099	166,015	222,953	198,884	------	------	------	---- ----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	183,722	142,527	162,858	137,086	92,574	1,172 100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,058	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,430,795
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,450,372
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	398,248	349,117	426,065	------	------	---- ----
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,393
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,813	------	------	---- ----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	86
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'63–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1885	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	99
" " " 1850	676,000	6	Jan. & July.	"	1880	99
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	101
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95½
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	99½
" " $800,000	354,100	6	"	"	1870	98
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	99
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	106
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov.	" "	1883	94

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	75
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	87
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	78
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend	36,660		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,622,000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	84,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	99
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'78-'78	84½
Land Security	3,344,600	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct	London.	1875	
Construction	2,898,500	6	" "	New York.	1875	103
Redemption bonds	2,568,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1961	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	98½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	91½
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	1,840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	94½
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	92
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	88
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,263	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1878	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	98½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,065,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	107
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " [ ]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1852, Convertible	2,399,000	7	Feb. & Aug	" "	1876	120½
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	95½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1886	94½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	990,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	93
N. York, Providence and Boston:						
1st Mortgage	600,000	6	Feb. & Aug.	New York.	'75-'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (!) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	360,000	10	" "		1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	101
2d Mortgage (new stock)						70
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	93
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.		1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1893	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	93
" 1848, "	101,000	6	" "	"	1880	93
1849, "	67,000	6	" "	"	1880	93
1857, (convertible)	416,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
21 " (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	38
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	119
2d Mortgage	937,500	7	" "	"	1863	101
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	76½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	66
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'76	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,366	7				86
Equipment bonds	600,000	7				73
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	119
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	38
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '53–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60.000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1868	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." *A dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	....	60.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,615,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,923	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,775	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,522	23,579	2,582,505	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	● 553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	8	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	614,725	166,188	—	....
31 Aug '66	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,287	254,000	1,256,328	3,000,000	927,000	1 132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,055	.....	62.0	159,074	419,469	135,922	10	....
28 Feb '66	50 0	—	2 6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	—	67,143	loss.	....	....
30 Nov. '65	76.2	8.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	117
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,953	149,711	498,936	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	116
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1.852,257	—	—	406,132	870,000	271,877	1,507,684	84.3	136,631	138,970	41,466	—	....
11 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	19,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,556	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	5,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,336,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	482,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	111
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,496	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	132½
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	330.0	.....	6,820,750	1,802,272	—	57
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	110
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,456	7,181,208	2,174,924	10	124½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,563	580,333	250,189	—	50
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	50
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	45
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	88
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	334,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	364
30 Nov. '65	78.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	...	...	.....	*Burlington and Missouri River*	2,603,589	173,787	152,406	1,497,947	1,343,870	87.964	2,929,782	75.5	112,434	431,606	155,347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 873,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100 0	200,813	412,156	162,288	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	14	18	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,575,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	435,051	12,754,345	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	618	*N. O. Jackson and Gr. Northern*	5,570.452	1,040,752	—	5,000,000	2,685,000	1,150,717	.....	206.0	.....	1,282,624	555 434	—	....
31 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	3,370,623	647,596	—	2,950,000	4,250,000	.....	9,008,869	188.6	.....	340,898	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	115½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	91½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,264,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	....
								MISSOURI.													
31 Aug. '63	06.8	—	18.2	—	31	24	525	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,524	1,047,567	420,026	—	50
28 Feb. '65	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,033	206,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,189	267,804	—	....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	....
28 Feb. '66	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	6,819,490	119,738	—	.....	4,500,000	62,032	4,939,228	114.0	.....	168,200	loss.	—	....
28 Sep. '64	86.5	5.6	8 2	—	16	13	219	*St. Louis and* [illegible] *Mountain*	5,437,063	360,029	—	1,971,242	3,501,000	40 558	6,362,109	90.1	236,189	399,291	139	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	——	.....	——	6	4	74	Androscoggin	1,050,000	*	——	151,833	444,638	205,684	757,381	63.5	76,344	79,761	43,461	——	——
30 Jun. '66	149.0	——	25.0	——	41	17	349	Atlantic and St. Lawrence	7,654,089	*	——	2,494,900	3,471,560	1,986,870	7,952,330	149.0	878,873	1,116,113	177,873	——	45
31 Dec. '65	63.0	9.5	8.0	——	12	11	120	Portland and Kennebec	3,000,000	*	——	1,000,000	2,000,000	——	3,000,000	109.5	274,410	630,316	97,709	——	——
31 May, '65	99.7	9.5	.....	——	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	——	——
31 May, '65	51.3	——	.....	——	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	——	——	1,600,004	51.3	161,056	460,222	236,767	6	104
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	——	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,756	11,866,283	16,151,962	10,112,584	897,839	36,611,376	288.8	2,988,010	6,509,946	4,544,097	3	114
30 Sep. '63	30.0	——	.....	——	7	33	167	Washington Branch	1,650,000	*	——	1,650,000	——	——	2,379,841	39.0	.....	703,123	429,690	4½	127
31 Dec. '65	138.0	4.0	25.0	——	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	49½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	——	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	——	——	15½
30 Nov. '65	26.7	1.8	16.8	——	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	111
31 May, '66	74.3	8.8	50.4	——	37	80	744	Boston and Maine	3,986,264	446,557	973,430	4,076,974	——	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	151
30 Nov. '65	47.0	7.0	32.5	——	28	39	859	Boston and Providence	3,392,600	207,400	——	3,600,000	21,500	——	4,218,927	61.8	450,096	1,221,104	366,332	10	141
30 Nov. '65	44.6	24.0	60.8	——	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	——	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	145½
30 Nov. '65	46.0	1.1	2.7	——	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	——	721,928	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	67
30 Nov. '65	59.0	2.4	9.6	——	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	260,000	104,138	2,117,419	52.4	221,748	533,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	——	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798 600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	8	111½
30 Nov. '65	51.0	42.5	75.8	——	27	28	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	——	6,507	3,950,961	93.4	457,261	993,094	314,255	8	124½
30 Nov. '65	14.0	——	2.8	——	4	4	20	Fitchburg and Worcester	275,000	*	——	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	——	2.3	——	2	4	20	Lowell and Lawrence	332,883	30,275	——	300,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	16.5	——	17.2	——	10	17	240	Nashua and Lowell	620,153	92,870	101,968	800,000	——	91,748	814,991	71.0	185,647	300,954	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	——	4	18	67	New Bedford and Taunton	451,982	48,018	——	500,000	195,500	——	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	——	32	58	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,841	7,043,139	145.0	.....	1,295,643	526,448	8	104
30 Nov. '65	18.6	——	0.7	——	1	3	——	Pittsfield and North Adams	432,430	11,247	——	450,000	——	——	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	——	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	——	76,616	1,776,616	44.4	238,512	543,926	140,129	8	124½
30 Nov. '65	16.9	——	1.7	——	3	4	197	Salem and Lowell	382,470	81,545	——	243,305	226,900	522	470,727	(Op	er. by B.	& L Co.)	——	1	110½
30 Nov. '65	11.1	0.6	1.1	——	3	10	76	Taunton Branch	250,000	*	——	250,000	——	——	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	——	.....	30.6	——	——	——	Troy and Greenfield	——	——	——	923,942	979,308	——	——	(Surrend	ered to C	ommon	wealth.)	——	.....
30 Nov. '65	69.3	8.0	5.5	——	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,860,000	558,955	——	3,635,667	77.3	151,327	390,086	122,397	2	63
30 Nov. '65	156.1	17.3	126.6	——	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,289,520	453,041	16,348,806	218.0	1,388,514	3,431,584	1,220,068	10	145½
30 Nov. '65	45.7	——	9.8	——	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,809	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	——	5.6	——	14	10	282	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,060,000	31,216	3,196 233	93.5	.....	422,829	134,871	——	62
30 Nov. '65	63.6	——	8.0	——	18	16	240	Cheshire	2,787,442	*	180,307	2,085,925	677,400	——	2,967,749	76.6	417,001	629,622	101,259	2½	——
31 Mar. '66	34.5	——	.....	——	21	22	494	Concord (par $80)	1,500,000	*	171,775	1,500,000	——	——	1,671,775	121.4	527,354	867,957	151,863	8	65
31 Mar. '66	26.9	——	2.8	——	2	——	——	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	——	——	1,052,327	——	——	——	101,242	8	113½
31 Mar. '66	29.3	——	2.8	——	2	4	80	Merrimac and Conn. Rivers	698,258	*	——	595,588	568,000	——	——	52.7	.....	——	——	——	.....
31 Mar. '66	69.2	13.0	12.5	——	25	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	110
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	——	.....	.....	.....	Belvidere Delaware	3,425,078	*	——	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	——	——
31 Dec. '65	61.2	42.4	74.9	——	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,559	10	129⅜
31 Dec. '65	60.3	——	.....	——	.....	.....	.....	Camden and Atlantic	1,885,94:	*	——	1,062,743	1,034,775	143,562	2,240,871	60.2	.....	283,638	94,067	——	10
31 Dec. '65	74.0	12	74.0	——	65	82	1,671	Central of New Jersey	11,849,791	1,233,773	628,171	10,685,940	1,509,000	833,636	13,561,735	86.0	1,187,978	3,036,290	1,287,956	10	129
31 Dec. '65	53.0	——	——	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	33.8	——	.....	——	35	98	180	New Jersey	3,903,171	738,164	1,798,064	5,000,000	800,000	——	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21.3	——	.....	——	2	6	17	Northern New Jersey	461,542	*	——	158,800	280,000	64,521	483,321	21.2	103,815	185,932	26,874	——	——
31 Dec. '65	65.0	16	.....	——	.....	.....	.....	Raritan and Delaware Bay	3,975,493	*	——	2,520,700	1,498,800	684,585	4,684,385	31	.....	320,644	loss.	——	65
31 Dec. '65	18.2	——	.....	——	.....	.....	.....	Warren	2,608,300	——	——	1,408,300	600,000	——	2,608,300	18.2	.....	272,685	118.133	5½	46½
31 Dec. '65	38.5	——	.....	17.	——	——	——	West Jersey	1,5?8,483	*	——	588.400	400.000	388,000	1,376,400	——	.....	255,593	56,593	——	——
								NEW YORK.													
30 Sep. '65	82.0	——	4.5	58.0	9	12	183	Albany & Susquehanna	3,183,056	196,909	——	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	——	——
30 Sep. '65	142.0	——	13.0	——	28	32	411	Buffalo, New York and Erie	3,369,088	*	——	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	238,100	13½	108½
30 Sep. '65	88.3	——	18.5	——	34	37	607	Buffalo and State Line	2,267,858	518,476	660,000	2,200,000	1,200,000	——	3,400,000	83.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	385.0	——	332	153	5,235	Erie	17,646,351	*	3,645,544	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,839,028	13,434,775	5,066,511	4	81½
30 Sep. '65	144.0	——	128.3	——	75	162	711	Hudson River	13,250,299	2,914,287	——	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	124½
30 Sep. '65	94.0	13.0	10.0	——	17	43	146	Long Island	2,567,162	361,312	——	1,852,716	932,000	——	2,928,474	107.0	366,319	588,40:	253,606	8	60
30 Sep. '65	297.8	258.1	421.0	——	258	244	6,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	——	44,075,497	654.9	5,804,043	13,975,524	2,694,714	6	120½
30 Sep. '65	130.8	2.1	45.0	——	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	——	12,683,096	164.0	1,592,080	2,509,726	422,348	——	99
30 Sep. '65	118.0	4.0	18.0	——	26	25	353	Ogdensburg & L. Champlain	3,850,972	831,551	——	3,077,000	1,494,900	——	4,681,624	122.0	399,920	707,521	44,810	——	75
30 Sept. '65	78.0	——	0.5	10.3	——	——	——	Oswego and Rome	585,880	——	——	206,80:	222,000	157,080	585,880	——	——	——	——	——	——
30 Sep. '65	38.3	0.4	2.2	——	5	14	63	Oswego and Syracuse	844,769	138,041	——	482,400	311,500	19,876	979,810	36.7	87,202	240,637	89,610	8	——
30 Sep. '65	25.2	——	4.0	——	27	64	491	Rensselaer and Saratoga	762,481	199,610	——	800,000	478,750	——	1,278,750	175.0	305,705	797,058	282,142	8	——
30 Sept. '65	18.5	——	1.3	——	.....	.....	——	Rochester & Genesee Valley	656,026	*	——	557,568	116,000	1,386	Leased	to	Erie	R'w.	35,837	——	——
30 Sep. '65	141.1	43.5	19.4	——	28	35	396	Rome, Watert'n & Ogdensb'g.	3,098,542	368,304	——	1,991,900	1,033,908	55,928	3,651,736	189.6	434,252	979,757	302,076	10	90
30 Sept. '65	28.0	——	1.0	32.0	1	——	——	Saratoga and Hudson River	——	——	——	1,000,000	——	——	——	——	——	——	——	——	——
30 Sept. '65	21.0	——	1.6	——	.....	.....	.....	Saratoga and Schenectady	483,684	——	——	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R.	——	6	——
30 Sep. '65	40.9	0.7	3.9	——	.....	.....	.....	Saratoga and Whitehall	880,207	——	——	800,000	355,000	"	"	"	"	"	——	6	——
30 Sep. '65	13.0	——	0.3	——	2	6	——	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,098	274,268	111,021	8	——
30 Sep. '65	81.0	——	8.1	——	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	——	1,200,130	1,505,191	53,800	2,979,198	81.0	208,635	386,921	39,174	——	——
30 Sep. '65	54.0	——	7.5	——	13	17	186	Troy and Boston	1,732,444	301,944	——	607,111	1,455,000	252,216	2,541,327	112.0	376,826	658,717	230,080	——	——
30 Sept. '65	54.9	——	2.6	51.4	5	9	54	Utica and Black River	881,675	64,644	——	811,600	——	——	926,319	37.5	85,548	135,486	73,540	5	——
30 Sept. '65	10.3	——	.....	——	.....	.....	.....	Warwick Valley	172,576	——	——	98,650	85,000	600	184,250	10.3	20,395	50,100	25,238	3	——
								NORTH CAROLINA.													
31 May, '66	94.9	——	6.4	——	——	——	——	Atlantic and North Carolina	2,157,503	*	——	1,548,225	400,000	276,372	2,419,491	94.9	.....	103,963	39,572	——	——
31 May, '66	223.0	——	.....	——	25	17	172	North Carolina	4,947,374	*	718,824	4,000,000	550,000	327,436	5,062,596	223.0	361,046	890,480	loss.	——	——
—— ——	97.0	——	.....	——	.....	.....	.....	Raleigh and Gaston	1,200,341	*	——	973,300	120,300	——	——	97.0	.....	298,917	108,541	——	——
30 Sep. '65	161.5	15.0	.....	——	25	18	182	Wilmington and Manchester	2,632,737	*	252,000	1,130,470	1,045,000	51,300	2,954,560	171.9	.....	468,458	219,036	——	——
30 Sep. '65	161.9	——	.....	——	34	37	144	Wilmington and Weldon	2,969,223	*	197,000	1,340,213	791,056	102,391	3,114,964	171.0	325,000	477,564	235,281	8	——
15 Mar. '66	81.0	3.0	——	102.5	——	——	——	Western North Carolina	2,000,000	*	4,700	200,212	——	70,000	264,072	——	——	——	——	——	——
								OHIO.													
31 Dec. '64	113.2	——	.....	——	71	12	208	Bellefontaine and Indiana	3,430,337	*	288,017	2,562,251	1,040,550	116,574	3,719,374	113.2	523,741	978,951	279,065	——	——
31 Aug. '65	157.0	——	.....	——	41	30	408	Central Ohio	4,579,505	922,670	198,135	1,628,356	3,573,000	1,126,456	6,310,432	141.0	655,028	857,701	260,271	——	14
31 Mar. '66	60.3	——	.....	——	27	27	464	Cinc., Hamilton and Dayton	3,920,736	825,197	1,249,734	3,000,000	1,620,000	830,500	5,996,577	202.0	.....	1,261,566	532,250	9	85
31 Dec. '64	151.8	——	.....	31.0	16	14	252	Cincinnati and Zanesville	2,555,112	*	——	1,555,112	1,300,000	——	2,555,112	131.5	.....	——	——	——	——
31 Dec. '65	135.4	56.8	.....	——	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,280	6,000,000	475,000	225,000	6,843,280	191.2	967,920	2,386,132	663,226	10	113
31 Oct. '65	96.5	——	53.5	1.0	36	36	963	Cleve., Painesville & Ashtabula	2,902,784	899,357	——	3,000,000	1,500,000	——	6,500,000	96.5	572,916	1,350,222	1,145,561	35	——
30 Nov. '65	101.0	102.5	.....	——	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,500,548	82,292	9,674,207	208.5	1,429,141	2,698,377	736,794	5	91½
31 May '66	102.1	79.4	.....	——	37	39	771	Cleveland and Toledo	4,672,157	548,709	828,983	4,841,000	2,746,280	114,906	8,268,819	188.6	994,554	2,288,969	1,035,717	13	119½
30 Nov. '65	54.5	61.5	16.5	——	——	——	——	Columbus and Xenia	1,451,435	——	691,936	1,786,300	254,000	54,317	2,145,240	ope	r. w. Lit.	Miami.	791,148	10	——
31 Mar. '66	142.0	——	7.0	——	18	6	413	Dayton and Michigan	4,330,500	494,454	75,097	2,584,941	2,754,650	156,762	5,496,353	142.0	.....	961,357	330,924	——	——
30 Nov. '65	55.5	——	39.6	——	45	40	682	Little Miami	3,565,626	——	1,575,642	3,572,800	1,800,000	2,920	5,130,725	138.0	1,009,067	2,446,301	582,296	10	134½
31 Dec. '65	178.8	71.8	13.1	——	58	20	485	Marietta & Cincinnati, re-org.	15,500,77:	*	1,578,999	12,067,656	3,688,565	315,434	17,429,777	250.8	720,500	1,224,655	445,202	——	——
30 Apr. '66	192.5	——	.....	——	45	34	625	Ohio and Mississippi	14,965,61:	745,475	*	6,386,500	8,870,000	4,345,042	20,549,429	192.5	.....	829,835	119,852	——	——
31 Jan. '66	153.9	14.0	.....	——	26	17	425	Sandusky and Cincinnati	3,997,354	460,000	391,891	3,382,162	1,215,972	109,515	4,972,749	205.9	346,671	634,126	134,061	——	——
31 Dec. '65	116.0	9.0	.....	——	10	7	253	Sandusky, Mansfield & New'k	2,189,900	*	18,934	895,200	1,291,900	58,920	2,226,024	125.0	241,300	382,967	166,125	——	——
31 Dec. '65	242.4	——	——	——	45	15	960	Toledo & Wabash	9,980,81:	*	——	3,477,850	6,065,500	——	10,245,015	250.0	1,244,268	2,850,233	945,493	2½	53

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	282,040	293,573	1,948,400	614,000	313,642	2,876,342	44.0	134,201	366,277	123,892	—	—
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*		1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	440.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	—	—	3,629,000	69.5	240,418	370,223	149,587	—	87½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,350	1,733,320	38,671	15	152
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.			302,872	580,978	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,883	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,566	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6 0	16	2	133	Huntingdon and Broad Top	2,089,228	*	—	686,130	1,436,082	289,318	2,510,530	58.5	175,778	362,215	78,702	—	16
31 Oct. '65	80.0	2 0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	5,736,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,016	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	66
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	2	35
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	"	"	"	"	8	58
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	666,004	195,031	3,150,150	3,105,785	218,864	6,529,199	69.8	318,861	875,064	412,253	—	39½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,200	17,429,169	4,189,111	10	96
31 Oct. '65	17.0	3.0	22.6	—	18	42	119	Phila., Germant'n & Norristt'n	1,139,079	268,489	—	1,476,300	13,000	—	1,669,300	24.0	311 (91	656,738	339,376	5	81½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)				—	35
30 Nov. '65	93.0	89.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,761,353	20 240,673	6,900,663	—	30,608 075	471.3	3,688,509	11,442,519	4,912,271	10	58
31 Oct. '65	28.5	—	28.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,080,432	345,891	10	125
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,200	516,000	457,836	10,669,242	197.0	981,468	3,854,609	1,046 804	10	57½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,520	—	1.774,773	1,500,000	64 208	3,784,101	72.0	272,685	594,263	180 361	—	—
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,712	9,312,442	12,573,000	1,597,920	26,545,692	483.3	4,623,073	8,489 062	2 2-3 547	10	109½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease d to Northn	Cen	144,000	316,498	116,006	4	46
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,840	145,557	—	654,050	962,300	130,840	1,777,176	26.4	138,578	347,240	200,500	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,756,281	500,000	—	—	62.0	249,600	625,641	169,223	12	106
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	24,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719 945	*	—	1,201,000	384,000	.....	.....	109.6	.....	282,263	161,526	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,459,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	.....	.....
18 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,799,567	242.0	.....	413,757	196,563	.....	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,459	58,133	—	505.214	514.000	99,110	1,137,707	47.6	.....	29,267	19,147	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,687,267	*	—	1,289,672	2,020,000	200,000	.....	140.0	.....	218,715	107,500	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	636,654	1,902,000	390,407	.....	130.2	160,142	257,500	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,264	445,922	5,312,725	2,995 960	1,462,814	11,002,861	251.0	4,6,961	1,274,707	624,142	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	—	—	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	296,721	740,000	.....	.....	—	—	—	—	—	—
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,286	454,949	519,515	.....	59 6	69,870	177,256	69,029	—	—
1859.....	47.4	—	2.3	—	4	5	45	Mississippi Central and Tenn.	862.710	82,908	—	217,447	632,500	22,360	.....	47.4	64,175	80,129	44,000	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	523,807	66,616	—	144,504	406,000	5,000	.....	24.2	20,665	23,946	12,502	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,852	*	—	2,056,544	1,731,000	.....	.....	150.0	.....	724.119	227,284	6	.....
1859.....	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	526,922	800,000	204,544	.....	45.8	67,960	127,862	97,242	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	412,000	409,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,505	.....	50.0	21,200	32,470	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,245	*	—	455,000	975,000	300,000	.....	70.0	102,200	282,840	198,500	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,652	*	190,797	1,837,500	605,700	150,000	2,993,400	146.0	172,500	466,577	175,000	—	—
31 Aug. '62	119.6	—	16.0	—	26	25	568	Rutland and Burlington	2,991,705	556,275	—	2,223,274	2,257,471	466,519	6,500,100	119.6	449,251	422,827	112,163	—	—
31 Aug. '62	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	200,000	—	1,007,000	.....	.....	1,200,000	62.5	120,743	146,474	47,788	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,056	*	—	5,000,000	2,500,000	1,500,000	10,000,000	174.5	938,380	861,665	202,207	—	5
31 May, '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,697,500	—	—	1,697,500	—	—	1,697,500	oper. by Vt. Central				6	104½
Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	60,612	—	516,144	702,500	—	1,301,966	23.7	49,564	64,287	26,451	—	—
30 Jun. '63	50.0	5.5	3.6	—	—	—	—	Western Vermont	1,065,500	*	—	332,000	700,000	.....	.....	oper. by Troy & Bost.			35,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,402,194	42,000	—	1,402,611	26,166	93,123	1,564,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	214,650	—	2,500,981	775,500	114,700	.....	112.7	702,864	158,302	42,402	—	—
30 Sep. '59	79.2	—	4.5	—	5	2	75	Norfolk and Petersburg	2,006,573	122,186	—	1,500,124	500,510	126,165	9 months	79.2	67,202	64,321	16,232	—	—
30 Sep. '59	103.5	—	—	—	9	—	—	Northwestern Virginia	5,222,150	*	—	499,695	5,719,229	.....	.....	103.5	245,827	203,956	loss	—	—
30 Sep. '59	88.3	69.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,985,455	2,517,500	500,000	.....	157.7	776,500	466,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,826	374,266	—	1,395,200	1,951,500	202,842	4,549,542	122.6	.....	440,196	207,344	—	—
30 Sep. '59	59 2	21.2	.....	—	14	17	121	Petersburg and Roanoke	1,222,526	*	—	952,200	192,500	5,700	1,149,527	90.5	.....	328,564	232,302	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	15	240	Richmond and Danville	6,292,660	*	2,310,432	2,400,000	1,457,500	775,142	6,751,991	191.7	.....	193,128	61,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	82,000	1,941,500	642,500	98,000	.....	79.6	130,591	279,345	146,296	7	—
30 Sep. '59	22.2	2.9	5.1	—	10	7	188	Richmond and Petersburg	1,222,525	*	—	625,756	304,500	36,000	.....	22.2	1,668,564	166,733	75,000	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	22	Richmond and York River	784,340	20,564	—	657,812	85,000	.....	.....	23.7	12,562	.....	.....	—	—
31 Jan. '60	80.0	—	—	—	10	11	151	Seaboard and Roanoke	1,420,241	*	1,256	944,200	672,811	52,928	1,670,646	80.0	.....	200,644	121,650	7	—
30 Sep. '59	179.2	—	21 3	7.0	27	19	225	Virginia Central	4,962,756	541,127	22,564	3,342,254	1,498,502	92,925	4,932,929	186.0	290,988	634,191	366,130	6	—
30 Jan. '60	204.7	9.4	19.6	—	39	27	49	Virginia and Tennessee	5,984,236	838,470	5,000	3,452,812	2,256,000	571,200	10,222,271	214.2	699,102	740,600	347,367	—	—
								WISCONSIN.													
31 Dec. '64	196.0	75.0	—	—	54	36	869	Milwaukee and St. Paul	9,650,000	*	—	2,000,000	6,250,000	—	9,650,000	278.0	1,325,871	2,312,119	660 [illegible]	—	61½
31 Dec. '65	191.9	44.0	29.2	—	42	30	702	Milwaukee and Prairie du Chien	7,728,250	*	1,022,227	7,116,000	402,000	261,000	8,246,227	236.0	915,200	1,905,571	647,821	—	—
10 May, '66	103.0	—	19.6	—	20	22	557	Racine and Mississippi	2,892,616	*	—	2,705,720	1,417,000	1,000,000	5,092,471	103.0	466,042	466,507	128,250	—	—
								CANADA.													
31 Jan. '66	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (£)	11,338,000	*	—	11,750,000	199,000	—	11,999,000	161.0	.....	238,700	97,000	—	—
31 Dec. '65	49.0	—	—	—	16	17	214	Montreal and Champlain	2,407,200	*	15,215	1,621,150	911,000	22,000	2,469,150	49.0	.....	282,700	117,000	—	55
30 Jun. '65	1,006	127.0	—	70.0	254	130	2,280	Grand Trunk	27,000,245	*	—	15,122,500	14,750,500	7,226,245	37,099,245	1,006	.....	4,300,000	1,314,000	—	—
31 July '65	229.0	115.5	65.0	—	92	126	1,699	Great Western	22,000,750	*	1,250,000	16,000,745	9,281,625	.....	26,282,370	229.0	.....	3,651,300	1,040,500	1½	—
31 Dec. '64	94.5	1.6	.....	—	15	22	327	Northern (O. S. & H.)	5,456,651	*	—	4,000,000	700,000	756,651	5,456,651	94.5	642,000	667,300	191,052	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	8.0	12.0	—	14	15	271	European & North American	4,559,415	*	—	4,056,700	.....	.....	4,056,700	108.0	169,423	197,800	39,000	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,720	102,500	—	1,300,000	12,000	120,000	1,432,220	60.0	.....	120,000	36,000	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	15	120	Nova Scotia	4,272,281	*	—	4,272,281	.....	.....	4,272,281	92.0	168,434	126,307	37,200	—	—
								NEW GRANADA.													
31 Dec 65	5.0	.....	.....	—	11	22	120	Panama	1,000,000	*	684,500	1,000,000	[illegible]	.....	10,781,728	49.7	.....	[illegible]	1,320,826	—	27

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	—	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	164
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	236.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,841	39.0	.....	708,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,689,780	12,044,841	261.0	1,642,015	3,316,510	1,328,793	8	49½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,837	19,429,287	34.0	95,003	110,047	.....	—	15½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,218	762,605	172,232	6	111
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	141
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	145½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¾	67
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,966	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,076	490,768	8	111½
30 Nov. '65	51.0	42.6	75 8	—	27	28	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,255	8	115½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	210	Nashua and Lowell	620,163	92,870	101,968	300,000	—	91,748	814,961	71.0	185,647	300,954	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,619,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	104
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470.727	(Op	er. by B.	& L Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	63
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W. S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	145½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	184,871	—	62
30 Nov. '65	53.6	—	8.0	—	18	16	248	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2½	—
31 Mar. '66	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	65
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	62,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	113½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	.....	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	110
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	289,472	3,449,585	75.2	.....	595,459	141,448	—	—
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,552	10	129½
31 Dec. '65	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	288,638	94,067	—	10
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,233,773	528,171	10,685,940	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	129
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	32.8	—	—	35	98	180	New Jersey	3,903,171	788,164	1,793,064	5,000,000	895,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21 3	—	.....	2	6	17	Northern New Jersey	461,562	*	.....	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec '65	65.0	16	.....	—	—	—	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	31	.....	320,644	loss.	—	—	65
31 Dec '65	18 2	—	.....	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,183	5½	46
31 Dec. '65	38.5	—	.....	17.	—	—	—	West Jersey	1,558,483	*	—	588.400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,054	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	960,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,388	516,578	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	383.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,379,982	4,299,762	53,291,395	807.0	6,889,028	15,434,775	5,066,511	4	81½
30 Sep. '65	144.0	—	128.3	—	76	162	711	Hudson River	13,250,299	2,014,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	124½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,40s	353,606	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	5,336	New York Central	27,896,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,675,497	654.9	5,804,048	13,975,524	2,694,714	6	120½
30 Sep. '65	130.8	2.1	45.0	—	43	83	687	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	99
30 Sep. '65	118.0	4.0	18.0	—	28	25	358	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	75
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	432,400	311,500	19,876	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselae	r and S	aratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	—	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,278	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,462,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	6,579,608	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,261,566	582,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	987,820	2 386,182	663,205	10	113
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	936,337	—	5,000,000	1,560,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,850,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	91½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	119½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,416	—	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,464	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,891	582,296	10	110½
31 Dec. '65	173.8	77.8	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77-	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1,218,972	109,818	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38.934	398,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,133	—	—
31 Dec 64	242.4	—	—	—	49	18	989	Toledo & Wabash	0,080 918	*	—	3,427,050	6 053,368	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	53

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	—
31 Dec. '65	387.0	103.0	....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	480.0	2,647,700	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	37½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,336	74.0	180,698	4	140,779	8	88½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,487,355	1,733,320	38,671	15	152
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,588	1,247,688	37.7	161,484	380,743	201,072	—	....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,978	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	684,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	5	14	Hempfield	1,616,459	41,341	—	1,309,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,120	1,436,982	389,318	2,510,530	58.5	173,778	352,215	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,273	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,278,725	121,409	3,735,134	82.0	173,037	633,015	60,201	—	....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	66
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Reading		R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	58
31 Oct. '65	55.6	14.2	18.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,886	6,529,199	69.8	318,861	875,064	412,353	—	39½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	26,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459 to9	4,189,111	10	56
31 Oct. '65	17.0	3.0	22.6	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	—	1,476,300	183,000	—	1,659,300	24.0	311 091	656.738	335,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(ope	r. by Penn. R.R.		Co.)	—	33
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20 240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	58
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,895	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	125
31 Oct. '65	98.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,662,695	8,973,300	516,000	452,836	10,669,242	197.0	981,466	3,884,609	1,048 804	10	57½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,520	—	1.774,773	1,500,000	64.208	3,784,101	72.0	272,688	394,363	130.361	—	9
31 Dec '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183.381	—	3,262,312	9,312,442	12,573,000	1,597,620	26.545.693	483.3	4,623,078	8,489 062	3.2-3.547	10	109½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease d to	Northn	Cen	144,006	316,498	116,006	4	40
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,361,640	143,557	—	684,036	962,300	130,440	1,777,176	26.4	138,578	347,240	200,596	—	....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	.....	.....	62.0	340,600	625,641	169,323	12	105
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,995	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,459,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	....	—
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	....	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	418,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	280,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150.142	297,806	149,167	—	—
30 Jun. '60	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,294	448,922	5,312,725	2.885 990	1,462,314	11,093,891	291.0	408,051	1,274,707	624,142	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,397	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,884	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	168.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.289	941 045	262,887	—	½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper	r. by Vt.	Central	.....	8	103½
Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793.200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,084	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,658,500	775,142	8,711,091	191.7	.....	188,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,064	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,340	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,248	*	1,200	844,200	472,811	52,926	1,639,848	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	338,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,118	508 555	—	61½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwkee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	161.0	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,569	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	7,410,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,856	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	98.1	402,670	487,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	100,421	107,640	20,005	—	—
1 July, '61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	87,151	—	—
								NEW GRANADA.													
31 Dec 63	8,..			—	11	22	120	Pan ma	9,000,000	*	668	5,000,000	75,000	—	10 762,728	48.7	.....	127,438	1,328,924		270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61
Chicago & Alton (preferred)	2,425,400	7	7	11 ⅜
Chicago & Northwestern (pref.)	12,994,720	7	7	78½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,' 73,300	10	10	77
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	86
Hannibal & St. Joseph (preferred)	5,253,856	7	---	69
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42½
" (2d pref.)	3,819,772	7	3	21½
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100½
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	74½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	76
Toledo & Wabash (preferred)	984,700	7	7	75
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	96
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18—	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	92
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.: Bonds	678,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	93½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris: 1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	93
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	84½
Improvement	1,601,670	6	M. & N.	1876	90
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	98½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	67½
Delaware and Hudson	100	10,000,000	10	159
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	58½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	94½
" (preferred)	100	1,175,000	10	123
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,998,207	—	27½
" " (preferred)	50	2,888,988	—	36½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union	----	----	---	2
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.: Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash) per ton	52 —	@ 55 —
Pig, American, No. 1	50 —	@ 52 —
Bar, Refined, English	96 —	@105 —
Bar, Swedes, assorted sizes (in gold)	95 —	@100 —
Bar, Swedes, assorted sizes	— —	@170 —
Bar, English & American, Refined	— —	@120 —
Bar, English & American, common	— —	@110 —
Scroll, English	150 —	@200 —
Ovals and Half round	145 —	@155 —
Band, English	— —	@150 —
Horse Shoe	145 —	@155 —
Rods, English	125 —	@180 —
Hoop, English	130 —	@220 —
Nail Rod per lb.	— 10	@ — 11
Sheet, Russia per lb.	— 23	@ — 24
Sheet, English, Single, Double and Treble	6½	@ 8
Rails, English (gold) per ton	55 —	@ — —
Rails, American	85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18½	@ — 24
English Spring (1st & 2d qlty.)	— 11½	@ — 13
English Blister (1st & 2d qlty.)	— 12½	@ — 20
English Machinery	— 14	@ — 16
German	— 15½	@ — 17½
American, Blister	— 11½	@ — 13
American, Cast, Hammered	— 18	@ — 22½
American, Cast, Rolled	— 13	@ — 15½
American Spring	— 11	@ — 12
American Machinery	— 14	@ — 15

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— 43	@ — —
Sheathing, Yellow	— —	@ — 32
Pig, Chile	— —	@ — —
Bolts	— 43	@ — —
Braziers'	— 43	@ — —
American Ingot (cash)	— 30	@ — 30½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— —	@ — —
Spanish	6 75	@ — —
German Refined	6 87½	@ 7 —
English	7 —	@ 7 12½
Bar per lb.	— —	@ 10 75
Pipe and Sheet	— —	@ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold) per lb.	— —	@ — 24
Straits (gold)	— 21	@ — —
English (gold)	— 21½	@ — 21

	(Gold.)			(Currency.)		
Plates, I.C. Charcoal, p. box	9 75	@	10 25	14 75	@	15 25
Plates, I. C. Coke	7 —	@	9 25	10 25	@	13 75
Plates, Coke Terne	7 25	@	— —	10 75	@	11 —
Plates, Charcoal Terne	9 75	@	10 25	14 50	@	15 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.	7 —	@ 7 25
Clinch (cash)	— —	@ 8 50
Copper	— —	@ — 50
Ausable Horse, Norway Iron, Forged	— —	@ — 32
Zinc Nails (6 mos.)	— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— —	@ — 23
Refined, free L. S. to White	— —	@ — 53
Refi'd, in bond, prime L. S. to White	— 35	@ — 36½
Refi'd, in bond, Standard White	— —	@ — 37
Naptha, Refined (60@63 gravity)	27	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

	Th 1	F 2	Sat. 3	M 5.	Tu. 6.	W. 7
Atlantic M. S. S. Co.	116	125	129	130	124	114
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	96?	----
California 7s	119	----	----	----	----	----
Canton Co.	56½	55½	----	57	55½	56½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	111½	----	110	110	111
" " pref.	113½	----	----	----	----	112½
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	94
Chicago, Burl. & Q.	----	----	----	133	133	133½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	62	60½	58	59½	59	58½
" " pref.	82	81½	80½	80	80	80½
" " 1st M.	89	----	90½	90	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	97	----
" " Consol.	84½	84½	84½	----	85	85½
Chicago & Rock Isl.	112	111½	111½	111	110½	111
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	113½	113	----	113	113
Clev. and Pittsburg	93½	93½	94	94	93½	93½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	120	120½	120½	120½	120½	120
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	67½	67½	67½	66½	67	70½
Del. & Hudson Canal	159½	----	----	160	159½	159
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	86	85½	84½	85	83	83½
" pref.	86½	86	----	86	85½	86
" 1 M. 7 p.c. '67	----	----	----	----	----	102½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '86	----	----	99½	99	----	98½
" 4 M. 7 p.c. '80	----	----	94	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	126½	126½	126½	----	125	124
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69.	102½	----	102½	102½	----	----
" 2M. S. F.	----	----	105	----	105½	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	126½	126½	125½	----	125½	125
" Can. bd. sc.	----	----	----	----	----	----
" bonds	105	105	105½	----	----	----
Marietta & Cin. 1st pref.	41½	41½	42	42	42	42
" " 2d "	21½	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	14½	14	13½	14	14
Michigan Central	115½	117	116½	116½	116½	116
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	94	94	93½	93½	92½	93½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	96	97	98
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	100½	----	----	----	----	----
" " 2d pref.	90	----	----	90	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	62	62½	64½	63½	63½	62½
" " pref.	75½	76	75½	75½	75½	74½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	83	----	83	83	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	84½	86½	87	87½	88½	90
" iss. to H. & St. J. R.	----	----	----	----	89	----
" " Pacific	84½	89	90	88½	88½	90½
New York Central	119½	119½	119½	120½	123½	122½
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83.	98	----	----	93½	----	----
" 6s, S. F. '87	----	----	----	----	----	96
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '78	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	79½	----	80	----
" ex-coupon	59½	60½	----	62	60	----
" new	59½	60½	62½	----	60	----
Ohio & Miss. cer.	36	35½	35½	35½	34½	34½
" " pref.	80	----	----	----	84½	84
Pacific Mail S.S. Co.	238	246	244½	244	243	243
Panama	270	270	----	----	270	276½
Phila. and Reading	117	116½	117½	117½	117	117
Pitts. Ft. W. & Chicago	110	111½	110½	110½	110½	110½
" 1M. 105	----	----	----	----	105	----
" 2M.	----	----	98	----	----	----
" " 3M.	----	----	----	----	90	----
Quicksilver Mining Co.	55½	55½	55½	55½	55	53½
St. L., Alton & T. H.	52½	52	52½	53	52½	----
" " pref.	78	77½	78	78	----	76
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	86	----	86	----	----
" " Inc. b'ds	----	----	76	----	----	----
Tennessee 6s. 1890	----	94	----	----	----	----
" ex-coupon	72½	72½	----	----	----	71½
" new	72½	----	72½	72½	71½	72
Tol. Wab. & Western	55½	54½	54	54	53½	53
" Pref.	73	73½	----	----	75	75
" 1M. ex.	----	----	----	93	----	----
" 2M.	79½	79½	----	----	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	65	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	115	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	106½	----
U. S. 5s, 1874, coup.	105⅞	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	100½	100¼	----	100⅞	100⅝	----
U. S. 5s, 10-40s, reg	----	----	100¼	----	100¼	100⅜
U. S. 6s, 1881, reg.	----	----	----	114⅜	----	114⅜
U. S. 6s, 1881, cou.	114¼	114⅜	114⅜	114⅜	114⅜	114⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	139½	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	110⅛x	110⅛	----	110⅝	110⅜	110⅛
U. S. 6s, 5-20s, c. 1864.	107x	107⅛	107⅛	----	107⅜	107⅜
U. S. 6s, 5-20s, c. 1865.	107⅛x	107⅜	107⅜	107⅜	107⅜	107⅜
U. S. 6s, " reg.	107⅛	----	----	107⅛	107⅝	108
7.30 Notes, 1st series.	107	107⅛	107⅛	107⅝	108	108
" " 2d series.	106	106	105⅞	106	106⅛	106⅛
" " 3d series.	105⅞	----	106	----	105⅞	106
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	W 31.	Th.1.	F.2.	Sat.3.	M.5.	Tu 6
Cattawissa	----	----	----	----	----	----
" preferred	28¼	28⅜	28½	28⅜	28⅛	28⅛
Camden & Amboy	129	129	----	----	129	129
" " 6s,'67	----	----	----	----	100	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75.	92	----	----	----	----	----
" " 6s,'83.	----	----	----	92	----	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	99	----	----	99½	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	57¼	----	57¼	----	----
Elmira & W'mport.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	58¼	----	58¼	----	58⅝	58¼
" " 6s, '84.	93	----	92½	----	93¼	93⅜
Lehigh Valley R. R.	67	----	66½	----	66½	66½
" " 6s.	----	96	96	96	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	96
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	----	----	53½	58	----	58½
Morris Canal	----	----	----	----	84½	----
" " pref.	123	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	93	93	----	----	93	93
" " 10s.	----	----	----	----	----	----
Northern Central.	50	49⅝	----	49⅝	----	----
Pennsylvania R. R.	57⅛	57⅛	55	55½	56⅛	56
" 1st m.	----	----	102	----	102	102
" 2d m.	97	----	----	----	97	----
Penn. State, 5s	97	----	96⅝	----	----	----
" " 5s, coupon.	----	----	97	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	----	98	98½	98¼	----
" " new.	101½	101½	101⅝	101⅝	102½	102½
" " muncl	101½	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	58	58⅛	58½	58⅞	58⅜	58½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	95	----	----	----
Philadelphia & Erie	32½	----	32½	32⅝	32½	33
" " 6s.	----	92½	----	----	----	92
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	36½	36½	36½	36⅝	36⅛	56½
" " 6s '82	----	----	----	----	83½	84
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	15½	15½	15½	----	16½
" " 6s '75.	68	68	68	68	68	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	23	23½	----	23½	----
West Br. Canal 6s '78.	----	----	----	----	90	----
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	14½	14½	----	13½	----	14½
Chestnut & Wal. "	55	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	90	90	90	90	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	W 31.	Th.1.	F.2.	Sat.3.	M 5.	Tu.6
Baltimore City 6s, 1875.	97	97⅛	----	----	96⅞	----
" " 1886.	97⅛	97⅛	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	98⅛	----	----	98⅛	98⅛
Balt. and Ohio	----	----	----	114	114	114
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	99	----	99	----	----
Northern Central.	50	50½	----	50	----	----
" " b'ds, '85.	----	----	88	88	----	88
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	17⅛	17⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

	Th. 1.	F.2	Sat.3.	M.5.	Tu.6.	W 7
Boston and Lowell	----	112	----	----	111	----
Boston and Maine	131	----	131	----	----	131
Boston and Providence	----	----	141	----	----	----
Boston and Worcest	----	----	145	----	145	145½
Cheshire, pref.	62	----	61	62	----	61
Concord	----	----	----	65	65	65
Connecticut River	111½	1 1½	----	111½	111½	----
Eastern, Mass.	112	111½	111⅛	111⅛	112	111⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	116	----	115	----	115⅜
Manchester & Lawr'ce.	----	----	----	----	----	113⅞
Michigan Central	----	----	----	----	----	114
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport.	104	104	104⅛	104⅛	105	104⅛
Ph., Wil. & Baltimore	57	57⅛	57⅛	57⅛	57⅛	57⅛
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	103½	105⅛	104	103⅛	104	103½
Vermont & Mass.	62½	65	64	65	----	63
Western	146⅛	----	145	145	145⅛	145⅛
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	94½	94	94	----	94	94½
Metropolitan "	56	----	----	----	----	----
Middlesex "	49½	----	----	----	49	49
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	4⅝	44	42½	----	----	41
Franklin "	52½	52	47	----	----	41½
Huron "	42	42½	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	17½	----	----	----	----	----
Pewabic "	33⅞	32	30	29	28½	29½
Pittsburg "	----	----	----	50½	----	----
Quincy "	----	----	----	----	46	45
Rockland	7½	6½	6⅞	6⅞	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 19th of October.

United States 5-20 yrs., 1882, 6 per cent	68¼@ 69
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	45 @ 46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	68 @ 70
Do. Pennsylvania, 1st mort., 1877	70 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	41 @ 42
Erie shares, $100 (all paid), 8 p. c	49 @ 51
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	78 @ 79
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	78 @ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, November 10, 1866.

Stock Exchange and Money Market.

There has been a rather more urgent inquiry for Money, for speculative use, chiefly at the Stock Boards, since our last, and on miscellaneous collaterals, lenders have been exacting firmer rates. But on Government securities, an ample supply has been available on the basis of about previous terms, while the demand from the leading dealers in the public funds, though fair, has not been active. The rates on call loans have been from 5@6 per cent on miscellaneous stocks, and 3@4, chiefly 4 per cent., on national bonds and notes. Very respectable sums have been invested in the Government gold-bearing stock, especially the new issue of the Five-Twenties of 1865, as affording the most secure and lucrative temporary employment for idle balances, pending the revival of activity in general business, which is now extremely dull, in nearly all branches. Indeed the past week's trade was of the narrowest dimensions, as the business of electioneering monopolized an unusual share of the attention of bankers, brokers, and merchants, lessening the average attendance at the various commercial centres. Prime short date commercial paper has been in moderate supply and demand at 5@6 per cent. per annum. Less desirable grades have been in small favor, and very irregular in price. The banks show less disposition to give extended credits; indeed, they evince a commendable inclination to curtail the volume of accommodation to other than the most unexceptionable houses. Last week, the city banks reduced their loans $2,935,021, making a total contraction in this line of $7,345,361 in two weeks. They lost $3,074,083 of legal tender, part of which amount was doubtless in compound interest notes, and accounted for by conversions of these notes into the latest issue of Five-Twenty bonds. In their deposits, there was a gain of $1,001,123; and in their specie reserve, of $1,338,384, the latter due mainly to the disbursements of coin interest from the U. S. Sub-Treasury. Their circulation increased $222,-770. Altogether, the last weekly statement of the local banks, was regarded an encouraging one. The *pro rata* of lawful Money to Circulation and Deposits is 33 per cent. as against 33½ per cent. last week. The present surplus of lawful Money over the required legal average of 25 per cent, is $20,342,000. The city bank deposits are now $224,841,695, against $178,538,674 same time last year. Their legal tender reserve amounts to $74,990,842, against $47,778,719 same time last year. Their circulation now stands at $30,466,207, against $13,289,381 same time last year. The loans are now $271,790,435, against $220,124,961 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $126,972,408 a day, against a daily average of $127,044,006 the preceding week; and $137,-453,666 the week ending with Oct. 20. The current week's exchanges average about $143,000,000 a day. The exchanges at the Clearing House on Monday, Nov. 5, were unprecedentedly large, having amounted to $167,000,000.

National Bank notes to the amount of $518,-165, were issued last week, making the total issue to 1,662 banks thus far $295,354,854, against $282,-555,440 at the close of the last fiscal year, June 30, 1866. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $338,-690,650; and for the public deposits, $39,288,950 —making a total of $377,979,600. The Treasury Department, last week, destroyed $262,300 of worn and mutilated fractional currency, and issued $517,689 worth of new.

The following will be of interest to those who have monetary matters with the Government: The First Auditor audits court and marshal accounts; Second Auditor, armor accounts, pensions, bounties, &c.; Third Auditor, quartermasters' and commissary accounts, and all claims arising under those departments; Fourth Auditor, naval accounts, prize money, &c.; Fifth Auditor, foreign accounts, ministers, consuls; Sixth Auditor, post office accounts.

The U. S. Sub-Treasury receipts, week ending with Nov. 3, were $20,133,229, including $2,262,-775 from customs duties; payments, $34,527,538; balance at the close of the week, $86,380,713. against $100,784,027 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $5,191,475, and payments, $6,-066,915. Tuesday, receipts, $17,209,812, and payments, $16,527,042. The balance at the close of

business on Tuesday stood at $86,197,048 against $102,461,766, a week ago. The receipts of the U. S. Sub-Treasury, Philadelphia, during October, were $10,676,690; payments, $11,528,425; balance, at the close of the month, $11,214,596.

Gold ranged during the week from 146½ to 148⅞ to 147, the latter being the closing rate, on a dull and heavy market. The speculative element has been less rampant, in view of the very liberal coin-interest disbursements of the Treasury Department, and the falling off in the Customs demand. There has been a heavier export movement, partly accounted for by shipments on account of November coin-interest due foreign holders of our gold-bearing public funds. There have, however, been considerable imports of specie from Europe, though no fresh arrival from California. The total imports of specie from Europe, since January 1, have been $8,461,738. The customs demand for Gold last week, averaged $377,129 a day; thus far, this week, it has been equal to $317,855 a day, or equal to a weekly aggregate of $1,907,130. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $69,489, and thus far this week $76,902. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $117,353,333, against $86,049,042 same time last year. The total receipts of California gold at this port since Jan. 1, have been $36,616,385, against $16,209,234 same time last year, showing an increase, in 1866, of $20,407,151. The exports of specie from this port, last week, were $974,944, making the total outflow of specie from the port, since Jan. 1, $55,585,777, against $25,288,218 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, $8,285,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $40,309,710, against $34,050,120 same time last year. The specie exports from San Francisco from Jan. 1, to Oct. 5, reached $35,041,896, against $34,625,110 same time last year.

Government revenues increased considerably last week. Excises, yielded, $7,115,442, against $3,000,000 the preceding week; customs at the port of New York, $2,262,775 and at the outports, at least $800,000 (in coin) more, making the grand total income for the week equal to about $11,633,035 in currency, against disbursements of $4,668,806 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $131,000,000, or equal to an average of more than seven millions a week, which would give a yearly aggregate of over three hundred and sixty five millions.

Foreign exchange has been in more liberal supply, in view of the increased exports of domestic produce, especially of cotton, and the steady outflow of U. S. securities. The prices of prime bills have accordingly yielded a fraction, and at the close, the tendency was decidedly in favor of purchasers. Bankers' 60 day bills on London closed at 109@109⅜, and on Paris to 5.18¾@5.12½; sight bills on London to 110@110¼; and on Paris to 5.15@5.10. The offerings of produce bills are rather more extensive. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $3,093,780, against $6,608,467 same week last year. The exports since January 1, have been to the value of $161,362,447, against $139,400,176 same time last year.

Government securities have been in decidedly more active investment demand, since our last, and there has been a steady appreciation of the gold bearing bonds, the offerings of which have been unusually moderate. The Sixes of 1881, and the Five-twenties of 1862 have been positively scarce in the open market. The German houses have been in eager quest of the latter at the ruling figures, but have not been very successful in their hunt for round lots. The Five-twenties of 1865 have been in great favor with home buyers, especially the later issue (July and January coupon,) which have been marketed at rapidly advancing prices, as promptly as they were issued to the dealers by the department, in exchange for and redemption of the short date obligations of the Government, more particularly the first series of Seven-Thirties, and the earlier issues of the compound interest notes, all of which will mature in the course of the coming Summer or early autumn, and which Secretary McCulloch is making strenuous and commendable effort—thus far with encouraging success—to fund in advance of maturity, on terms advantageous alike to the Government and its creditors. U. S. sixes of 1867 closed on Wednesday at 140½; U. S. sixes of 1868, at 137½; U. S. sixes of 1881 114½@114¾; U. S. Five-twenties of 1862 at 110½, ex-coupon; U. S. Five-twenties of 1865 at 107¾@108; U. S. Five-twenties of 1866, 110¼@110⅝; U. S. Ten-forties at 100⅛@100⅝, and U. S. Seven-thirties at 106@108¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116⅞	May, 1865	112
July, 1864	116⅝	August, 1865	110¾
August, 1864	115⅞	September, 1865	110¼
October, 1864	115⅜	October, 1865	109¾
December, 1864	113⅞		

There has been a less buoyant movement in railway and miscellaneous share propefty, owing in part to the interference of an unusually exciting election, and in part to the apprehensions of an adverse influence to result from unfavorable changes in the Money Market. On Wednesday, however, there was a more confident feeling, fostered by the steadiness of the market, in the face of an advance in the price of money accommodation to the Stock houses. At the close, there was a renewed disposition to purchuse for a rise, and the tendency of the leading stocks was upward.

General business was very injuriously affected by the electioneering excitement of the week. There were less firmness and buoyancy in domestic produce, especially in flour, grain and pork, the speculation in which has partly collapsed. In pork, especially, there has been a bad break equal to $8 per bbl., since the 31st ult., the market closing very heavily. In cotton, transactions have been on a restricted scale, in the face of liberal receipts, and accumulating supplies. The market closed slightly in favor of purchasers, the closing rates for Middlings being from 38@41 cents per lb. The receipts at the port this week, have averaged over 3,200 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 118,654 bales, against exports of 39,461 bales. Since Jan. 1, there have been received here 482,563 bales, and exported hence 327,767 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 156,000 bales against 365,000 bales same time last year; exports, 63,000 bales, against 166,000 bales same time last year, estimated stock at latest dates, 270,000 bales, against 377,000 bales same time last year. There has been no considerable movement in foreign merchandise, the market closing heavily and irregularly therefor. The total imports of foreign dry goods, last week, were $1,339,840, and the total amount marketed $1,138,151. The value of foreign merchandise imported last week, was $2,607,216—making the grand total specie value of last week's imports of dry goods and merchandise, $3,947,056, and since January 1, $257,137,710, against $173,570,209 same time last year. The freight market continues quiet, yet steady with 518 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 23.	Oct. 27.	Nov. 6.
Consols	—@89½	89½	89½
U. S. 5-20's	—@68¾	68¼	68¼
Erie	—@50½	50½	50½
Ill. Central	—@78¼	77¼	76¾

The New York exports, exclusive of specie, for the week ending Nov. 6, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$6,127,156	$3,093,780
Prev. reported	139,400,176	169,368,236
Since January 1	$145,527,332	$172,462,016
Price of gold	146	147½

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$3,137,226	$1,339,840
Gen. merchandise	1,886,144	2,607,216
Total for the week	$5,023,370	$3,947,056
Prev. reported	161,224,587	255,421,180
Since January 1	$166,247,957	$259,368,236

The balance in the Sub-Treasury on Wednesday was $70,008,701 32.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, 108¼; do., 6s, 1873, 98¼; Connecticut 6s, 100; Louisiana 6s, 92; Brooklyn Park Loan, 95; do., Water Loan, 99; Chicago and Great Eastern, 45; do., 1st mort., 72⅛; Chicago, Rock Island and Pacific 7s, 94¾; Morris and Essex 1st mort., 95½; Pacific R. R. 7s, guar. by Missouri, 86; Great Western 2d mort., 1893, 72; New York and New Haven, 117; Hannibal and St. Joseph, 60; do., pref., 69; Stonington, 105; New Jersey Central, 129; Indianapolis and Cincinnati, 88; Long Island, 60; Chicago and Milwaukee, 79; American Coal, 72; Central Coal, 55¼; Wilkesbarre Coal, 69; Wyoming Valley Coal, 33; Spring Mt. Coal, 84; Spruce Hill, 4⅛; Butler Coal, 20¼; Lehigh and Susq. Coal, 4½; Boston Water Power Co., 32½; Rutland Marble, 28½; Cary Imp., 14; Brunswick City Land, 9; Mariposa pref., 30; do.,

1st mort., 43¼; Union Navigation, 114; U. S. Exp., 80; Adams' Exp., 81; American Exp., 87; Manhattan Gas, 150; Western Union Tel., 51½; do., Russian Extension, 96½; Metropolitan Bank, 128½; Central Bank, 112⅛; Bank of North America, 110; Bank of Commerce, 118; Shoe and Leather Bank, 115; 4th National Bank, 110; Am. Ex. Bank, 87; 9th National Bank, 118; Gallatin National Bank, 109½; Alpine Gold, 1.40; American Flag, 2.75; Atlantic and Pacific, 5.00; Alban, 6.50; Bates and Baxter, 3.20; Boscobel Silver, 1.40; Burroughs, 0.70; Church Union, 2.70; Crozier, 0.53; Consol. Gregory, 14.50; Croydon, 5.75; Columbian, Gold and Silver, 1.55; Dutchess Co. Iron Works, 2.95; Des Moines, 1.70; Downieville, 3; Echla, 3.40; Fall River, 0.75; First National, 4.05; Gilpin, 3.75; Gunnell, 1.18; Gold Hill, 4.50; Hibbard G. and C., 0.90; Holman, 0.27; Hope, 1.55; Hilton Copper, 1.00; Hiawatha, 0.30; Keystone Silver, 11; Kipp and Buell, 2.09; La Crosse, 2.00; Long Island Peat, 3.50; Liberty, 0.24; Liebig, 1.10; Montauk, 0.75; Montana, 0.30; New York, 2.10; Nye, 0.24; Oak Hill, 1.45; Ohio and Col. G. and S., 45; Ophir, 6.90; People's G. and S., 3.65; Quartz Hill, 5.80; Rocky Mt., 5.00; Smith and Parmalee, 12.50; Tudor Lead, 3.00; Vanderburg, 0.74; Vasquez, 0.27; Vermont Marble, 4.90; Walkill Lead, 2.25; Wallace Nickel, 2.95; Mountain Oil, 0.63; Bennehoff Run, 6.30; United States, 6.00; Germania, 0.11; Buchanan Farm, 0.25; Central, 2.00; Shade River, 0.21.

Philadelphia.—Warren and Franklin 7s, 83½; Huntingdon and Broad Top 1st mort., 87; do., 2d mort., 79; West Jersey R. R. bonds, 88; Belvidere Delaware bonds, 85; Connecting R.R. bonds, 93¾; Camden and Amboy scrip., 49¾; 13th and 15th streets R. R., 21; Germantown Pass. R. R., 31; Lombard and South street, 14¾; West Branch Canal bonds, 90; St. Nicholas Coal, 2; Big Mt., 4¼; New York and Middle Coal Fields, 4; Fulton Coal, 5¾; Mechanics Bank, 34; Girard Bank, 60. The latest quotations are: City 6s, 98½@98¾; do., new, 103⅜@102½; State 5s, 95@95¾; do., coupon, 95@97; do., 6s, W. L., 103@103½; Phila., Wil. and Balt., 56¼; Reading, 58⅜@58½; do., 6s, 1870, 94¾@96; do., bonds, 93@95; do., con., 116@117; Camden and Amboy, 129@129¼; Penn. R. R., 56@56¾; do., 1st mort., 102@102¼; do., 2d mort., 97@97⅛; Little Schuylkill R. R., 35@36; Morris Canal, 83@83; do., pref., 123@125; do., bonds, 90@95; Wyoming Valley Canal, 54@56½; do., 6s, 86@90; Susquehanna Canal, 15⅜@15½; do., 6s, 67¾@68½; Sch. Nav., 27¼@28; do., pref., 36½@36⅝; do., 6s, 1882, 83¼@84; Union Canal bonds, 23@23½; Delaware Div. Canal, 57½@58; do., bonds, 92@95; Elmira and Williamsport, 28¾@32; do., pref., 42@44; do., 7s, 1873, 99@100; do., 5s, 65@68; Lehigh Coal and Navigation, 58⅝@58¾; do., bonds, 1884, 93¼@93½; North Pennsylvania, 39¼@40½; do., 6s, 92⅞@93; Philadelphia and Erie, 33@33⅛; do., 6s, 92@93; Minehill, 58@59; Catawissa, —@—; do., pref., 28½@28⅝; Lehigh Valley, 66½@67; do., bonds, 96¾@98; Fifth and Sixth streets, (horse,) 46@49; Second and Third, 90@91; West Philadelphia, 70@75; Spruce and Pine, 34@35; Green and Coates, 30½@31; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 20¾@21; Girard College, 28@29; Tenth and Eleventh, 60@70; Union, 41@41½; Hestonville, 15⅜@15½.

Boston.—Ogdensburg 1st mort., 101½; Vermont Central 1st mort., 119; do., 2d mort., 38; Central Pacific R. R. 7s, gold, 102; do., 1884, 98; Eastern R. R. 6s, 1874, 98; Rutland and Burlington 1st mort., 119; Vermont Central and Vermont and Canada 8s, 104; New York and Boston Air Line 6s, 37¼; Boston, Hartford and Erie, 7s, 50; Old Colony and Newport 6s, 1875, 98¼; Sandusky, Dayton and Cin. 6s, 1900, 76¼; Western R. R. 6s, 1875, 100; Essex R. R. 6s, 94½; Fall River 5s, 1878, 91¾; Boston, Concord and Montreal 6s, 96; Nashua and Lowell, 125; Ogdensburg and Lake Champlain R. R., 75; do., pref., 102¾; Boston, Hartford and Erie, 15¼; Conn. and Pass. Riv. pref., 77; Boston Water Power Co., 33⅛; Cary Imp., 13¾; East Boston Co., 14; Essex Land, 105; Adams Exp. Co., 88; Short Mt. Coal, 18; Lackawanna Coal, 7.00; Summit Branch Coal, 11.50; Harleigh Coal, 63; Glenville Coal, 1.00; Cook Co., Ills., 7s, 98; St. Louis 6s, 1886, 86; Chicago 7s, sewerage, 100; do., Imp., 99⅜; Boston 6s, 1868, gold, 127; Lynn 5s, 1882, 92; Salem 6s, Water Loan 10-50s, gold, 108⅜; Albany 6s, 1892, 95½; Portland 6s, 1871, 97½; Augusta 6s, 1870, 97½; Bath 6s, 1891, 95¾; Gardiner 6s, 1879, 97¼; Hallowell, 6s, 1870, 97½; New Hampshire 6s, 99¾; Massachusetts 5s, 1894, 100; Indian Spring Oil, 0.25; Massachusetts and Oil Creek, 0.20; New England, Pet., 0.12; Pepper Well, 1.30; Crescent, 0.15; Stewart's Run, 0.10; Caledonia Gold, 0.13; Montezuma Gold, 1.80; Peck Gold, 0.30; Baltic Gold, 0.03; Eckla Gold, 3.25; Clear Creek Gold, 1.75; Washington Gold, 0.10; Ophir Gold, 3½; Tudor Lead, 2.95; Cambridge Gas, 100; Merchants' Bank, 119; Tremont Bank, 119; Blackstone Bank, 127½; Webster Bank, 108½; Market Bank, 111; Boyleston Bank, 136¾; Revere Bank, 133; Atlas Bank, 114¾; Atlantic Bank, 121¼; Shoe and Leather Dealers' Bank, 130; Columbian Bank, 115¼; Everett Bank, 101⅛; Bank of Commerce, 118¾; Eagle Bank, 117¼; 3d National Bank, 109; State Bank, 112½; Exchange Bank, 142; Mt. Vernon Bank, 119¼. Maverick Bank, 103½; Suffolk Bank, 119⅝; Union Bank, 120¼; Globe Bank, 130; Old Boston Bank, 68; Traders' Bank, 101¼; Fanuel Hall Bank, 130½; Albany and Boston Mining Co., 5; Bay State, 12½; Canada, 90c.; Concord, 4½; Calumet, 75; Dana, 2¼; Eagle River, 4¼; Hancock, 17½; Humboldt, 3; Hanover, 3; Hungarian, 3; Madison, 2¾; Manhattan, 4¾; Mesnard, 1½; Petherick, 4; South Side, 1¾; Star, 1¾; St. Clair, 8; St. Mary's, 1½; Seneca, 3⅛; Superior, 2¾.

Baltimore.—Marietta and Cincinnati bonds, 87¾; Central Ohio, 22⅛; Virginia 6s, reg., 40¾; do., coupon, 39; Bare Hill Mining Co., 0.55; Baltimore Chrome, 0.50; Bank of Baltimore, 105; 3d National Bank, 105; Exchange Bank, 98; Merchants Bank, 1. The latest quotations are: Balt. and Ohio, 114@116; do., 6s, 1867, 99⅛@100⅜; do., 1875, 99@99; do., 1880, 99@99; do., 1885, 97½@99; Northern Central, 50@50; do., bonds, 1885, 88@88½; N. W. Va. 1st mort., 1873, 95@96½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87½@87¾; Central Ohio, 22@22½; do., 1st mort., 82@85; Western Md. bonds, 75@77; do., guar., 96@97; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100@102; do., 1890, 100@102; Baltimore 6s, 1870, 98@100; do., 1873, 96@97; do., 1875, 96@97; do., 1886, 95@97; do., 1890, 98¼@98½; do., coupon, 100@100; Park, do., 97@97¾; do., 1892, 93@99; do., 6s, 1838–'70, 83@83; City Passenger R. R., 17½@18; Canton Co., 55@56; Gardner, 0.50@0.60; Am. Gas Coal, 1.20@1.50; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 105@110; Santa Clara, 5@5¾; Balt. Chrome, 0.30@0.45; Bare Hill, 0.50@0.60; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.45@0.65; Baltimore Coal, 150@190.

Collins Iron.

We invite attention to the advertisement of the COLLINS IRON COMPANY, in another column. This is a very superior Charcoal Pig Iron, adapted to Car Wheels, Chilled Rolls, Malleable purposes, Ordnance, and other purposes for which an extra quality of Iron is required. It is also admirably adapted for fine Wire and Horse Nails, when worked into Rods. We desire to call particular attention to the comparative statement of results given in the advertisement of the various experiments of Prof. Walter R. Johnson, on the tensity of bar iron, from localities both at home and abroad. The Collins Iron Works are located near Marquette, on Lake Superior. The office of the Company is at 48 Pine street, New York. Address C. A. Trowbridge, Secretary and General Agent.

San Francisco Central Pacific Railroad.

The object of this company is the construction of a railroad from Benicia to Sacramento. We learn that $110,000 have been subscribed to the capital stock, and that the company propose to commence operations immediately. As soon as the surveys can be completed between Benicia and Fairfield, the grading will be commenced. Fairfield is the county seat of Solano County. The company was organized on the 29th of September by the election of the following Board of Directors to serve during the ensuing year: Jabez Hatch, E. Danforth, C. B. Houghton, L. B. Mizner, Jno. Ruegar, C. J. Platt, Benicia; W. S. Watson, Stockton; S. C. Hastings, W. F. Swasey, San Francisco; Thomas A. Brown, Pane Shirley, Martinez. At a subsequent meeting of the board, L. B. Mizner was elected President; Jabez Hatch, Treasurer; S. C. Gray, Secretary; W. S. Watson, Chief Engineer.

The Atchison and Pike's Peak Railroad.

The Secretary of the Interior has received from the President of the Atchison and Pike's Peak Railroad Company an affidavit showing the completion of the second section of twenty miles of said road. The Government commissioners will, probably, within a few days, proceed to the lines of the road to examine the section.

☞ It is proposed to build a railroad from Shelburne Falls to Wilmington, Vt., connecting the new line to New Haven with the Western Vermont line, thus making the most direct route to the Sound. A meeting of those interested in the scheme will be held at Shelburne Falls on the 9th.

☞ A Troy paper states that the Susquehanna Railroad is to be extended to Troy *via* Schenectady, and that this will make a continuous line for the transportation of coal from the carboniferous regions of Pennsylvania to Montreal.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Nov. 2d, 1866, were $70,066 67
Corresponding week of 1865 ..... 80,851 88

Decrease $10,785 21

The earnings of the Grand Trunk Railway of Canada for the week ending Oct. 27th, 1866 were $150,873 00
Corresponding week of previous year.. 147,393 00

Increase $3,480 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Oct., 1866.... $39,568 00
Corresponding week previous year.... 40,032 50

Decrease $464 50

The earnings of the Western Union Railroad for the week ending Oct. 31, 1866 .... $33,690 59
Corresponding week previous year.... 24,455 50

Decrease $9,235 09

The earnings of the Chicago and Great Eastern Railway for 4th week in Oct. were..... $38,408 76
Same period last year 32,516 70

Increase in 1866. ..... $5,892 06

The earnings of the Chicago and Northwestern Railway for the fourth week in Oct., 1866, were $383,972 00
Corresponding week of previous year.. 303,960 00

Increase..... $80,012 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Oct., 1866. were $95,495 00
Corresponding week of previous year.. 76,771 00

Increase..... $18,724 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Oct, 1866, were $169,766 00
Corresponding week of 1865 ..... 164,193 00

Decrease $5,573 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Oct. 25th, 1866, were $45,697 00
Corresponding week of 1865..... 44,401 00

Increase..... $1,296 00

The receipts of the Susquehanna Canal Company for week ending Oct. 29th, were $8,998 10; previously this season, $183,520 17—making a total of $192,518 27.

New Haven and Derby Railroad.

A charter for a new railroad connecting New Haven with Derby, Ct., has been granted by the Legislature of that State, by the provisions of which $100,000 must be expended on its construction before July next, on penalty of forfeiture. After much delay the enterprise has been started and subscription books opened, and there is now a fair prospect of the road being built. New Haven is taking great interest in the proposed road. Jas. Brewster, Esq., a prominent man, has offered a subscription, under certain conditions, of $10,000, and the business men of New Haven are expected to contribute to its support.

☞ Joseph S. Gitt, Esq., has been appointed Chief Engineer of the Western Maryland Railroad, vice Col. Taylor, resigned. The Hagerstown *Herald* says that Mr. Gitt "is engaged upon the work of locating the line. He has established the tunnel, and is now working in the direction of this place. It is supposed that he will have the survey completed as far as Smithsburg this week. When done on this side of the mountain he proposes to commence at the summit and locate the line to Mechanicstown."

Railway Statutes of New York.

We continue our digest of the miscellaneous sections of the statutes of this State relating to railroads, which are deemed to be of especial importance. Most of the Western States have modeled their railway system upon the statutes of this State, and the decisions of our Courts upon our statutes are therefore of value in other States. We begin with Chapter 282 of the laws of 1854.

Bell or Whistle—Failure to Sound—Penalties.—Section 7, of the act of 1854, chap. 282, provides that every locomotive run on any railroad shall be provided with a bell or steam whistle, which shall be sounded 80 rods from the place where such railroad crosses any public road on the same level. Any corporation violating this provision is subject to a fine of twenty dollars.

Engineers violating it are liable to a fine of fifty dollars, or imprisonment in county jail not exceeding sixty days.

Fences—Gates and Cattle Guards—Damages.—Section 8, of the same act, provides that every railroad corporation shall erect and maintain fences on the sides of their roads, with gates at farm crossings, and cattle guards at all road crossings. So long as such fences and cattle guards shall not be made, such corporation shall be liable for all damages to cattle, horses, sheep, or hogs, which shall be done by the agents or servants of such corporation; after such fences and cattle guards are erected, such corporation shall not be liable for damages unless negligently or wilfully done. A sufficient post and wire fence of the requisite height shall be deemed a lawful fence, but no railroad corporation shall be required to erect fences, etc., where the same are not necessary to keep animals from adjoining lands off the track of such railroad.

Sale of Unclaimed Freight.—Section 10, of the same act, provides that freight which has remained unclaimed in the possession of the railroad company for one year, may be sold at auction upon a publication of four weeks before the time of sale, in the State newspaper, and in a newspaper published at or nearest the place at which such freight was to be left, and also at the place where such sale is to be made; such notice shall contain a description of the freight, the place where and the time when left, with the name of the owner or consignee when known.

Section 11, provides that perishable property may be sold at once, on giving the notice required in section 10.

Section 12, provides that the balance of the proceeds of such sale (after paying charges and expenses,) shall be retained for the owner or consignee of such freight, and refunded at any time within five years, on satisfactory proof of ownership.

Stealing Tickets—Forgery of Same—Penalties.—By Chapter 499 of the laws of 1855, it is provided that every person who shall be convicted of stealing, taking and carrying away any railroad passenger ticket or tickets, prepared for sale to passengers, previous to or after the sale thereof, being the personal property of any railroad company, or of any person or persons, shall be adjudged guilty of grand or petit larceny as prescribed in the next following section.

If the price or prices authorized to be charged for such ticket or tickets on a sale thereof, shall exceed the sum of twenty-five dollars, such price or prices shall be deemed the value of such ticket or tickets, and the offence of stealing, taking and carrying away the same, shall be adjudged grand larceny, and the person convicted of the same, shall be imprisoned in a State prison for a term not exceeding five years; but if such price or prices shall only amount to twenty-five dollars or under, the offence of stealing, taking and carrying away such ticket or tickets shall be adjudged to be petit larceny, and the person convicted of the same shall be punished by imprisonment in the county jail not exceeding six months, or by a fine not exceeding one hundred dollars, or by both such fine and imprisonment. (Sec. 2.)

Railroad passenger tickets of any railroad company, as well before the same shall have been issued to its receivers or other agents or not, are to be deemed railroad tickets within the meaning of this act. (Sec. 3.)

Every person who shall be convicted of having forged, counterfeited, or falsely altered any railroad ticket mentioned or referred to in either of the preceding sections of this act, or of having sold, exchanged or delivered for any consideration, any such forged or counterfeited railroad ticket, knowing the same to be forged or counterfeited, with intent to injure or defraud, or of having offered any such forged or counterfeited railroad ticket for sale, exchange or delivery for any consideration, with the like knowledge and intent, or of having received any such forged or counterfeited railroad ticket upon a sale, exchange or delivery for any consideration, shall be adjudged guilty of forgery in the third degree, and shall be punished in like manner as prescribed by law in cases of conviction or forgery in the third degree. (Sec. 4.)

Every person who shall have in his possession any such forged or counterfeited railroad ticket, as mentioned or referred to in the next preceding section, knowing the same to be forged, counterfeited or falsely altered, with intention to injure or defraud by uttering the same as true, or by causing the same to be uttered, or by the use of the same to procure a passage in the cars of the railroad company by which such ticket purports to have been issued, shall be subject to the punishment provided by law for forgery in the fourth degree. (Sec. 5.)

Extortion of Excessive Fare—Penalty.—By Chapter 185 of the laws of 1857, (§ 39) it is provided that any railroad company which shall ask and receive a greater rate of fare than that allowed by law, shall forfeit fifty dollars, which sum may be recovered, together with the excess so received by the party paying the same; but it shall be lawful and not construed as extortion, for any railroad company to take the legal rate of fare for one mile for any fractional distance less than a mile.

New York Central Railroad Ticket Offices.—Section 1, of Chapter 228 of the laws of 1857, pro-

vides that the New York Central Railroad Company shall keep its ticket offices open at every station on its road for at least one hour previous to the starting of each passenger train from such station; provided, that such offices shall not be required to be kept open between the hours of nine o'clock p. m., and five o'clock a. m., except at Albany, Schenectady, Utica, Syracuse, Rochester, Buffalo and Suspension Bridge.

Higher Rate for not Purchasing Ticket.—By § 2 of the same act, if any person shall, at any station where a ticket office is established and open, enter the cars of said company as a passenger thereon, without having first purchased a ticket for that purpose, it shall be lawful for said company to demand and receive from such person, a sum not exceeding five cents, in addition to the usual rate of fare for the distance such person may desire to be transported.

Sale of Unclaimed Freight or Baggage.—Every railroad company which shall have had unclaimed freight or baggage, not perishable, in its possession for the period of at least one year, may proceed and sell the same at public auction, after giving notice to that effect in the State paper once a week for not less than four weeks, and for a like period in a newspaper other than the State paper, published at the place designated for the sale, and also in one published in the City of New York, (said notice shall contain as near as practicable, a description of such freight or baggage, the place and time when left, together with the name of the owner of the freight or person to whom consigned, if the same be known.) All moneys arising from the sale of freight or baggage as aforesaid, after deducting therefrom charges and expenses for transportation, storage, advertising, commissions for selling the property, and the amount previously paid for the loss or non-delivery of freight or baggage, shall be deposited by the company making such sales accompanied with a report thereof, and proofs of advertisement, with the comptroller, for the benefit of the general fund of the State, and shall be held by him in trust for reclamation by the persons entitled, or who may become entitled to receive the same. No sale as herein provided, shall be served upon the comptroller for at least two weeks prior to the time designated for such sale. (Sec. 3, Chapter 440 of laws of 1857.)

In case such unclaimed freight or baggage shall, in its nature, be perishable, then the same may be sold as soon as it may be, at the best terms that can be obtained. (Sec. 4.)

Western (Mass.) Railroad.

This company commenced operating their double track between Springfield and Westfield on the 23d ult. Probably no road in the country is adding so rapidly to its rolling stock as the Western, the great thoroughfare for freight and travel between Boston and Albany and the West. New engines and new cars are constantly in process of construction, new tracks are being put down, new buildings are going up, and at all points on the road activity is the motto. The corporation now own 90 engines, between 2,000 and 3,000 freight besides a sufficient complement of passenger and baggage cars, some of them as fine as are in use on any other road. To accommodate the extra number of engines already purchased or now in the works, the corporation is erecting a fine new engine house, near the Connecticut River, between the old engine house and the Connecticut River Railroad shops. The corporation cannot get new engines as fast as it needs them, although sending in all directions.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Oct. 1, 1866.	Nov. 1, 1866.
Debt bearing int. in coin.	$1,310,065,941 80	$1,333,558,841 80
Debt bearing interest in currency..	930,930,190 00	882,408,440 00
Matured debt not presented	23,302,372 14	36,988,909 21
Debt bearing no interest.	437,252,205 33	428,680,775 33
Total...	$2,701,550,709 27	$2,681,636,966 34
Coin in Treasury	$86,259,909 35	$99,413,018 55
Currency....	41,953,858 24	30,913,942 07
	$128,213,767 59	$130,326,960 62
Debt less cash in the Treasury.....	$2,573,336,941 68	$2,551,310,005 72

The total debt shows a decrease since the 1st of October of $19,913,742 93. The balance in the Treasury shows an increase, as compared with October 1st, of $2,113,193 03. Deducting the amount on hand from the aggregate debt, both on the 1st of October and the 1st of November, the decrease of debt would be $22,026,935 96. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of November, 1866, and the actual decrease in the Public Debt since that period has been $206,379,565 71.

Western Maryland Railroad.

The annual meeting of the stockholders of this company was held at Westminster, Md., on the 31st ult. The annual report of the directors, which was presented, shows the gross earnings of the road the past year to have been $110,785; gross receipts $81,931; leaving unrealized $28,855. There is an increase of earnings of $5,655, and an increase of expenses of $11,408. The report speaks of difficulties encountered in consequence of the high price of labor and materials, notwithstanding it shows a flattering condition of the company, and promising prospects for the future. It urges strongly the completion of the extension to Hagerstown, and the extension to the Potomac, at Williamsport, and also, when opportunity is offered, to push the work through to the Ohio River, and thereby secure an independent route to the great West. The delay in not pushing the extension to Hagerstown is shown to be in consequence of an injunction laid in the Superior Court of Baltimore, at the instance of Mayor Chapman, to prevent the contract from being given out. The difficulties are now obviated, and the work put under contract, to be commenced in a few days. An independent connection with Baltimore, either by the Gwynn's Falls or Canton route, is strongly urged as an absolute necessity. The reports of Mr. P. H. Irwin, Superintendent, and Mr. Boyle, Treasurer, were adopted, after which the following directors for the ensuing year were elected: John M. Stevenson, Gravilles Haines, David Seeler, Samuel H. Seigler, Jas. McDougal. Messrs. McCubbin and John W. Randolph are directors on the part of Baltimore, and are appointed by the city council. The President, Capt. Robert Irwin, announced his intention of retiring from the Board. An election for President will take place in Baltimore at the first meeting of the new Board, which will be held in a few days.

Interest and Dividends.

The Pennsylvania Railroad Company have declared a semi-annual dividend of four per cent. on the capital stock of the company, clear of National and State taxes, payable on and after November 30, 1866.

The Cleveland and Mahoning Railroad Company has declared a dividend of 4 per cent., free of Government tax, payable on the 10th inst.

The Hanover Branch (Pa.) Railroad Company has declared a dividend of 5 per cent.

The Nashua and Lowell Railroad Company have declared a dividend of four per cent.

The Flint and Holly Railroad Company of Michigan, a dividend of four per cent.

The Northern Central Railroad Company has declared a quarterly dividend of 2 per cent., clear of National and State taxes, payable on the 26th inst.

The transfer books of the New York Central Railroad Company will be closed at the close of business on Saturday, the tenth day of November instant, preparatory to the annual election for Directors of the company, appointed to be held on the twelfth day of December next, and will be re-opened on the morning of Thursday, the thirteenth day of December next.

☞ The Macon, Ga., *Telegraph*, referring to the completion of the Branch road, which connects the entire railroad system of Georgia with those of Florida, says—"Besides its convenience to the public, and especially to the planters of Florida, this new improvement is destined to advance greatly the interest of the Gulf road and the city of Savannah. It also completes the Atlantic and Gulf connection, from Savannah to St. Marks."

☞ The President of the Cincinnati and Fort Wayne Railroad, states in a recent report to the citizens of Fort Wayne, that about six hundred men are engaged on the grading between Richmond and Winchester, and that local subscriptions have been made sufficient to prepare the road for the iron thence to Bluffton.

☞ Only six miles of the Lawrence (Ohio) Railroad remain to be built to complete the connection between Pittsburg and Cleveland. The route is by the way of Youngstown and Lowell Furnace to a point on the New Castle and Beaver Valley Railway forty-seven miles from Pittsburg.

☞ The grading on the Sheboygan and Fond du Lac Railroad is completed three or four miles west from Glen Bulah, and will be finished to Marshfield before the close of the season.

☞ The Florida Branch of the Savannah, Albany and Gulf Railroad was opened to passengers on Monday last.

New Brunswick and Canada Railway.

A correspondent of the *Canadian News*, writing from St. Andrew's, N. B., on the proposed railway extension to the seaboard, says:—

The desirability of a railway to connect the cities of Montreal and Quebec with a seaport in British territory has long been felt by the leading public men of Canada.

We find that on the 19th December, 1835, the Legislative Council at Quebec passed the following resolution:—

"*Resolved*,—That a railroad between the port of St. Andrew, in the Bay of Fundy, and the port of Quebec would greatly diminish the disadvantages under which the province labors from the severity of its climate, and the consequent periodical interruption of the navigation of the River St. Lawrence."

This resolution, with others, received the cordial support of the Governments both of Canada and New Brunswick.

All the reasons then advanced for undertaking the enterprise, together with others developed by subsequent events, now exist in still greater force by reason of the unparalleled progress since made by railways both in the provinces and the adjacent States.

"To secure these unlimited and legitimate resources," says another resolution, "it will be only necessary to construct a railroad from Quebec and Montreal to Lake Huron, in connection with that from St. Andrew's to Quebec."

Not only has the extension to Lake Huron been completed, but railway communication exists also with Chicago, the greatest grain market in the world, and the entire railroad system of the western states. In fact, our railways now constructed, together with the St. Lawrence, are as important to the entire north-west as is the Mississippi to the south-western states of the American union.

In furtherance of this design, the Grank Trunk is already extended easterly to Riviere du Loup, a distance of 114 miles, and the New Brunswick and Canada is now open from St. Andrew's (88 miles) to Woodstock on the River St. John, the natural highway of New Brunswick. During August the traffic receipts of this last mentioned portion exceeds those of August of the previous year (1865) by nearly $2,000—being in the ratio of 3 to 2, and might have been double had there been sufficient rolling-stock. Let it be borne in mind that this length of 88 miles reaches only to the verge of an agricultural and well-timbered country. The construction of the remaining portion of 188 miles would form the connecting link between the navigation of the River St. Lawrence and St. John, passing through one of the finest timbered regions in the world, abounding in mineral wealth, which by geological examination is constantly being developed.

In the annual report of the Ottawa Board of Trade by the Hon. Mr. Skead, it appears that Canada possesses a tract of timbered country extending through 5 degrees of latitude and 11 of longitude, yielding annually from 70 to 80 millions of cubic feet of timber and employing 10,000 men. By statistics he shows the agricultural products have during the last seven years greatly exceeded the products of the forest.

A railway, to be of any use for the transportation of all this produce, to be sent during the suspension of navigation, should be short and direct as possible. At $30,000 per mile, which, it is believed, is a fair average, this connecting link of 188 miles would cost about five and a half million dollars, a little more than one-fourth of the proposed Imperial subsidy for the Intercolonial. With the port of St. Andrew's accessible by rail, what sane man would think of sending his produce to Halifax through a country yielding in abundance similar articles for exportation, at a ruinous competition and disparity of distance?

United by rail with the lower provinces, Upper Canada becomes to them what the western states are to the northern and eastern, receiving in return their fish and articles of manufacture. As a matter of economy, heavy articles of merchandise will seek the shortest possible conveyance by land. With increased facilities for transportation, an immense trade would spring up along the frontier of Canada, New Brunswick, and Maine.

This line once completed, or vigorously commenced with a certainty of completion, western extension would become a *sine qua non* to the merchants of St. John, in order to retain a portion of the up-river trade.

Eastern extension to Truro is common to any route that may be selected, and is sure to be built.

Quebec then becomes connected not only with Halifax, but also with St. John, the commercial emporium of New Brunswick, and with St. Andrew's with much less cost than by direct line with Halifax alone.

Illinois Central Railroad.

The statement of this Company for the month ending October 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	24,842.67 for	$233,981 74
Acres Int. Fund Lands sold	484.08 for	6,591 79
Acres Free Lands sold	1,718.33 for	21,261 00
Total sales during month of Oct., 1866	27,045.08 for	$261,834 53
To which add Town Lot Sales		199 00
Total of all		$262,033 53
Cash collected in Sept		$276,742 88

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$163,167 34
do.	Freight	415,669 00
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	50,000 00
Total Receipts in Oct., 1866		$639,194 67
Total Receipts in Oct., 1865		$621,848 89

Dorchester and Delaware Railroad.

At a recent meeting of the President and Directors of this company, held at Cambridge, Md., the several routes surveyed by Mr. Hessey, Engineer in charge, were presented. The route by Aireys, Salem, Donohoe's, Federalsburg and Horsey's to Bridgeville—its entire length being thirty-eight miles—has been the favorite route of the company. But the amount of subscription to the stock failing to justify the board in adopting it, they finally determined upon the route last surveyed, which runs north of the route formerly laid out from Horsey's and Bridgeville to Federalsburg, crossing the Nanticoke at M. L. Smith's residence; thence to Yellow Bridge; thence a little west of Williamsburg—being a straight line from Bridgeville; thence within three-quarters of a mile of Washington and a half mile of New Market. The engineer reports that with twenty-five thousand dollars more, the road from Bridgeville to New Market can be completed by next peach season.

☞ The million dollars of bonds of the American Dock and Improvement Company, guarantied by the Central Railroad Company of New Jersey, were taken at prices ranging from 97½@100 per cent. The amount of the bids reached nearly $2,500,000.

☞ The ceremony of breaking ground at Battle Creek, Mich., for the Battle Creek and Lansing Railroad, took place on the 29th ult. The work of grading the line will be at once pushed forward.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Oct., inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu
1865	650,700	6,707,800	14,397,200	2,864,900
1866	213,700	3,893,900	22,135,900	3,210,600
Dec.	437,000	2,813,900	*7,738,700	345,700

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 999,780 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Oct., in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1.
Flour, bbls	920,100	650,700	213,700
Wheat, bush	13,026,000	6,707,800	3,893,900
Corn, bush	8,930,700	14,397,200	22,136,900
Barley, bush	1,837,100	2,364,900	3,210,600
Oats, bush	8,872,900	8,071,480	7,786,400
Rye, bush	503,200	612,600	857,500
Malt, bush	.....	444,900	368,900
Beef, bbls	6,850	8,563	100
Pork, bbls	56,500	15,050	18
Bacon, lbs	561,500	1,273,100	.....
Butter, lbs	404,800	366,400	410,600
Lard, lbs	1,896,300	1,991,400	70,400
Cheese, lbs	1,393,600	9,915,000	3,818,800
Wool	1,101,760	527,600	441,600

Chartiers Valley Railroad.

The Chartiers Valley Railroad, extending from the point of Junction with the Pittsburgh and Steubenville Railroad, to the borough of Washington, in Washington county, Pa., with all its privileges, appurtenances, etc., together with all the rights and benefits of the agreement of said company with the Pittsburgh and Steubenville Railroad Company, was sold by auction on the 30th ult., under foreclosure of mortgage, and purchased by the Pennsylvania Railroad Company for $45,100. According to the terms of the sale, $21,500 of the purchase money is to be paid in cash at the time of sale, and if bought by a bondholder secured by the mortgage under which the sale was effected, the balance of the amount may be liquidated by the transfer of bonds, interest warrants or coupons.

The Charties Valley Railroad has been graded its entire length, about twenty-five miles, and is in such condition that a few weeks' labor would prepare it for the reception of the rails. It is estimated that less than half a million of dollars would place the road in first-class running order. It traverses a rich agricultural and mineral region, inhabited by an industrious, thrifty and progressive people, and when finished and in complete running order would do a large and lucrative passenger and freight traffic. The opening up of new coal mines along its line would doubtless alone furnish business enough to pay a good per centage on its cost of construction.

☞ The Delaware and Eastern Shore Railroad was opened for through travel on the 5th inst. An express train leaves Wilmington, Del., at 12 o'clock each night, passing through Princess Anne, and arriving at Crisfield (Somer's Cove,) at 7 A. M., connecting with steamers to Norfolk and all points South.

Richmond and York River Railroad.

The work on the York River Railroad, which had been interrupted by the non-arrival of a steamer loaded with rails, has been resumed. The track has been completed to the Chickahominy, and the bridge on that stream is almost finished, as is also the one over the Pamunkey River at the White House. The contract calls for the completion of the road by the 12th of December; but owing to unforseen and unfavorable difficulties, it will not probably be ready for use to West Point before the 1st of January.

Valuation of Chicago.

Division.	Real.	Personal.	Total.
South.....	$749,200	$299,824	$1,049,024
West.....	172,577	33,875	206,452
North.....	488,124	55,463	463,587
Total.....	$1,329,901	$389,162	$1,719,063

This is about $8 57¾ for man, woman and child in the city, the population being 200,419.

☞ A new telegraph line is to be built between Pittsburg and Oil City by a company just organized under the title of the Merchants' National Telegraph Company.

☞ Joseph E. Sheffield, Esq., has been elected President, and A. L. Kidston Secretary of the Canal Railroad Company.

Collins Iron Company,

MANUFACTURERS OF

CHARCOAL PIG IRON,

At MARQUETTE, Michigan.

Numbers one and two are a soft "Gray Iron," strong in the Pig, and when "puddled" for Boiler Plate, Sheet Iron, or Merchant Bar, is equal to Swedes, Russia or Norway Irons.

Number Three, a fine close grain Iron, particularly adapted for "Malleable Castings." Numbers four and five, "Mottled" and "White," when mixed with the "Gray Iron," make superior Car Wheels.

TENSILE STRENGTH,

As Compared with other Irons.

FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1851, page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensity of Bar Iron, from localities both at home and abroad.

	Strength per lb. Square Inch.
Iron from Salisbury, Conn	58,009
" " Sweden	58,184
" " Center Co., Pa	59,400
" " McIntyre, Essex Co., N. Y	59,962
" " England, (Cable Bolt,) E. V	59,105
" " Lancaster Co., Pa	58,661
" " Russia	76,069
" " **C. R. Lake Superior**	**89,584**

Extract from Letter of Engineer-in Chief "MARTIN" to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF, Washington, Sept. 12, 1855.

* * * * A piece was drawn down to 1¼ inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.

(Signed,) D. B. MARTIN, Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.

OFFICE: 48 Pine St., New York.

C. A. TROWBRIDGE,

Secretary and General Agent.

OFFICE OF THE NEW YORK CENTRAL R. R. Co., ALBANY, November 1st, 1866.

THE Annual Election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the twelfth) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,

5t45 ROBERT L. BANKS, Secretary.

IRON PAINT.

THE PUREST AND BEST

Mineral Paint in Market.

Hudson River Metallic Paint,

BROWN OXIDE,

ORANGE YELLOW,

BLACK METALLIC,

Suitable for all kinds of in and out door work and for all climates.

WILL NOT BLISTER, CRACK NOR SCALE.

For sale in quantities from 100 to 300 lbs., or by the Ton. By the Sole Agents,

L. G. TILLOTSON & CO.,

Manufacturers and Dealers in

RAILWAY AND TELEGRAPH SUPPLIES,

26 Dey St., New York.

Winslow, Lanier & Co.

BANKERS,

Owing to alterations in progress at their late office,

HAVE REMOVED

to the Rooms lately occupied by the FOURTH NATIONAL BANK,

Nos. 27 and 29 Pine Street.

Interest allowed on Deposits. 1m44

TO CONTRATORS.

THE PLANS, Profiles and Estimates for the construction of Thirty Miles of the DETROIT AND HOWELL RAILROAD, between Plymouth and Howell, will be completed about the first of November next, and will be open to the examination of those proposing to contract, at the office of the Company at Plymouth Michigan, where proposals will be received for the construction of the earth work, timber work and fencing.

T. T. LYON, President.

Plymouth, Michigan, Oct., 15th, 1866.

CONTRACTORS, TAKE NOTICE.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY have extended the time to Saturday, November 10th, 1866, for receiving proposals for the Grading, Masonry and Bridge Superstructure and furnishing the Cross-Ties, and laying the track upon six miles of the said Company's road, extending from near the Rising Sun village, Cecil county, Md., to the Susquehanna river.

Plans and Specifications of the work can be examined at the office of the Engineer, JOHN M. HOOD, at Port Deposit, Cecil county, Md., and a guide will be furnished to show the work to those desiring to look at the same.

The Engineer purposes to be at the Rising Sun village, on Tuesday, November 6th, and Friday, November 9th.

JOSEPH HUDDELL, Secretary and Treasurer.

Philadelphia, Oct. 22d, 1866.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS, directed to the undersigned, and endorsed "Proposals," will be received at the office of J. W. Allen, in Bordentown, New Jersey, until Wednesday night, the 14th November prox., for grading and masonry on the PEMBERTON AND HIGHTSTOWN RAILROAD. Profiles, specifications and blanks will be shown at Mr. Allen's office on and after the 29th inst.

ASHBEL WELCH, Engineer P. & H. R. R.

October 19th, 1866. 3t42

TO CONTRACTORS.

SEALED Proposals will be received by the undersigned until Saturday, November 17th, for the Graduation, Bridge and Culvert Masonry on forty-three miles of the Lebanon Branch Extension of the Louisville and Nashville Railroad, between Crab Orchard, in Lincoln county, and London, in Laurel county, Kentucky.

The work is of the very heaviest character of Earth and Rock Cuttings Tunneling and Masonry, in value about one million of dollars.

Specifications and profiles can be seen at the Company's Office, in Crab Orchard, on and after November 1st.

GEORGE MACLEOD, Chief Engineer.

Louisville, Ky., October 17th.

BARSTOW, EDEY & CO.,

BANKERS and BROKERS

HAVE REMOVED FROM

No. 30 to No. 36 Broad Street.

OFFICE NO. 16.

L. S. WATKINS,

BANKER,

AND

DEALER IN ALL CLASSES OF

GOVERNMENT SECURITIES and GOLD,

No. 11 Broad Street,

NEW YORK.

Collections made in all parts of the United States and British Provinces.

THE UNITED STATES

STEEL PEN WORKS,

CAMDEN, N. J.

THE ESTERBROOK

Steel Pen Manufacturing

COMPANY,

WAREHOUSES, { 51 JOHN STREET, N. Y. / CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

WOOLWORTH & GRAHAM,

Sole Agents.

WANTED—By a Railway Commission House in the City of New York, a thoroughly Competent Salesman. With one having a good trade and acquaintance liberal arrangements will be made. Address P. O. Box 4,955, New York P. O.

BORDEN & LOVELL,

70 and 71 West Street, New York.

GENERAL AGENTS

Borden Mining Company's

CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 128 Pearl St.

Railway Purchasing Agent.

A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent.

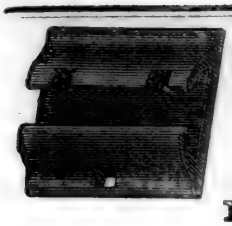
References unexceptionable.

Address, "H," P. O. Box 5,314, New York City.

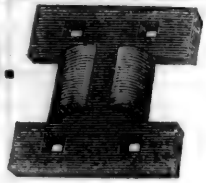
Car Covering or Roofing

KINGMAN'S CEMENT WITH HEAVY CANVASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston.

July 19th, 1866.



THE CALVERT IRON AND NAIL WORKS CO.



OF BALTIMORE.

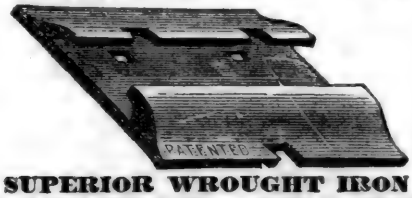
MANUFACTURERS OF

ROLLED CONTINUOUS-LIP RAIL ROAD CHAIRS,
FORGED SQUARE-LIP SLEEVE & FLANGE CHAIRS,
AND ALL KINDS OF JOINT FASTENINGS AND BOLTS,
RAIL ROAD, SHIP AND BOAT SPIKES,
BOILER RIVETS, BRIDGE BOLTS, TRACK-LAYING TOOLS, &c.

These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

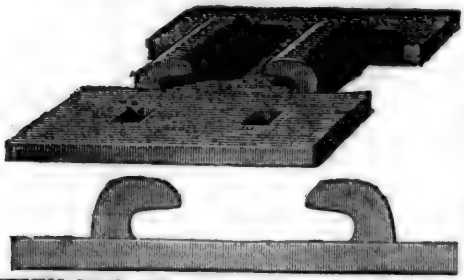
MARSHALL P. SMITH, Gen'l Sup't.

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

NEW YORK
Railroad Chair Works.
Of which the late **J. S. BREESE** was Prest.
JOSIAH S. LEVERETT & CO.,
SOLE AGENTS,
No. 46 Courtlandt Street, New York.



THIS COMPANY also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a Superior quality, which they are prepared to supply at the **short-** notice.

MERCANTILE MUTUAL
INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....$1,366,699

ORGANIZED APRIL, 1844.

Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.

Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York, or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President.
CHAS. NEWCOMB, Vice-President.
C. J. DESPARD, Secretary.

GEO. M. FREEMAN.
RAILROAD SUPPLIES,
No. 125 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
☞ **COTTON WASTE.** ☜
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
☞ **Superior Car Upholstery, etc.** ☜
AGENCY OF THE KEROSENE OIL COMPANY.
☞ Orders solicited, promptly filled, and forwarded with despatch and care *at the manufacturers' lowest prices.*

BRIDGES & LANE,
MANUFACTURERS AND DEALERS IN
RAILROAD AND CAR
FINDINGS
AND MACHINERY
OF EVERY DESCRIPTION,
50 COURTLANDT,
Corner of Greenwich st., NEW YORK.

RAILROAD AXLES, WHEELS AND CHAIRS,
SPIKES, BOLTS, NUTS, WASHERS,
CAR, SHIP AND BRIDGE BOLTS
IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.
STEEL AND RUBBER SPRINGS,
LOCOMOTIVE AND HAND LANTERNS
PORTABLE FORGES AND JACK SCREWS,
COTTON DUCK FOR CAR COVERS,
BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings
Orders for the purchase of goods on commission, aside from our regular business, respectfully solicited.
ALBERT BRIDGES. JOEL C. LANE.

20,000
Pheonix Railroad Chairs
FOR SALE.
To Suit a 50 to 52 lb. T. Rail,
ERIE PATTERN.
FOWLE & CO.,
70 Broadway.

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

NEW YORK BELTING AND PACKING Co.,
Nos. 37 and 38 Park Row, New York.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, November 17, 1866.

The New Orleans, Opelousas and Great Western Railroad.

The commercial community now turn their eyes toward the Opelousas Railroad and its branches radiating out into Western Louisiana and Southeastern Texas for a complete system of inter-communication with the sugar, cotton, grain and grazing lands of our great border State.

The New Orleans, Opelousas and Great Western Railroad was chartered to be built from Algiers—opposite New Orleans—by way of Bayou Lafourche, Berwick Bay, Pattersonville, Franklin, New Iberia, Lafayette and Opelousas, to the Sabine River, or eastern boundary of Texas.

The line has been located throughout, and this location fixed by act of the Legislature. The total length of the road, as projected and located is 258 miles. The projected terminus is at Thompson's Bluff, on the Sabine River, about 4½ miles below the point where the 31st parallel of latitude crosses the Sabine.

The first division of 80 miles, extending to Berwick Bay—Brashear City—was completed in 1857, and has been regularly operated since. The first 24 miles extends up the right bank of the Mississippi River, to Boutte station, in the parish of St. Charles; thence the line follows a ridge of high and fertile land—now settled throughout—for 8 miles to the Bayou Des Allemands, the natural drain of the basin between the Mississippi and Bayou Lafourche. From Des Allemands, at the 32d mile, the line crosses a marshy prairie, containing islands of cypress timber, for 6 miles, and then reaches the high lands of Bayou Lafourche. At Raceland station, 40 miles from Algiers, a branch track of 2 miles in length extends to the bank of the Lafourche. Thence the line runs up the left bank of the Bayou Lafourche 12 miles further, to the Lafourche crossing, 52 miles. Between the Lafourche and Terrebonne the line crosses the Lafourche and Devil's Swamp and the Bayou L'Eau Bleueridge. From Terrebonne station, lines of omnibuses or carriages run to Thibodaux and Houma. After leaving the Terrebonne highlands, the line crosses a cypress swamp 4 miles wide to the Chacahoula ridge; follows said ridge about 2 miles; crosses the Tiger swamp and reaches the Bayou Black at Tigerville. The Bayou Black is navigable for steamboats and schooners thence to the Gulf at Atchafalaya Bay. From Tigerville the line runs down the right bank of the Black about 8 miles, crosses the L'Ourse ridge and the Bœuf Swamp, 3 miles wide, to the Bayou Bœuf, 73 miles.

From the Bœuf the line, after crossing a swamp, follows the Tiger Island high lands to Brashear, 80 miles.

At Brashear the company have extensive cattle pens, warehouses and wharves, which, fortunately, were not burned during the war.

Extensive repairs have been made here, amounting almost to the entire rebuilding of the cattle pens and wharves, since the road was returned to the company.

The railroad company have, at their own expense, cleared out the channel in Atchafalaya Bay, (which was filled with live oak logs in 1862 by the Confederate military authorities and the parish of St. Mary) at a cost of several thousand dollars. Nearly three thousand logs were fished up out of and removed from said channel.

Since the clearing out of the Atchafalaya Bay channel, the steamship line from Berwick Bay to Galveston has been re-established, and is now in successful operation, making three trips to Galveston and one to Sabine Pass, each way, weekly.

Quite a fleet of steamboats are running now from Berwick Bay up the Bayou Teche, carrying passengers, freight and cattle.

Before the war this railroad did a large and lucrative business with the populous and rich agricultural sections of country traversed by it. The Lafourche, Terrebonne, Black, Chacahoula, lower Bayou Black, L'Ourse, Bœuf and Teche constitute the best sugar lands in the State. There is hope that something like the old prosperity will soon revive, for even now business is improving, the gross receipts for passengers and freight being fully equal to those of 1860 and 1861.

The re-establishment of that old and favorite route by way of the railroad and Berwick Bay to Galveston and Indianola has given much satisfaction. Nearly all of the travel between New Orleans and Texas now takes this route. The time through, one day, is only about one-half of that by the river and Gulf.

Passengers going to Texas take the 7½ o'clock ferry boat from Jackson Square on Monday, Wednesday and Friday mornings for Galveston, and Sunday mornings for Sabine Pass. They leave Algiers at 8 o'clock and arrive at Brashear at 12, noon.

The steamship leaves immediately afterward and arrives in Galveston the next morning about 9 or 10 o'clock. In Galveston connection is made with the trains on the Galveston and Houston Railroad, so that passengers reach Houston the same day.

The N. O., O. and G. W. R. R. is a land grant road, and some 705,000 acres of land were selected, listed and approved to the company to aid in its construction. Owing to the war, the road was not completed within the specified time, and the grant lapsed on the 3d of June last, but it is confidently expected to be renewed at the next session of Congress. Similar grants were renewed, at the last session of Congress, in favor of railroads in Iowa.

The renewal of this grant will be but an act of justice, for a loss of five years' time was caused by the war. But for the war it is probable that the N. O., O. and G. W. R. R. would have been completed to the Sabine River before the expiration of the grant. The grading and preparation of the road bed for the track, from Berwick Bay

Efforts are now being made by the managers of the New Orleans and Texas Railroad Company to construct and complete as soon as possible, their road from New Iberia to Orange, on the Sabine River, the present terminus of the Texas and New Orleans Railroad, now built from Houston to Orange. This gap of 117 miles, across a level prairie country, can be soon built. Berwick Bay and New Iberia, 45 miles, already cleared, graded and ready for the track, could also be completed and put into operation in a short time.

The distance from New Orleans to Houston, by this route, are as follows, to wit: To Berwick Bay, Brashear Station, already completed and in operation, 80 miles, Berwick Bay to New Iberia, cleared and graded ready for track-laying, 45 miles, or 125 from New Orleans; New Iberia to Orange, on the Sabine River, 117 miles, about to be built by the New Orleans and Texas Railroad Company. New Orleans to Orange, 242 miles; Orange to Houston, already built and in operation, 106 miles; total distance from New Oreleans to Houston, 348 miles.

From Houston, a railroad is built to Columbus, on the Colorado River, about 80 miles; thence, to San Antonio is about 125 miles. Distance from New Orleans to San Antonio, 553 miles; 266 miles of which are already built and in operation, and the remaining distance in progress.

Railroads are in operation in several other directions from Houston, and all will be extended before long.

When the gaps between Berwick's Bay and New Iberia, and between New Iberia and Orange are filled, the Opelousas Road will have the accumulated business of several hundred miles of railway, extending into Texas in various directions. Its earnings then will be amply sufficient to complete it to its own terminus, at Thompson's Bluff, and to pay off all its debts.

The Avery Island on Petit Anse Salt Company, already organized, with a capital stock of $2,500 000, are anxious to have the road completed to New Iberia; from which point they intend to build a branch road of nine miles to their mine. This company declare their intention to mine and ship salt on a grand scale—not less than 1,000 tons per day, *via* New Orleans, to St. Louis and other cities.

From the character of the men engaged in this scheme, there can be but little if any doubt of their ability to accomplish this result. The mine itself is well nigh inexhaustible, and it would require many years to make any appreciable difference in quantity, even at this rate. The quality of this salt is said to be superior to any known in the world; it is pure as crystal, and contains 99 per cent. of pure salt.

The salt business alone would yield a large revenue to the railroad company, for 1,000 tons of salt at two cents per ton per mile would pay for the transportation $2,500 per day, or $75,000 per month, equal to $900,000 per annum.

With a railway connection established with Houston, and with the Avery salt mine, it will be conceded that the way and through business of the Opelousas Railroad will compare favorably with that of any other road South.

As before remarked the roadway of this road is nearly completed, ready for the track, to Opelousas, 165 miles from Algiers. From Opelousas to Pine Prairie, 25 miles, (or 190 miles from Algiers,) the line traverses [redacted] prairie country.

From [redacted] branch road is contemplated, 35 miles, or 225 miles from Algiers.

Before the war, a railroad was in contemplation from the Falls of Red River, at Alexandria, to Shreveport; and, when we remember the troubles and losses experienced in Red River, at low water season, every year, the necessity of such a rail road is apparent. It would be an important feeder to the Opelousas Road. By and bye another road will be built from Alexandria to Little Rock, in Arkansas, and, before many years, passengers will go by rail from New Orleans to St. Louis, west of the Mississippi River.

From Pine Prairie to Thompson's Bluff, 68 miles, the Opelousas Railroad line traverses the splendid pine forests and fertile valleys of Western Louisiana.

Here we find good cotton lands, capable of producing from ¾ to 1 bale per acre; inexhaustible forests of the best yellow pine; clear, gravelly-bottomed streams full of trout, and plenty of game in the woods.

The Sabine River is navigable (except at low water,) for steamboats for several hundred miles above the railroad terminus, or to Smith, Wood and Upshur counties, in North-eastern Texas. The business of this section of country, developed and increased by railway communication with New Orleans, will be very important.

From the terminus on the Sabine River, a railway must necessarily be extended *via* San Augustine, Nacogdoches, Rusk and Athens to Dallas, Texas.

Dallas is the centre of the great wheat region of Texas, and would be distant from New Orleans by this route, about 500 miles. The Texas wheat weighs about 5 pounds per bushel more than Western wheat, and its quality is inferior to none in the world. It ripens one month earlier than Western wheat, and were Dallas connected with New Orleans, Texas flour and Texas wheat, in bulk, could be distributed from New Orleans one month ahead of St. Louis and Chicago. Grain elevators would then be as common here as in Western cities. It has been estimated that the Texas wheat region is capable of producing from 50 to 100 millions of bushels annually.

Dallas, by the Opelousas Railroad line, will be about 100 miles nearer to New Orleans than by any other route, consequently the wheat trade would take this route.

It will, therefore, be seen that the N. O., O. and G. W. R. R. will, when completed, have connection with the northern half of Texas by the line to Dallas; with the valley of Red River and Northwestern Louisiana, by the Alexandria branch; with the southern and western portions of Texas by the line from New Iberia to Houston, and with all Southwestern Louisiana.

It now has connection with the Gulf ports of Texas by the steamship line from Berwick's Bay.

The best and shortest route for a Pacific railroad yet proposed, is from New Orleans *via* the Opelousas Road to San Antonio, Texas, and thence to Guaymas, on, or Mazatlan at the mouth of, the Gulf of California. To San Antonio, 553 miles, a railroad will soon be in operation. From San Antonio to Guaymas, or Mazatlan, the distance is about 750 miles, and to the city of Mexico about 700 miles. Such a Pacific Railroad would have the mineral and agricultural wealth of Mexico for its way business, and it would terminate at the great commercial emporium of the South, where steamboats from all parts of the Mississippi Valley, and the shipping from the Atlantic ports of the United States and Europe, would meet and exchange cargoes. Such a Pacific Railroad, and system of railroads penetrating Western Louisiana, Texas and Mexico, will certainly be built; how soon, depends upon the enterprise, in a great measure, of the citizens of New Orleans.

G. W. R. BAYLEY, *Sup't.*

Algiers, La., Oct. 15, 1866.

Peninsular (Mich.) Railroad.

As stated by us last week, the ceremony of breaking ground on that portion of this road lying between Lansing and Battle Creek took place at Battle Creek on the 29th ult. The object is to complete a portion of a new route from Chicago that will connect with the roads leading to the East from Port Huron. That part of the line from Port Huron to Lansing is well under way. From Lansing to Battle Creek, the Peninsular Railway Company proposed to build. From Battle Creek *via* Cassopolis and Edwardsburg to the Indiana State line, the Peninsular Railway Extension Company proposed to construct, and the Indiana Peninsular Railway Company proposed to construct the line through the State of Indiana. All these companies have been properly organized, and are at work to make the grand enterprise a success.

Memphis and Charleston Railroad.

The earnings of this road for the fiscal year ending June 30, 1866, have been as follows:

From passengers	$582,157 64
" freight	589,916 62
" mail	20,506 43
" express	51,092 50
" rents and privileges	30,633 91
	$1,274,307 10

Expenses, viz:

Conducting transp	$303,488 08	
Motive power	379,866 51	
Maintenance of way	577,681 37	
Maintenance of cars	92,078 30	
		1,353,064 26
Expenses more than earnings		$78,757 16

Of the above expenses, $650,164 93 are ordinary, and $702,899 33 extraordinary. Of the extraordinary expenditures, $87,229 74 were incurred in operating the road, $233,343 05 for road materials on hand, and $382,326 54 for extraordinary expenditures of the Engineer Department, viz:

Bridges and trestles	$136,473 42
Road cars	1,768 75
Iron rails, chairs, etc	68,480 21
Depot buildings	44,016 91
Water stations	15,617 53
Cross ties	18,700 00
Track laying	81,641 79
Division houses	15,688 70
Contingent expenses	59 28
Total, as above	$382,326 54

The extraordinary expenditures in the transportation department are thus accounted for:

One locomotive and tender purchased.	$4,150 00
Repairs and improvements on engines.	44,500 00
Do., passenger cars	16,040 00
Do., freight cars	10,960 00
Expenses on rolling stock, etc., from Nashville and from the South	3,253 35
Iron safes, depot scales, trucks, copying presses, and machinery for shops	8,326 35
Total, as above	$87,229 74

Deducting only the ordinary operation expenses of the road from the gross receipts, the net earnings would be $624,142 17.

At the date of the last annual report, June 30, 1861, the county was engaged in a civil war of the most gigantic proportions, changing and disturbing every channel of trade and commerce in the southern section of the country, utterly destroying all natural and healthy elements of business, and leaving this company, among many others, dependent upon the elements of war for its business, and subject in its operations to the whims and caprices of military rule. This state of things continued, growing worse daily, as the two great armies pressed nearer together, concentrating, as they did, upon this line of road at Corinth; and before the close of the year 1861–'62 it had been taken possession of by the Federal army, thereby preventing the annual meeting of the company and the Report for that year.

The report now before us gives a brief history of the operations of the company for the past five years, during a considerable portion of which time—at least three years—the operations of the contending armies were confined to the immediate vicinity of the road. It was practically the picket line of both—each seeming to vie with each other to see which could produce the greatest amount of destruction to the property of the company. The road was, however, operated as usual until April 11, 1862, though subject to serious interference of military officers, who frequently assumed control of the trains.

During the nine months thus operated, two cash dividends of four per cent. each were paid, viz:

September 30, 1861	$152,501 00
February 2, 1862	212,509 00
January 9, 1862, a stock dividend of 33⅓ per cent.	1,330,841 67
Total	$1,695,851 67

Besides this, a dividend was declared March 31, 1863, payable in Confederate money, on which $143,789 was paid, leaving $68,720 uncalled for.

On the 11th of April, 1862, a large Federal army suddenly appeared at Huntsville, a point on the road, 60 miles from Stevenson, capturing the road with all the rolling stock, materials, etc., on the line of the road between Decatur and Stevenson. Only five days previous to this, the battle of Shiloh had been fought near the line north of Corinth, and the western division fell into the hands of the Confederate army. The seige of Corinth succeeded and continued through the remainder of April, and to May 30, when on the withdrawal of the Confederate forces all the movable property of the company within their reach was ordered to be taken down the Mobile and Ohio and Mississippi Central Railroads. The destruction of property in these migrations was immense. Locating at Marion, Miss., temporary shops were erected for putting the machinery in order; but as fast as an engine and car was completed it was ordered away by the military authorities. This enterprise was, on this account, soon abandoned, and the agents of the company were then allowed to hire out their rolling stock to needy roads, and receive therefor stipulated rents, which during 1863–'64–'65 constituted the chief source of income to the company. In the fall of 1862 the eastern division of the road between Stevenson and Decatur was evacuated by the Federals, and the company resuming possession, rebuilt, and operated the road until July 1, 1863, when the Confederate commander again forced the company to evacuate the line and carry the rolling stock South. From this time until the close of the war, the property, or most of it, remained in the hands of the Federal army, but subject to frequent raids by the Confederates. The contest over this section of the country, indeed, was so hot that neither party had been able to operate the road through after it was first cut in April, 1862.

After the close of the war, application was made to the President at Washington for a restoration of the road to the company. As a preliminary requisite, a meeting of the stockholders was held in July, 1865, and the company reorganized by the election of a board of directors. This proceedure receiving the approval of the President, orders were issued for the surrender of the road to the company, and on the 3d of September the Eastern Division, Stevenson to Decatur, 84 miles was turned over to the board, and on the 11th of September the Western Division, Decatur to Memphis, 188 miles—only 74 miles of which (Memphis to Pocahontas) were in running order, the remainder 114 miles (Pocahontas to Decatur) being almost entirely destroyed, except the road bed and iron rails, and these in a very bad condition. What little machinery the war had left was scattered over the South, and had been run for four years with little or no repairs. The prospect before the board at this time was not very flattering. Extensive repairs were required to make the machinery available for use. Over 100 miles of road were to be rebuilt. All the buildings to renew, and nearly 300 miles of road to equip and run, with little cash means and less credit. The company therefore decided to avail themselves of the benefits of the President's order of August 8th, under which they purchased of the U. S. Government 10 locomotives, 14 passenger, and 230 freight cars, together with a large amount of road and shop material, for which they gave bond to pay $491,920 68 on the 1st of January, 1867, without interest—this bond to be credited with all service performed by the company for the Government. The Government also turned over to the company 18 locomotives that had been captured during the war, 10 of which were in good order.

The work of construction, equipping and reorganizing the road, was prosecuted with all the vigor and energy that the means of the company, and the condition of the country and its labor would admit. It was operated as fast as repaired, and on the 6th of November, 1865, trains were run over the entire main line, with but one break; the bridge at Decatur, across the Tennessee River, over 1,700 feet long, having been destroyed. This bridge was not completed until the 7th of July, 1866. The completion of this bridge gives an all-rail connection from Memphis to Stevenson, and under contract of lease the cars are run through to Chattanooga over the Nashville and Chattanooga Railroad, with close connections to New York and all points on the Atlantic Coast.

The rolling stock on the 1st of July consisted of 52 locomotives, 24 first class and 15 second class passenger and mail, 4 baggage, 229 box, 111 platform, 9 stock, 1 wrecking and 79 road and hand cars. There had been purchased and added to the equipment during the year 10 locomotives, 3 first class and 10 second class passenger cars, 155 box, 71 platform, 1 pay, 1 wrecking, and 35 road and hand cars. Six 1st class passenger, and 50 box freight cars had been contracted for to be added to the equipments of the road at an early day. There were yet on the roads south 5 locomotives, 1 first class passenger, 3 second class, 1 baggage and about 20 freight cars, which were to have been returned to the road during the month of August.

From the report of the Superintendent it appears that the road was operated from Memphis to Iuka, 115 miles, from Sept. 11, 1865, and from Stevenson to Decatur, 84 miles, from September 3d; and the entire road from Nov. 6th. This will give an average of operating the whole road about nine months, not including the branches.

The following condensed statement of profit and loss from the books of the Treasurer, will give the operations of each year, showing the receipts and disbursements of each separately, from July 1, 1861, to June 30, 1866:

	1861–'62.	1862–'63.	1863–'64.	1864–'65.	1865–'66.
Receipts:					
Passenger	$931,305 11	$76,810 18	$	$8,307 65	$582,157 64
Freight	946,696 70	79,825 81		27,590 55	589,916 63
Mails	43,358 11	4,703 35			20,506 42
Express	58,406 84				61,022 50
Rents, etc.	4,279 09	266,838 49		477,562 45	30,583 90
Suspense account		138,903 31			
Materials				703,411 65	
Drawbacks			301,953 77		
Railroad material on hand			24,127 16	69,215 70	
Interest and exchange			37,886 19		6,759 81
					168,566 72
Totals	$2,342,743 01	$170,900 21	$367,101 14	$1,439,613 13	$1,865,513 62
Against which are charged:					
Totals	$1,984,105 85	$211,029 57	$808,525 64	$740,744 93	
Road expenses	$631,002 34	$105,126 21	$49,310 53	$60,850 46	$650,164 98
Interest on State bonds	64,860 00	61,680 00	64,740 00	64,740 00	
Interest on company's bonds	103,530 00	88,585 00	90,930 00	90,580 00	90,580 00
Cash dividend (6 per cent.)	212,509 00	212,509 00			
Stock dividend (33⅓ p. c.)	1,330,841 67				
Interest and exchange			52,944 68	197,231 55	
	$2,342,743 01	$170,900 21	$257,925 21	$413,402 01	$740,744 98

The balance to credit of profit and loss, July 1, 1861, was		$993,198 53
Income year ending June 30, 1862		1,984,105 85
" " " 1863		567,101 14
" " " 1864		841,029 57
" " " 1865		808,525 64
" " " 1866		1,439,613 13
Total		$6,633,573 86
From which deduct:		
Dividend Sept. 30, 1861	$152,501 00	
Disbursements 1861-'62	2,345,743 01	
" 1862-'63	570,900 21	
" 1863-'64	257,925 21	
" 1864-'65	413,402 01	
" 1865-'66	740,744 98	
		4,378,216 37
Balance		$2,255,357 49
Accounted for as follows:		
Due by Confederate States charged off	$107,900 77	
Coupon bonds, (Tenn. War, repudiated and Confederate States.)	91,850 00	
Confederate money on hand and in hands of agents, charged off.	41,396 57	
Loss on cotton; purchases made in Confederate and sales in Federal currency	313,131 89	
Deductions made on railroad and individual accounts, reducing them to Federal currency	287,156 03	
Bank of Tennessee deposit, C. S. currency—worthless	63,577 50	
Premium Shelby Iron Co.'s stock, purchased in Confederate money	50,000 09	
Agents for C. S. accounts, and money on hand, in their hands, and reducing same to Federal currency	21,122 41	
Railroad Supply Co. investment in Confederate currency; assets received in gold	24,056 59	
W. B. Vincent, tobacco lost	1,089 14	
J. F. Pride & Co., (Negro hire)	1,253 33	
Sundry accounts on books, (E. D.) reduced from Confederate to Federal currency	7,240 70	
Interest paid the State of Tennessee in Confederate money, which she repudiated, and interest accruing 1st Jan. 1866, in present liabilities, paid in currency	162,330 00	
Losses to construction accounts, road materials and equipments by the war, and charged off so as to show the value of the property at the close of the war	1,195,166 79	
		$2,367,271 72
Balance against account July 1, 1866.		$111,914 23

The loss and damage to roadway, materials, rolling stock and other property of the company, by the war from April 11, 1862, to July 1, 1865, is exhibited in detail in the following statement:

12,651 feet bridging and trestles	$223,683 00
34 depot buildings	58,700 00
Division houses, sheds & tank houses.	42,000 00
Tools	4,000 00
Gravel, wrecking, road and hand cars	23,250 00
Wood, iron rails, ties, etc	245,941 79
593 freight cars	299,450 00
35 passenger and baggage cars	81,500 00
Shop machinery	36,642 00
48 locomotives	150,000 00
Railroad materials	30,000 00
Total, as above	$1,195,166 79

The total cost of road and equipment July 1, 1861, was $7,016,625 03, which was increased during the year ending June 30, 1862, for permanent work and equipment, to $7,058,568 89. The damage done to road and equipment from July 1, 1861, to June 30, 1865, amounted to $1,087,166 79, thus reducing the value to $5,971,401 60; the expenditures in rebuilding and equipping have been $839,087 23—making the present value, July 1, 1866, $6,810,488 83.

The road is 272 miles in length, commencing at Memphis, and running thence via Moscow and Grand Junction, in Tenn., Corinth, Miss., Tuscumbia, Decatur and Huntsville, Alabama, to Stevenson, where it connects with the Nashville and Chattanooga, and through that road with the Western and Atlantic and East Tennessee and Georgia roads. At Memphis it connects with the Memphis and Ohio, and Mississippi and Tennessee Railroads, at Moscow with the Somerville Branch, at Grand Junction with the Mississippi Central, at Corinth with the Mobile and Ohio, at Tuscumbia with the branch to Florence, and at Decatur with the Nashville and Decatur Railroad.

The number of miles run by engines with passenger trains was 137,670; with freight trains, 166,562, with other trains 100,819—total 405,051. Average cost per mile run: for repairs, 21.6; wood, 9.9; oil, waste, etc., 1.8; enginemen and firemen, 12.8—total 46.1. Total cost for repairs, wood and stores, engineers and firemen $186,824 85.

The number of passengers carried eastward was 81,469; do., westward, 82,441; commuters, 300—total, 405,051.

The number of bales of cotton transported over the road was 47,323, of which there were received at Memphis 45,825; at Corinth, Florence and Tuscumbia, 116; at Decatur, 968; and at Stevenson, 419.

CONDENSED BALANCE SHEET, JUNE 30, 1866.

Construction proper	$5,643,561 74
Do. incidental	822,648 32
Equipment	844,283 77
Interest on company bonds	90,580 00
Road expenses	640,164 93
Stock in Mississippi Central R. R.	141,600 00
Stock in Tennessee & Alabama Central Railroad	26 000 00
Stock in Shelby Iron Company	25,000 00
Railroad hotel	6,082 04
Telegraph	2,507 62
Material for road	247,732 78
Profit and loss	804,031 52
Bills receivable	122,782 73
Individual dues	154,328 98
Due by agents	14,939 30
Due by connecting roads	469,761 92
Due by United States	72,447 26
Coupon bonds	1,380,000 00
Cash on hand	69,443 68
Cotton unsold	6,000 00
	$11,093,891 59

Capital stock	$5,312,725 00
Company bonds	1,294,000 00
State of Tennessee	1,591,990 00
Bills payable	271,705 10
Bills payable to U. S. Government	491,920 68
Due individuals	245,524 33
Due connecting roads	16,157 78
Due on pay rolls	73,799 48
Due on dividend No. 8	68,720 00
Due on dividends	31,479 25
Unpaid company coupons	245,630 00
Do. change tickets	17,377 75
Receipts	1,432,862 22
	$11,093,891 59

The amount to debit of profit and loss, $804,031 52, was reduced by the entries for 1865-'66, made July 1, to $111,914 28, as shown in the account previously given.

President.—SAMUEL TATE.

Directors.—Samuel Tate, George P. Beirne, James J. Donegan, Joseph C. Bradley, Samuel D. Weakley, James Robb, Pitser Miller, John W. Leftwich, Henry S. McComb, Archibald Campbell, John C. Humphreys, and F. S. Richards.

Gen'l Superintendent.—W. J. ROSS.

Chief Engineer.—JAMES L. MEIGS.

Scinde, Punjaub and Delhi (India) Railway.

The half-yearly meeting of this company was recently held in London, at which the following report of the directors was presented:

In regard to the Scinde line the report stated that during the six months ending 30th June last the traffic has been conducted without accident to any passenger, and practically without damage or loss of goods, the entire amount paid as compensation during the half-year having been under £17. During the half-year ending the 30th June, 1865, the gross receipts amounted to £38,823. In the corresponding part of the second year they were £53,166. The average weekly receipts were about £2,044, or nearly £19 per mile of railway. The increase in the receipts is attributable entirely to the goods traffic, the passenger traffic having yielded a smaller sum than in the corresponding half of the previous year, owing to the number of troops conveyed over the line having been considerably less. The gross expenses during the half-year are estimated at £48,083, leaving a balance of £10,083. An addition to the capital of the Scinde Railway being required for the completion of the permanent station buildings, and for other purposes connected with the equipment of the line, a resolution will be submitted to the proprietors to authorise the raising of a further sum of £250,000 by the issue of 12,500 shares of £20 each, upon which the Secretary of State for India has guaranteed interest at the rate of 5 per cent. per annum.

It was stated as regards the Punjaub line that during the six months ending the 30th June last the traffic has been conducted with regularity and without accident. The receipts bear a favorable comparison with those of the preceding half-year, having reached in the aggregate the sum of £52,664, or about £15,059 more than was realised in the six months ending December 31, 1865. The average weekly receipts were £2,025 11s., or about £580 more than in the previous half-year; per mile of railway they were £7 19s. 9d.; and the gross earnings per train mile were 5s. 5½d., the train mileage during the half-year having amounted to 192,540. The terminal station at Umritsur, a handsome and commodious building,

was formally opened on the 10th of February last, in presence of a large concourse of Europeans and natives interested in the commercial prosperity of the Punjaub. The connection of Mooltan and Kotree by railway, important as it is in the several undertakings of this company, is, the directors are assured, incalculably more important in its relation to the prosperity of the vast territorities of the Punjaub and Scinde, and the security of the north-western frontier of the empire; and the directors trust that these considerations will induce the authorities before long to accord their sanction to the proposed line. Public attention has of late been frequently directed to the project for extending the Punjaub Railway from Lahore to Peshawur, which has been strongly advocated by the press throughout India both on political and commercial grounds. Although it is chiefly to its political advantages that this line owes its importance, the traffic already existing on the route is of considerable extent; and there is no doubt that it is susceptible of great expansion, and would assume vast proportions on the establishment of railway communication with the sea. It is estimated that the proposed railway, which would be 260 miles in length, would cost £19,000 per mile, the provision of the requisite rolling stock being included in that sum. The directors have now under consideration the propriety of constructing a branch to the Sutlej near Ferozepore.

In reference to the Delhi line the report stated that the board continue to receive from the chief engineer satisfactory accounts of the progress of the works, and there is every reason to believe that an early opening of portions of the line at both extremities will be realised. The Ghazeeabad and Meerut section, 30 miles in length, is expected to be ready for traffic in the month of December next. The traffic on this section, it is anticipated, will be very great, as also on that from Meerut to Moozuffernugger, a further distance of about 30 miles, the country traversed by these sections being very rich and highly cultivated. By the end of March last the permanent way between Ghazeeabad and Meerut had been linked in for a distance of about twelve miles. The fencing also had been completed on both sides of the railway of about 20 miles, and materials for about 10 miles further deposited along the line. It is also expected that from Umritsur, at the other extremity of the railway, as far as the River Beas, a distance of 27 miles, the line will be open for traffic before the close of 1866. Plate-laying was commenced on this section in the month of May last, the earth-works having been finished some time before; and the permanent way materials for several miles have been laid along the line. The works at the Beas, Sutlej, Jumna, and other rivers, crossed by the railway are being pushed forward vigorously, it being important that the bridges should be finished at as early a date as possible, as the advantage of a rapid completion of the other works on the line would be otherwise in a great measure neutralised by the greater cost of working isolated sections. It having recently become necessary to make a call upon the shares in order to enable the directors to meet current expenditure, a call of £3 per share was accordingly made, payable on the 28th August. The directors have the satisfaction to state that, notwithstanding the unfavorable aspect of the money-market, this call was promptly responded to by the proprietors. It is proposed to make a further call about the close of the present year, but as the directors are prepared to receive payments in full anticipation of calls, and as it is probable that numerous proprietors will avail themselves of this option in the course of the next few months, the directors may possibly be enabled to defer making the call for a further period. The Secretary of State for India in Council having sanctioned an addition of £2,500,000 to the capital of the undertaking, under the guarantee of 5 per cent. per annum, a resolution will be submitted to the proprietors for the purpose of authorising the raising of that amount by the issue of shares of £20 each, with power to raise £800,000 part of such an additional capital, by the issue of bonds or debentures with the option to the holders of such bond or debentures of converting the same into Delhi Railway Capital Stock. The directors continue to receive every support and furtherance from the Government, both in England and India; and they have the satisfaction to state that the conduct of the officers engaged in the several undertakings of the company has merited throughout the past half-year their cordial approval.

Mont Cenis Railway.

The first general meeting of the shareholders of this company was recently held in London, at which the following report of the directors was presented:

The Directors, in submitting their first half yearly Report, have the pleasure of congratulating the shareholders on the very encouraging prospects of the undertaking. The statements, as regards the traffic upon which the calculations of profit were based, have been fully borne out by additional investigations. The board, after a very careful revision of the estimates made by their chief engineer, have good reason to believe that the total cost of the construction of the line and rolling stock, as well as interest on the capital expended, will fall very considerably within the sum named in the prospectus. This saving will arise from the works being constructed, and the material purchased, under the direct superintendence of the company's agents. The latest accounts from Mr. Fell, the managing Director at the Mont Cenis, fully confirm this statement. The works are in an active state of progression, and have been started along the whole line. The number of men employed up to the latest dates amounted to 1,456, which will be shortly increased to 2,100. The rails on the French side are now being delivered at St. Michel at the rate of from 30 to 40 tons per diem. Two steamers and several sailing vessels have left England for Genoa, freighted with rails and iron work, and it is expected, should the quarantine now established at Genoa offer no impediment, that the delivery will commence on the Italian side at Susa not later than the 15th of this month, and continue as rapidly as the road can be laid. After arrangements had been made for the construction of the engines in England, the Directors were informed that the French law absolutely prohibits the importation of all foreign machinery, subject to a French patent; they have therefore given the order for their supply to a French manufacturer. The progress of the works has suffered no interruption from the war in Italy, but in consequence of the traffic over the mountain having for the moment decreased, the Managing Director expects that the necessary transport for material can be obtained at considerably reduced rates. Should no unforseen accident or delay occur, the line will open for traffic on the 1st of May, 1867, as stated in the prospectus. The rapid progress of the works, however, necessarily entails a large expenditure, the board therefore invite the cordial co operation of the shareholders in obtaining subscriptions to the proposed issue of debentures.—*Herapath.*

☞ The Union Pacific Railroad, Eastern Division, is graded sixty miles beyond Fort Riley, and the company has iron for one hundred and twenty miles of the road. The extension of two hundred and fifty miles west of Fort Riley will be completed a year from now. The present terminus of the road is at Junction City.

☞ The Susquehanna Canal Company gives notice that it will resume the payment of the coupons on its bonds on the 15th of January next. The coupons not already funded are requested to be brought in, to be funded before that date in bonds of the same class and priority. That being done, the coupons of July, 1867, will be anticipated and paid in cash.

Contemplated Texas Railroads.

The people of Texas are endeavoring to launch out upon a new career of prosperity for their State, by encouraging, through legislative action, the building of numerous lines of railway connecting the remote portions of her territory with her seaboard. The large resources which she possesses in public lands render it probable that this course will prove of great advantage to her own interests and to those of her citizens. The movement, however, is calculated to affect disadvantageously the business of New Orleans, and the *Times* of that city sounds the note of warning thus:

Unless our people move soon on this subject they will find the commerce of our port very soon seriously crippled by causes now being inaugurated, if not with that view, certainly with that prospective effect. A glance at the recent action of the Texas Legislature will give reason for apprehending injurious consequences to the prosperity of New Orleans. It is proposed to build a series of railroads connecting with the lines which already centre in Galveston, and which are designed to penetrate the interior counties of the State in such a manner as to attract most of the surplus products of the State to the chief Texas port.

The first of the contemplated roads, known as the "Central Railroad," is to run north from Galveston to Preston, far above the Red River raft; at which point it is to connect with a railroad now in process of construction through the Indian Territory west of Arkansas, and through Southwestern Missouri to St. Louis. This road, when completed, will reduce the time between Galveston and St. Louis, to about thirty-six hours, and will open the most fertile districts of Texas, both to Galveston and to St. Louis.

A second road has been chartered and is partially graded, which is to connect the Central road, *via* Tyler and Dallas, with Sabine Pass.

A third road is to connect Houston, *via* Marshall and Jefferson, with Fulton, Ark., at which point it will intersect the railroad from that place, *via* Little Rock to Memphis. It is further contemplated by St. Louis to tap this road between Little Rock and Memphis by an extension of her Iron Mountain Railroad, thus availing herself of two routes to the interior of Texas.

While the enterprise of others is effecting so much, New Orleans must be reduced to unequal competition for the valuable trade of Texas unless she arouse herself to like energetic action.

Bridge Across the Ohio at Louisville.

Gen. I. M. St. John and an able corps of engineers, Major P. Randolph, Chief Assistant, have completed their surveys for the great railroad bridge over the Ohio River at Louisville. Estimates of the cost of constructing the bridge will soon be prepared, and the site determined upon. There is every probability that the building of the structure will be commenced in the Spring.

North Carolina State Stocks.

The bids for railroad stocks of the State of North Carolina were opened on the 2d inst., at Raleigh, by Kemp P. Battle, Esq., State Treasurer, in presence of the Governor and Comptroller. The bids varied from par to 8⅛ per cent. premium.

☞ The bridge of the Philadelphia, Wilmington and Baltimore Railroad Company, over the Susquehanna river at Havre de Grace is nearly complete, with the exception of the draw and one end span on the east side of the river. The company intend to run trains over the bridge by the 20th of November.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	---
Ætna ..... "	25	11	20,000	8
Albany and Boston "	50	25	2,000	5
Algomah ..... "	25	5	20,000	1
Allouez ..... "	25	1¼	20,000	4½
American ..... "	25	)	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20, 00	----
Annapolis ..... Md.	10	----	50, 00	----
Arcadia ..... L. S.	25	---	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	---
Atlas ..... "	25	2	2 ,000	3½
Aztec ..... "	25	4½	20,000	4
Balt. and N. C ..... N. C.	5	----	20,000	---
Bay State ..... L. S.	25	18½	20,000	12½
Beaver ..... "	25	2	20,000	---
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	2½	20,000	----
Bohemian ..... L. S.	25	17½	20,000	1
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	
Brooklyn ..... L. S.	25	2½	20,000	
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	5c
Carp Lake ..... L. S.	25	----	20,000	---
Cascade ..... "	25	----	20,000	---
Central ..... "	25	5	20,000	50
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	---	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	4½
Consolidated ..... "	25	5	20,000	---
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	45½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	---	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	---
Eagle River ..... L. S.	25	3½	20,000	5½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River ... "	25	½	20,000	----
Forest City ..... "	25	8	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ..... N H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	48½
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	19
Hanover ..... "	25	1½	20,000	2½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	---
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	1
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	3½
Hungarian ..... "	25	1	20,000	4
Huron ..... "	25	19	20,000	61
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	24	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	7
Jefferson ..... "	25	----	20,000	----
Kewenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Philip ..... "	25	5	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lemoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California .. Mo.	50	----	40,000	----
Lyster ..... Ca	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	3
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	------	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	---
Merrywether ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	15c
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	---
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	---
Nebraska ..... "	25	----	20,000	----
Nequasket ..... "	25	----	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ... "	25	11½	20,000	4½
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Ohiaville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	85½
Petherick ..... "	25	5½	20,000	32
Pewable ..... "	25	3½	20,000	----
Phila. & Boston... "	25	15	20,000	11
Phœnix ..... "	25	15	20,000	60
Pittsburg & Boston "	25	5½	20,000	1½
Pontiac ..... "	25	10½	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	9¾
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	----	200,000	----
Rockland ..... "	25	12	20,000	6½
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	8½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1½
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	3½
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	½	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	---
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	2
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	2½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1	20,000	1
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	---
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesha ..... L. S.	25	----	20,000	----
Wayne Yuma ... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wickopee ..... "	25	----	20,000	----
Winona ..... "	25	5	20,000	----
Winthrop ..... "	25	4½	20,000	----
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	------	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	--	----	------	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	---
Lake Superior .... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	---	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	--	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	------	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	60,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	------	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	------	47½
Macomb ..... N. Y.	5	----	110,000	---
Maine ..... Me.	10	----	50,000	----
Mineral Point .... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	---
New Hampshire . N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay .... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	10,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa	5	----	100,000	----
Wallkill ..... N. Y.	----	----	------	2
Warren ..... N. H.	----	----	------	---
White Mountain. "	----	----	------	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	67
Appleton	----	----	------	----
Ashburton ..... Pa.	50	50	50,000	14
Atlantic & G. C .. Md.	----	----	------	90c
Baltimore ..... "	100	100	------	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2
Big Mountain .... Pa.	----	----	------	4½
Boston & Pictou. N. S.	5	----	60,000	7
Bridgeport ..... "	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N.S.	----	----	------	----
Cape Briton ..... N. S.	2½	2½	200,000	8½
Cameron ..... Pa.	50	----	10,000	----
Central ..... "	100	100	20,000	50
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	------	----
Consolidation .... Md.	----	----	------	56
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	66
East Mahanoy ..... Pa.	----	----	------	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	3c
Fulton ..... "	5	5	5,000	5½
Gilberton ..... "	50	50	5,000	26
Hamp. & Balt. .... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International .... N. S.	10	50	20,000	----
Lackawanna ..... Pa.	50	50	------	64
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	------	17½
Lehigh & Susq .... "	50	50	------	44½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	------	3½
Maryland Auth .... Md.	25	20	25,000	44
Metropolitan ..... "	100	100	------	----
Mt. Pleasant ..... Pa.	----	----	------	26
Narragansett .... R. I.	10	10	8,000	4½
N. Y. & M. C. F'ds. Pa.	----	----	------	----
North Carbondale ..	----	----	------	----
Pennsylvania ..... "	50	50	84,000	153
Potomac ..... Md.	10	--	40,000	---
Schuylkill ..... Pa.	10	10	20,000	5
Short Mountain .... "	50	50	16,000	64
Shamokin ..... "	----	----	------	----
Somerset I. & C .... "	----	----	------	----
Spring Mountain ... "	50	----	------	80
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	------	1½
Shawmut ..... "	20	----	40,000	---
West Virginia .. W. Va.	----	----	------	----
Wilkesbarre ..... Pa.	100	100	21,750	70½
Wolf Creek ..... "	----	----	------	----
Wyoming Valley .. "	50	----	35,000	89

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	1
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1½
Ascot ..... Can.	100	----	50,000	---
Atl. & Pac ..... Nev.	50	----	100,000	5
Baltic ..... Col.	----	----	------	50c
Bates & Baxter ... "	----	----	------	2½
Benton ..... "	5	----	100,000	1½
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	30c
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	5½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	1½
Consol Gregory ... Col.	100	----	50,000	12½
Copalinsche ..... "	50	----	250,000	----
Corvdon ..... "	25	----	100,000	5½
Continental ..... "	100	----	20,000	----
Peuver ..... "	20	----	50,000	2
Downieville ..... "	1	----	800,000	2½
Eagle ..... "	10	----	100,000	10c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	75c
Gunnell ..... "	10	----	500,000	1
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	1½
Holman ..... "	2	----	150,000	25c
Idaho ..... Nebrn.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	1½
La Crusse ..... "	10	----	100,000	1½
Liebig ..... "	5	----	200,000	1½
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	13½
Do. preferred .. "	100	100	57,744	29
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	85c
National ..... "	10	----	300,000	----
New York City .... Nev.	100	----	50,000	2½
New York ..... Col.	10	----	100,000	2½
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N Sco ... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	2
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	5
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	5½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20 000	----
Thecher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	25c
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham .... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1½
Empire, G. & S. .. "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125 000	----
L. California ..... L. Cal.	10	----	10 000	----
Madison ..... Nev.	100	----	10,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	40,000	----
N Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	10c
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	10	----	100,000	----
Quicksilver ..... "	100	100	100,000	51½
Santa Clara ..... "	100	----	30,000	5½
MISCELLANEOUS:				
American Tin ..... N. H	----	----	------	----
Rutland Marble ... Vt	25	25	40,000	27½
Saginaw Salt ... Mich	25	25	100,000	----
Sunapee, Pittsfield N. H.	25	----	2,500	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv't in single trs.	Length. In progress or projected,	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Funded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000			8 800	6,920	6½	....	41½
30 Nov.'65	4.52	—	208	31	..	Broadway, Boston	324,225	350 000		8,297	144 680	10,130	5½	....	43½
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co)		9	....	94
30 Nov.'65	8.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12.229	(Metropoli'n)		—	....	....
30 Nov.'65	2.74	—	29	6	..	Lowell (Horse)	45 11+	43 706	—	1,415	15,157	loss.	—	....	....
30 Nov.'65	12.50	-	197	32	..	Lynn and Boston	275,739	240,000	50,000	54.259	150.114	loss.	4	....	42
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,240	200,00	64.452	66 222	(Middlesex)		—	....	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10.000	—	(Middlesex)		50	....	25
30 Nov.'65	38.74	—	840	151	..	Metropolitan (Boston)	1,492,167	2 250,000	—	287.160	651.003	loss.	3.	....	57½
30 Nov.'65	3.87	—	255	41	..	Middlesex (Boston)	487 441	400,000	32,000	75.952	174 882	2,577	—	....	49
30 Nov.'65	5.49	—	60	9	—	Quincy	164,33	71,600	54 800	58,500	82.583	loss.	—	....	....
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,000	13,059	36 108	1,975	—	....	....
30 Nov.'65	2.63	—	—	—	—	Somerville	50,000	50 000	—	—	(Middlesex)		5	....	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1.091	3	....	....
30 Nov.'65	6.74	—	—	—	—	Suburban	15 500	5,000	—	—	(Mal. & Mel.)		—	....	....
30 Nov.'65	—	—	382	63	—	Union (Transportation)	242,800	160,000	20 000	130,743	307,780	loss.	—	....	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,250	13,600	—	—	8 955	loss.	3½	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62 152	60 000	—	500	3,600	2 922	4	....	....
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75 800	61,500	1,526	19,667	loss.	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	46	7	—	Fairhaven and Westville	100 000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85 544	50,000	31.000	.....	65.155	501	—	....	....
30 Sep.'65	17.50	-	—	55	—	Bleecker St. & Fulton Ferry	1,575 066	900,000	610.00	46 000	103.215	37,588	—	100	....
30 Sep.'65	10.73	—	—	32	28	Broadway (Brooklyn)	22 286	200,000	27 5 0	5 802	81.027	12.500	—	100	....
30 Sep.'65	14.35	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100.000	120000	100 000	612.779	188,082	—	100	....
30 Sep.'65	7.76	—	—	19	2	Brooklyn, Bath & Coney Isl'd	195 178	100,000	80,000	71 180	28 068	8,882	—	100	....
30 Sep.'65	24.00	—	—	—	—	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	1 3,827	3 866	9	100	....
30 Sep.'65	66.18	1.90	—	146	29	Brooklyn City	1,333,460	1 000, 00	1 0 0.000	—	857.701	148,758	5½	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	599 162	366 000	200 000	37,692	104 691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	197,200	164,000	20 000	3.200	—	—	—	100	....
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Roe'away	—	7 500	25,000	—	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Central Pk, N & E. Riv. (N. Y.)	1,517,906	955,960	550,000	.....	528 090	74 053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	—	—	—	—	—	—	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	5 0	—	—	—	—	—	—	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4.192	150,634	24.162	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,555,290	1,200.000	211 000	50,000	298,774	80,362	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	850	650	—	—	—	—	—	—	....
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260 915	1,000 0 0	160 000	—	622,163	90,670	6	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	327 602	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	....
30 Sep.'65	10.60	—	—	17	2	Harlem (R. Morisa & Ford'm	193,739	72.000	118,500	3.000	52,290	2,600	—	100	....
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	8,550	—	—	—	—	—	100	....
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444.877	795.360	112,000	.....	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1 200	1 200	—	—	—	—	—	—	....
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133.400	100 000	—	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1 218,127	650,000	520,000	96,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y)	1,400 516	750,00	—	139 604	482 24	loss.	—	100	....
30 Sep.'65	17.60	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115 000	1.024742	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordham	975	975	—	—	—	—	—	—	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	operby T. & I. R. R.			—	—	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209 525	124,500	100.000	.....	30,752	loss.	—	—	....
30 Sep.'65	1 50	—	—	—	—	W. Brunt st & Erie Bas. (Buff.)	62,000	50,000	12,800	.....	12,839	805	—	—	....
30 Sep.'65	—	—	—	—	—	Westchester	5 949	7,370	—	—	—	—	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.3	—	—	7	—	Hoboken and Hudson City	82,000	50,000	—	2.000	.....	.....	—	—	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	....
31 Dec.'65	17.00	—	150	22	—	Orange and Newark	599,414	251,350	300 000	20,950	105 358	29,459	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	....
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	21	1	Chestnut & Walnut (Phila.)	235,421	100,000	135 000	—	.....	.....	40	10	55
31 Oct.'65	5 50	—	122	21	8	Citizens' (Pittsburg)	188,024	100.000	56 300	10,318	114.721	34,877	10	50	....
31 Oct.'65	12.33	—	262	49	—	Frankford & Southw'k (Ph.)	765,589	491,020	200,000	—	286.861	91 545	—	50	10½
31 Oct.'65	6.00	—	86	15	2	Fairm't Pk & Del. Riv. (Ph.)	.....	.....	.....	—	62,732	8 .27	—	50	....
31 Oct.'65	4.50	—	105	33	8	Green & Coates st. Phila.)	222,953	150,000	100 000	—	158,803	39,721	2	50	31
30 Nov.'65	19.00	—	—	250	44	Germantown	365,165	112.245	250 000	—	197,195	49 561	—	—	32½
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114.611	100 000	—	—	122.566	36 832	4	50	28
31 Oct.'65	2.00	—	26	4	1	Harrisburg City	49,504	30,118	—	9 000	6,726	3 562	—	25	....
31 Oct.'65	19.00	—	324	66	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75.131	153 813	39,179	—	50	14½
31 Oct.'65	4.50	—	105	16	2	Lombar & South st. (Phil.)	156,000	90 000	50,2 0	16,000	72,400	14,007	—	25	15½
31 Oct.'65	....	....	....	....	....	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	—	—	....
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	99,955	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.05	—	67	12	—	Pittsburg and Birmingham	66,740	54,000	22,600	—	67,040	14,238	14	50	....
31 Oct.'65	9.80	—	165	27	—	Philadelphia City	240,961	100,000	135,000	—	148,978	59,.22	7½	50	....
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,283	100,0 0	17,000	—	36 81	6,994	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manayunk	179,695	120,000	65,000	—	41.737	6,903	—	50	14
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	213,757	137,300	—	437 562	155,830	10	50	80
31 Oct.'65	5.62	—	87	9	7	12th & 13th st. (Phila.)	114,968	120,000	—	—	51 653	9 187	—	50	13
31 Oct.'65	7.00	—	118	18	3	Spruce & Pine (Ph'l. & Ger'n F.)	249,411	217,697	15,000	10,000	84,900	24,545	4½	50	36
31 Oct.'65	7.00	—	200	35	7	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87 810	9½	50	70
31 Oct.'75	6.25	—	143	23	—	13th & 15th st. (Phila.)	.....	.....	.....	.....	145,038	38 435	5	50	26½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527.185	291,475	80,000	263,128	206 593	5,800	—	50	4 ¼
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355.105	249.100	100,000	10,000	308.261	81 335	10	50	70
31 Oct.'65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31 549	232,059	21,058	—	....	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc) Passenger	111,412	100 000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	89,837	50,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.63	—	—	—	—	Pendleton & 8.st.Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	.....	.....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c.	Months.	Year.	p c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd:					
1st Mortgage	60,000	7	J. & J.	1883	....
Brooklyn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1878	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	....	....
Eighth Avenue:					
1st Mortgage	160,000	7	J. & J.	....	....
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,000	7	J. & J.	....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1866	....
Green and Coates St:					
1st Mortgage	98,000	7	J. & J.	1870	12
Harlem Br. Morisa & Fordm					
1st Mortgage	118,000	7	J. & J.	....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1860	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71-72	91½
Malden and Melrose:					
1st Mortgage (unattied)	64 452	6	....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	10,000	6	....	....	....
Middlesex:					
1st Mortgage	32,000	..	....	....	....
Malden & Melrose bonds	39,.51	..	....	....	....
Real Estate	10,000	..	....	....	....
Ninth Avenue:					
1st Mortgage	112,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Grey's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	100,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	....	....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1885	....
Utica City:					
1st Mortgage	100,000	7	....	....	....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1879	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1.					
Loan of Jan. 28, 1847 registered	$7,125,400	6	Jan & July.	1867	139½
Loan of March 31, 1848 registered	8,908,342	6	" "	1868	137
" " " coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 coupon	618,000		" "	Due.	
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	108½
" " " coupon		5	" "	1874	109½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	115
" " " coupon		5	" "	1871	113
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	108
" " " " " coupon		6	July	1881	109
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan & July.	1881	114½
" " " coupon		6	" "	1881	114½
Loan of July 17, & Aug. 5, 1861 registered	364,308,750	6	" "	1881	114½
" " " " coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	108
" " " (5-20s) coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	108
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered	209,163,500	6	May & Nov.	1885	107½
" " " (5-20s) coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) registered	171,009,350	5	Mar. & Sept.	1904	100½
" " " " coupon		5	" "	1904	100½
Pacific R. R. Bonds of (currency) registered	9,882,000	6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	187,350			Due.	
" June 20, '64 & Mar. 3, '65 1st series	724,014,300	7.3	Feb. & Aug.	1867	107
" March 3, 1865 2d series		7.3	June & Dec.	1868	105½
" 1865 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	34,203,589				
Gold Certificates of Deposit	16,866,980				
Compound Interest Notes of 1864	149,512,140	6	At maturity.	3 yrs	
United States Notes (greenbacks)	390,196,785				
Fractional currency	27,688,010				
Navy Pension Fund	11,750,000				
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " "	648,000	5	Jan. & July	1876	
" — " " "	888,000	6	" "	18.6	
" —Funded Interest Bonds "					
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July	'78-'80	118½
" —War bonds "		7	" "	1872	
Connecticut—State Bonds coupon	10,400,000	6	Jan & July	'72-'80	100
" — " (free.) "		6	" "	1892	
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1849	
" — " " "	2,271,750	6	" "	'68-'80	109
" — " " "	434,000	7	" "	'72-'80	
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	97½
" — " " "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	100
" — " " 1862-'79 "	436,000	6	" "	'62-'79	
" — " " 1865-'79 "	229 372	6	" "	'65-'79	
" — " " 1870-'79 "	2,371,725	6	" "	'70-'79	100
" — " "	1,778,377	6	" "	1877	100
" — " "	241,000	6	" "	1879	97
" — " War Loan	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,099	5	Jan. & July.	1866	97
" — " " "	2,068,173	2½	" "	1866	
" — " War Loan coupon	1,225,000	6	May & Nov.	1886	95
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	
" —War Loan Bonds coupon	300,000	7	" "	1877	
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	
Kentucky—State bonds coupon	447,000	5	" "	'66-'73	
" — " " "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	90
" —Funde Coupons		6			
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds coupon	4,000,000	6	Jan. & July.	1883	99½
Maryland—State Bonds coupon	2,171,901	5	quarterly.	var.	82
" — " " coupon	1 727,000	6	"	1870	102
" — " " inscribed	3,192,763	6	"	1890	
" — " " (sterling) coupon		6	"	1890	
Massachusetts—State Scrip	6,401,000	5		var.	
" — " "	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " War Loan	220,000	5	May & Nov.	1880	100
" — " Scrip	6,429,000	5	" "	1894	100
" — " "	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	110
" — " "	2,080,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	
" " " " "	1,750,000	6	" "	'73-'83	96
" —Canal Loan	100,000	6	" "	1873	
" —Renewal Loan	216,000	6	" "	1878	90
" —War Loan Bonds	1,122 000	7	" "	1886	
" —Bounty Bonds	700,000	7	May & Nov.	1890	
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds	2,275,000	7	" "	1883	
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	88
" — " " (H. & St. R R.)	3,000,000	6	" "	'72-'85	89
" — " " (Pac. R. R.)	7,000.000	6	" "	'72-'87	88
" —New Sinking Fund Bonds		7	" "	1896	
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds coupon	1 650 000	6	" "	'83-'85	99½
" " No es	2,500,000	8	var.	var.	
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan coupon	731,000	6	" "	'71-'72	99½
New York—State Bonds general fund	70 1,000	7	quarterly.	1870	105
" — " " bounty fund	25,586,000	7	Jan. & July.	1877	108½
" — " " general fund	1,189,780	6	quarterly.	pleas.	
" — " " canal fund	702,000	6	"	1866	
" — " " general fund	500,000	6	"	1868	100½
" — " " canal fund	3,050,000	6	"	1871	100½

DESCRIPTION OF SECURITIES.	Amounts outstanding	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	98½
" — " " "	2,250,000	6	"	1874	100½
" — " " "	500,000	6	"	1875	100½
" — " " "	900,000	6	"	1877	
" — " " general fund	800,000	6	"	1878	97½
" — " " "	908,607	5	"	pleas.	
" — " " canal fund	192,585	5	"	1866	
" — " " "	1,163,000	5	"	1868	
" — " " general fund	442,960	5	"	1868	
" — " " canal fund	167,000	5	"	1871	
" — " " "	4,500,000	5	"	1874	91
" — " " general fund	900,000	5	"	1875	98
" — " " "	800,000	5	"	1878	
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	80
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	61½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	
" — " " "	636,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	
" — " " "	2,183,532	6	" "	1870	98
" — " " "	1,600,000	6	" "	1875	98
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	
Pennsylvania—State Stock registered	20,209,000	5	Various.	'80-'90	98½
" — " " coupon	6,168,000	5	"	'77-'82	97
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling)	481,444	5	Jan. & July.	1868	
" — " " inscribed	1,708,000	6	" "	'68-'90	
" — " " coupon	1,499,000	6	" "	'77-'90	
" — " " (new) "		6	" "		
Tennessee—State Bonds coupon	1,949,440	5	April & Oct	'76-'90	
" — " " "	239,167	5½	" "	'72-'79	
" — " " "	1,700,000	6	" "	'82-'89	
" —Railroad Loans "	2,382,882	6	" "	long.	93½
" —Funded Interest "	872,813	6	" "	1892	70½
Vermont—State Bonds coupon	175,000	6	Various.	'67-'83	
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	60
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	42½
" — " " coupon	11,108,000	6	" "	'86-'95	66
" " (sterling) "	1,865,000	5	" "	1872	
" —Funded Interest registered		6	" "	'76-'96	40½
" — " " coupon		6	" "	'76-'96	45
West Virginia—State Bond coupon		6			
Wisconsin—State Bonds coupon	200 000	6	April & Oct.	'67-'68	
" — " (war)	641,800	6	Jan & July.	'77-'88	
" — " (") certificates	700,000	6	April & Oct.	'82-'98	
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600 000	4	Jan. & July.	1913	
Baltimore—City Bonds		5	quarterly.	1870	
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,527	6	May & Nov.	1875	90½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98½
" — " "		6	"	1890	
Boston—Municipal Scrip	83,200	4	April & Oct.	'78-'79	
" — " "		5	Various.	'66-'70	128½
" — " "		5	"	'71-'76	105½
" — " "	7,846,026	5	"	'76-'80	101½
" — " "		5	"	'81-'86	101
" — " "		6	"	'67-'76	101½
" —Water Loan	663 000	5	May & Nov.	'70-'71	
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,919,111	4½	" "	'72-'78	
Brooklyn—Municipal Bonds coupon		6	Jan. & July.	'66-'71	99
" —Public Park Loan "	3 036,200	6	" "	'81-'97	95
" —Improvement Loans "		6	" "	'66-'96	
" —Water Loans coupon	5,500,000	6	" "	'81-'97	99
Chicago—Municipal Bonds (old)	373,000	7	Various	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	98½
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds coupon	945,000	4	June & Dec.	1894	
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'76	
" " " "	4,714,000	6	" "	'76-'78	
" " " "	1,600,000	6	" "	1858	100
" " " "	5,149,271	6	" "	1887	
" " " "	275,000	6	" "	1898	
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	
" " —Municipal Stock	150 000	5	F., M., A. & O.	'67-'69	
" " " "	3,125,200	6	" "	1870	94
" " " "	319,000	5	" "	1873	
" " " "	1,000,000	5	" "	1874	
" " " "	334,700	5	" "	1875	
" " " "	2,016,000	5	" "	1876	
" " " "	2,375,000	5	" "	79-'80	
" " " "	900,000	5	" "	1890	
" " " "	674,300	5	" "	1891	
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	
" — " (new)	749,242	6	" "	'67-'82	
" — " " (old)	2,232,800	6	" "	'66-'93	99½
" — " " (new)	7,898,717	6	" "	'66-'96	102½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds "	1,800,000	6	" "	1913	
Portland—Municipal Bonds coupon	985,326	6	Various.	'66-'83	94
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan "	484,000	6	" "	'71-'83	90
" —Sewerage Loan "	425,000	6	" "	'79-'88	98
" —Railroad Loans "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds coupon	1,352,640	10	May & Nov.	1871	
" — " " "	329,000	6	Jan. & July	1875	
" —City and County Bds. "	1,133,500	6	" "	1888	
" — " " "	2,200,000	6	" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	476,036	433 549	386,459	412,423	464,806	495,890	467,313	568,504	533,414	541,491	---- --	------	---- ----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	78,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	286,894	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	328,870	381,559	318,549	347,087	---- --	------	---- ----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,088	146,268	161,503	138,796	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,960	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	294,112	310,446	396,050	422,124	---- --	------	---- ----
Chicago and Northwestern:													
1863	---- --	---- --	---- --	---- --	---- --	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,111,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,661	767,598	946,707	921,886	749,191	646,609	7,968,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,058	1,210,654	---- --	------	---- ----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,334	25,461	211,077
1862	24,343	24,844	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,981	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	53,178	53,518	88,458	87,037	97,876	94,543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	126,998	---- --	------	---- ----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,966	963,859	8,400,594
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,085,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,234,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,456	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	15,484,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	1,411,347	1,480,251	---- --	------	---- ----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,529	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,695	516,608	460,573	617,682	578,403	747,469	739,786	641,589	643,887	518,088	7,161,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	---- --	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	53,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	98,078	93,546	96,903	96,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	---- --	------	---- ----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,290	71,587	69,353	155,417	205,055	138,342	112,913	1,247,268
1864	102,749	115,135	88,221	140,418	136,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,596	226,840	110,864	1,985,713
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	160,989	245,701	---- --	------	---- ----
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	128,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	168,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,883
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301.613	418,575	486,808	524,766	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	---- --	------	---- ----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,338	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175.696	186,089	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	308,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	480,681	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,787	365,196	335,083	324,986	359,645	429,160	493,640	---- --	------	---- ----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83.202	131,643	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,536,901
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	304,257	---- --	------	---- ----
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	069,024	1,105,664	1,004,435	1,029,736	1,065,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	---- --	------	---- ----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,443	224,957	223,242	268,176	302.596	332,400	278,008	346,243	275,959	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	572,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,464	278,700	------	---- --	------	---- ----
Philadelphia and Reading:													
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448.994	463,873	466,557	454,826	4,088,857
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	666,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	486,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	582,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	738,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	655,488	474,738	654,390	606,078	672,628	644,573	554,828	641,548	661 608	741,908	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1863	100,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153.470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,260,744
1866	178,119	155,893	192,138	167,300	168,899	167,099	166,015	222,953	198,864	244,834	------	------	---- ----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,846	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	158,338	139,626	244,114	241,840	221,570	220,209	266,154	2,050,322
1865	144,084	139,171	155.753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	------	------	---- ----
Western Union:													
1865	42,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,382	86,913	102,918	85,276	60,698	84,462	100,311	---- --	------	---- ----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	99
" " " 1850	676,000	6	Jan. & July.	"	1880	100
" " " 1856	1,085,000	6	Jan. & July.	"	1875	100
" " " 1884	960,084	6	Ja. Ap. Ju. Oc.	"	1867	109
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	83½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1887	99½
" " $800,000	354,100	6	"	"	1870	98
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	95
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	79
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1886	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	93½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406		Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	98
Income Bonds	1,100,000	7	May & Nov.	" "	1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	72½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	89½
Funded Coupon Bonds	786,000	7	May & Nov.	" "	1893	96
Consolidated Sinking Fund	943,000	7	F. M. A. & N.	" "	1915	85
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	600,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	77
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36 650		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connecticut and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,622.000	8	" "	" "	1881	103
3d Mortgage	642,000					
Toledo depot bonds	169,500					
Funded Interest	34,250					
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.	" "	1881	99
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000					
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	105
" Eastern "	2,350,000	7	Feb & Aug.	" "	1885	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	84½
Land Security	3,344,60	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1888	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	107
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	No York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	97
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	876,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	91½
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1863	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	310,000†	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,264,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	94½
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	93
2d Mortgage	1,600,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov	New York.	1883	94
Dbts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,298,000	7	Feb. & Aug	" "	1876	107
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	95½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept	" "	1879	104
3d Mortgage	6,000,000	7	" "	" "	1883	99
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	2,816,322			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	99
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	950,300	7	Jan. & July	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	93
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug	New York.	'75-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" " "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	000,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	101
2d Mortgage (now stock)						70
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	88
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1850	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	415,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,382					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	164,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	3?2,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	123
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	78½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				73
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	118
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	36
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	58,965	103,383	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug '66	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,085	.....	62.0	159,074	419,469	133,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738.538	766.000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '65	76.2	8.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	.....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871.742	66 0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5.000 600	2,000 000	140.785	8,081,181	117.4	629,209	1,982,218	549,834	9	117½
30 Nov. '65	59.4	7.0	8.2	—	18	17	302	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,296	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552.257	—	—	406.132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	.....
31 Oct. '62	16.2	—	.....	—	.....	.....	.....	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	.....	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,925	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123.343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,688,976	102.5	226,241	404 618	212,678	10	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669.950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106 1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2 921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,855	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	8	108
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quinby	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	294,207	17.518,440	400.0	2,085 580	5,175,553	2,799,435	31	138
31 May, '65	242.0	688 0	.....	—	164	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155.641	12,020,483	825,398	39,680,462	950.0	.....	6,820,750	1,802,272	—	52½
31 Mar. '66	181.8	—	.....	—	66	71	1,305	Chicago and Rock Island	5,050,132	*	2,265,632	6.500.000	1,448,000	—	10,315,764	228.4	1,234,831	3,154,236	1,442,781	10	107
31 May, '65	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	.....
31 Dec. '65	454.8	252.6	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	15,231.500	—	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	122½
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,365.624	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,563	580,353	250,159	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	45
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4.562	2,726,187	132.0	246,145	559,128	246,720	—	35
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,934	9	88
31 Dec. '64	84.0	—	.....	—	15	.....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384.539	771.763	307,852	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,158	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,938,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	.....	176.5	.....	.....	.....	*Burlington and Missouri River*	2,603,589	173,797	152,406	1,497,947	1,343,870	37.964	2,929.782	75.5	112,434	431,606	155,347	—	.....
31 Dec. '64	100.0	—	.....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	950,000	27,364	4,891,849	100 0	200,813	413,156	162,268	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,396	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	18	225	Lexington and Frankfort	605.298	52,300	71,669	514,646	79.000	8,644	729.257	29.0	239,622	174,049	46,707	7	90
30 Jun. '66	65.1	—	5.4	—	}	}	}	Louisville and Frankfort	1,405,910	126,735	142,613	1,109,094	319,519	20,497	1,675,258	65.1	}	389,171	108,303	5	98
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,100	3,126,491	435,051	12,754,346	304 0	959,947	2,143,189	1,592,055	8	68
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,824	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250.000	—	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,787	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	1,446,490	1,638,114	16	118½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,600	8,537,176	663,971	19,672,646	523.8	2,1o1,615	4,686,445	1,933,788	6	85½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,242	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,235	456,949	275,060	1,974,444	59.7	.....	176,462	116,423	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	.....
28 Feb. '65	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,558	815,063	206,715	2,469,540	4,400,000	106,235	8,025,361	182.0	.....	1,920,189	267,804	—	54
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200.000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	1 ,685,014	1,504,015	439,157	3,581,530	9,200,000	1,150,743	15,628,18	260.0	831,433	1,794,358	466,826	—	.....
28 Feb, '66	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,819,490	119,738	—	—	4,500,000	62,042	4,939,228	114.0	.....	158.200	loss	—	.....
28 Sep. '64	86.5	8.6	8 2	—	16	13	219	*St. Louis and* on Mountain	5,487,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	99.1	236,189	399,291	249	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,451	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	130,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,600,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	104
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,886,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,879,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,941	281.0	1,642,015	3,315,510	1,328,793	8	49½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14 0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	96,003	110,047	—	—	15
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	111
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5 386,291	164.3	747,472	1,521,159	393,812	9	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	142
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,418,789	4,500,000	—	765,740	5,913,782	88.6	669,234	1,697,164	537,057	10	145
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 50)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,798,000	414,208	5,518,837	89.0	622,202	1,277,075	490,768	8	112
30 Nov. '65	51.0	42.5	75 8	—	27	28	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,264	993,694	314,255	8	1.4
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	—	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Operated by Boston & Lowell)				6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,743	814,991	71.0	185,647	300,954	51,257	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,841	7,043,139	145.0	.....	1,296,843	526,448	8	104
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,607	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Operated by B. & L. Co.)		—	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,556	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)			—	—	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	61
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,451,584	1,226,658	10	147
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,309	1,141,000	55,500	62,759	1,388,706	45.7	194,712	431,508	185,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	124,871	—	62
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	189,307	2,085.925	677,400	—	2,967,749	74.6	417,001	629,622	101.259	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	161,863	8	65
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	115
31 Mar. '66	29.3	—	2.8	—	2	4	80	Morrimac and Conn. Rivers	698,268	*	—	695,588	568,000	—	.....	52.	.....	.....	.....	.....	.....
31 Mar. '66	69.2	13.0	12.5	—	28	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,508,696	82 2	387,789	615,728	215,973	9	110
								NEW JERSEY.													
31 Dec. '65	84.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,125,078	*	—	997,112	2,193,000	289,472	3,449,585	75 2	.....	595,459	141,448	—	—
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,942,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,359	10	156
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,855,941	*	—	1,042,743	1,034 775	143,352	2,240,571	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,288,773	528,171	10,585,940	1,509,000	338,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	136
31 Dec. '65	53.0	—	—	45.6	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,749	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	33.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000 000	805.000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,515	185,832	26,874	—	—
31 Dec. '65	65.0	16	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975 489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,644	loss.	—	65
31 Dec. '65	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600.000	—	2,008,300	18.2	.....	272,695	118 133	5½	40½
31 Dec. '65	38 5	—	.....	17.	—	—	—	West Jersey	1,5 8,483	*	—	588.400	400,000	588,000	1,376,400	—	—	255,593	50,593	—	—
								NEW YORK.													
30 Sep. '65	32.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway		Co.	233,100	13½	105½
30 Sep. '65	38.3	—	18.5	—	34	57	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	38.3	499,448	2 266,084	687,928	10	195
31 Dec. '65	400.0	97.0	383.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	63,291,895	807.0	6,839,028	15,434,775	5,066,511	4	78½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,287	—	6,563,250	7,782 840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	124½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,587,162	361,312	—	1,852,716	982,000	—	2,928,474	107.0	866,319	688,406	352,606	8	60
30 Sep. '65	297.8	253.1	421.0	—	258	284	5,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	664.9	5,804,048	13,975,524	2,994,714	6	111½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	2,708,611	1,479,957	1,047,106	6,585,050	6,098,015	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	99
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	899,920	707,621	44,810	—	76½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	185,041	—	482,400	311,500	19,876	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,886	Leased	to	Erie	R'w.	35,857	—	.....
30 Sep. '65	141.1	48.5	19.4	—	23	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rens	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	989,207	—	—	500,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	356,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	78,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	3,157,563	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	359,000	327,480	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,382,737	*	282,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,088	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,058	102,891	3,114,954	171.0	323,069	477,554	235,201	8	.....
15. Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	2,361,566	632,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750.000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	113
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	936,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,820,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	88½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	115½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,117	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
1 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,350	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,424	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,880	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
1 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	789,960	1,226,068	446,302	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
1 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,98 ,354	595 400	391,992	3,382,163	1,218,972	109,818	4,972,746	205.9	346,671	694,620	134,081	—	.....
1 Dec. '65	116.0	9.0	.....	—	10	7	238	Sandusky, Mansfield & Now'k	2,189,890	*	38,934	898,204	1,291,800	38,920	2 228,824	125.0	241,240	382,807	166,133	—	.....
1 Dec '64	242.4	—	.....	—	48	18	989	Toledo & Wabash	0,080 918	*	—	3,427,050	6 653,368	—	10,248,015	250.0	1,244,858	2,050,322	945,492	3½	5½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,650,723	232,046	292,573	1,948,400	614,000	313,542	2,876,342	44.0	134,261	356,277	125,892	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	426.0	2,647,709	5,811,238	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	.....	3,350,000	279,000	.....	3,629,000	69.5	240,418	376,223	149,587	—	57½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,487	2,102,386	74.0	150,698	4	140,779	8	83½
31 Oct. '65	118.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	160
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,275,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	386,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.			302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.5	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	58,529	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,062	389,318	2,510,530	58.5	173,778	352,213	76,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,101	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,080	3,049,960	1,851,630	10	6½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading		R. R.)		3	55
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	)	8	55½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,161	665,004	193,031	3,150,150	3,105,785	218,186	6,529,199	69.8	318,861	875,064	412,373	—	33½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,786	839.2	6,604,300	17,459,109	4,189,111	10	55½
31 Oct. '65	17.0	3.0	22.3	—	18	42	119	Phila., Germant'n & Norrist'n	1,133,079	268,439	—	1,476,300	143,000	.....	1,669,300	24.0	311,091	656,739	326,376	8	62
31 Oct. '65	267.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,092,766	*	—	5,469,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R., Co.)				—	33
30 Nov '65	93.0	59.5	235.3	—	254	69	7,092	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20,240,675	6,900,668	.....	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	57
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,586	*	245,495	999,200	200,000	.....	1,199,200	28.2	177,433	1,030,438	345,891	10	102½
31 Oct., '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	457,836	10,669,442	197.0	981,466	3,884,609	1,046,804	10	87½
31 Oct., '65	59.5	—	31.4	89.5	12	11	84	Pittsburg and Connellsville	3,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,658	594,365	150,361	—	9
31 Dec '65	468.3	15.0	128.0	—	189	119	2,227	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,893	483.5	4,824,078	8,489,062	3,243,547	10	106½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn.	Cen.	144,066	316,498	116,096	4	46
31 Oct '65	26.4	—	3.2	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	982,300	130,840	1,777,176	26.4	185,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	487,800	326,000	26,292	840,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,181	500,000	.....	.....	62.0	340,600	625,641	169,323	12	105
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,268	197,906	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	263,265	151,556	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,180	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,551	242.0	.....	418,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,135	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,907	19,187	—	.....
1859.	30.0	—	1.3	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,713	187,466	—	.....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	160,142	297,800	149,167	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,200	1,482,314	11,093,891	291.0	406,051	1,274,707	624,142	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1869.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,020	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	692,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	144,894	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,832,382	*	—	2,066,644	1,731,000	.....	.....	159.0	.....	734,118	337,354	6	.....
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,958	87,213	—	.....
1859.	30.0	—	0.8	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275,000	240,000	171,560	.....	50.0	31,300	32,600	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,300	282,846	196,668	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	2,081,400	105.0	172,500	480,577	175,990	—	.....
31 Aug. '65	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,378	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,143	—	.....
31 Aug. '65	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	7
31 May, '63	47.0	8.6	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	—	1,687,500	.....	.....	1,687,500	oper. by Vt.		Central	.....	8	104
Jun. '63	28.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	43,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	oper. by		Troy	& Bost.	53,862	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,534,194	—	.....	.....	.....	—	.....
30 Sep. '59	77.2	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,561	775,500	118,759	.....	113.7	703,034	136,202	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,878	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,222,150	*	—	468,695	5,719,229	.....	.....	103.5	845,427	240,044	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,083,655	2,517,500	590,056	.....	167.7	270,346	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	123.4	.....	410,136	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,792	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,65[illegible]	775,142	8,711,091	191.7	.....	1,[illegible]	.....	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,829	.....	78.6	156,987	279,915	145,886	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,068,054	163,758	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,629,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,352,753	541,197	33,948	3,162,754	1,480,592	52,929	4,882,929	195.0	280 965	634,085	359,130	5	.....
30 Jun. '60	204.7	9.4	19.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,490	3,452,815	3,265,000	571,968	10,253,271	214.9	480,192	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,115,118	508 855	—	61½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	492,000	951,850	8,755,527	285.9	911,258	1,945 511	647,631	—	.....
10 May, '64	105.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,209,471	142.3	466,043	490,997	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	256 798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,651,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	10
30 Jun. '63	1,096	137.0	.....	78.0	264	180	2,399	Grand Trunk	[illegible],10,345	*	—	16,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	3,368,536	1,164,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	*	—	.....	1,999,980	768,959	5,678,989	96.1	402,670	467,366	191,138	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,416	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,006	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,588	—	1,389,000	13,100	136,000	1,799,232	60.0	.....	124 555	36,676	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.6	158,416	189,107	37,181	—	.....
								NEW GRANADA.													
31 Dec '58	8.		.....	—	11	22	120	Pan ma	7,900,000	*	889	1,000,000	76,000	—	10 762 736	48.7	.....	137,436	1,832,925	20	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	28
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	60½
Chicago & Alton (preferred)	2,425,400	7	7	113
Chicago & Northwestern (pref.)	12,994,720	7	7	75
Cochecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1,¯73,300	10	10	78
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,975,¯66	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	---	69
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	42
" " (2d pref.)	3,819,77?	7	3	21½
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100½
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	71
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	76
Toledo & Wabash (preferred)	984,700	7	7	75
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	96
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18..	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	92
Delaware & Hudson:						
Mortgage	641,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb. RR.						
Erie and Penn.:						
Bonds	678,799	7	J. & J.		1865	----
Interest Certificates	161,960	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,157	6	Qrtrly.		1870	----
Six per cent. Loan	2,667,276	6	"		1884	93½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	455,500	6	A. & O.		1876	92
2d Mortgage	295,750	6				90
Boat Loan	99,852	6				93
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	90½
2d Mortgage	3,980,670	6	J. & J.		1882	84½
Improvement	1,601,670	6	M. & N.		1876	90
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	97
Preferred Interest b'ds.	227,589	6	"	"	1878	24
Union, (Pa.)						
1st Mortgage	3,000,000	6	M. & N.		1883	23
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	90
Wyoming Valley.						
1st Mortgage	600,000	6	J. & J.		1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	87½
Delaware and Hudson	100	10,000,000	10	158
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,091,700	10	59½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	95
" (preferred)	100	1,175,000	10	123
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	27½
" (preferred)	50	2,888,988	---	36½
Susquehanna and Tide Water	50	2,043,260	---	15½
Union	---	---	---	2
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	53 —	@ 55 —
Pig, American, No. 1		50 —	@ 52 —
Bar, Refined, English		96 —	@105 —
Bar, Swedes, assorted sizes (in gold)		95 —	@100 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		— —	@170 —
Bar, English & American, Refined		— —	@120 —
Bar, English & American, common		— —	@110 —
Scroll, English		150 —	@200 —
Ovals and Half round		145 —	@155 —
Band, English		— —	@150 —
Horse Shoe		145 —	@155 —
Rods, English		125 —	@180 —
Hoop, English		160 —	@220 —
Nail Rod	per lb.	— 10	@ — 11
Sheet, Russia	per lb.	— 23	@ — 24
Sheet, English, Single, Double and Treble		— 6½	@ — 8
Rails, English (gold)	per ton	55 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18½	@ — 24
English Spring (1st & 2d qlty.)		— 11½	@ — 13
English Blister (1st & 2d qlty.)		— 12½	@ — 20
English Machinery		— 14	@ — 16
German		— 15½	@ — 17½
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 19	@ — —
American, Cast, Rolled		— 12	@ — 15
American Spring		— 15	@ — —
American Machinery		— 13	@ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 43	@ — —
Sheathing, Yellow		— —	@ — 32
Pig, Chile		— —	@ — —
Bolts		— 43	@ — —
Braziers'		— 48	@ — —
American Ingot (cash)		— 29½	@ — 30½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		6 75	@ — —
German Refined		6 75	@ 7 —
English		6 75	@ 7 12½
Bar	per lb.	— —	@ 10 75
Pipe and Sheet		— —	@ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb.		— 23	@ — 23½
Straits (gold)		— 21	@ — 21½
English (gold)		— 21½	@ — —
	—Gold.—		—Currency.—
Plates, I.C. Charcoal. p. box.	9 50 @	10 25	14 25 @ 15 —
Plates, I. C. Coke	7 — @	9 25	10 25 @ 13 75
Plates, Coke Terne	7 25 @	— —	10 75 @ 11 —
Plates, Charcoal Terne	9 50 @	10 25	14 25 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash)	per 100 lb.	7 —	@ 7 25
Clinch (cash)		— —	@ 8 50
Copper		— —	@ — 50
Ausable Horse, Norway Iron, Forged		— —	@ — 32
Zinc Nails (6 mos.)		— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 22½	@ — —
Refined, free L. S. to White	— 51½	@ — 52
Refi'd, in bond, prime L. S. to White	— 36	@ — —
Refi'd, in bond, Standard White	— 36½	@ — 37
Naptha, Refined (60@63 gravity)	— 27	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 14.

	Th 8	F 9	Sat. 10	M 12	Tu. 13	W. 14
Atlantic M. S. S. Co	111	112	112½	112	112	112½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	97	----	----	----
California 7s	----	----	118½	118½	----	----
Canton Co	57½	57½	57	54½	54	52½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	110½	----	----	----	110	108
" " pref.	----	----	113½	----	113	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	113	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	57	58	57	53½	52½	52
" " pref.	78½	79½	79	78	78	75½
" " 1st M.	90½	91	----	----	----	89½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	85	85½	----	85	----	----
Chicago & Rock Isl.	110	110½	110	109½	----	107½
" " 1st M. '70	----	----	----	----	----	102
Clev., Col. and Cin.	----	----	113	113	113	----
Clev. and Pittsburg	92½	93	92	91½	91	88½
" " 2 M.	----	----	----	93	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	77	----	----
Clev. and Toledo	119½	120	119½	118	117	116½
" " S. F. 7 p.c	----	----	103½	----	----	----
Cumberland Coal, pref	69½	71½	69	67½	67	67
Del. & Hudson Canal	159	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	100	----
" " 1M. 8 p.c. '71-5	----	100	100	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	80	85½	84½	82½	81½	81
" pref.	86	85½	----	----	85	85
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	99	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	94½	94½
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	124½	126	125½	----	----	124½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	103	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124½	125½	124½	123½	123½	122½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	107	----	----	----	----	----
Marietta & Cin. 1st pref.	----	42	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	14	14	14	13½	13½
Michigan Central	115½	115	115	114½	114½	113½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	91½	92½	91½	90½	89½	86½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	61½	62½	61½	61	60½	59
" " pref.	74½	75	74½	74	72½	71½
" " 1st mort.	----	98	----	93	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	93½	91½	89	86½	89	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	93	----	----	85	----	----
New York Central	120½	119½	118	117	116½	113
Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	118	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	94	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" 1M. 7 p.c. '73	99	----	99	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	81	----	----	----	80	80
" ex-coupon.	61½	----	----	62	----	62
" new	----	----	----	61½	62	61½
Ohio & Miss. cer.	34	34½	34½	34½	34½	32½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	242½	243	245	244	243½	243
Panama	----	----	----	----	----	----
Phila. and Reading	116	117½	116½	116½	115½	114½
Pitts. Ft. W. & Chicago	109½	110½	109½	109	109½	107½
" 1M. 105	----	----	----	104½	----	----
" 2M. 98½	----	----	----	----	98½	98
" " 3M.	----	89½	----	----	----	----
Quicksilver Mining Co.	52½	54½	53	52½	52	52½
St. L., Alton & T. H.	50	50½	50	45	47	45
" " pref.	----	75½	----	----	73	----
" " 1M.	----	----	100	----	----	----
" " 2M. pref.	86	----	----	----	85	----
" " new	----	----	----	----	----	----
" " Inc. b'ds	----	78	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	93	93½
" ex-coupon.	71½	71½	----	----	71½	71½
" new	71½	71½	----	72	71	71½
Tol. Wab. & Western	51½	52½	51½	51½	50½	49½
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	92½	93	----	92½
" 2M.	----	79	79½	79	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	61	60	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 14.

	Th.8	F.9	Sat.10	M.12	Tu.13	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	100⅜	100⅜	100⅜	----	----	100⅛
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	114½	----
U. S. 6s, 1881, coup.	114⅛	114⅛	114⅜	----	114⅛	114
U. S. 6s, '81, O.W.L.y.	108	----	----	----	----	----
U. S. 6s, 1881, " ⅓y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	110⅛x	110½	109⅞	109⅞	110	
U. S. 6s, 5-20s, c. 1864	107⅛x	107⅛	107⅛	107⅛	----	
U. S. 6s, 5-20s, c. 1865	107⅛x	107⅛	107⅛	107⅛	107⅛	
U. S. 6s, " reg.	108	----	----	107⅛	----	
7.30 Notes, 1st series.	108	107⅞	107⅛	----	107⅛	
" " 2d series.	106	106	105⅞	106	105⅛	
" " 3d series.	106	105⅞	105½	105⅞	105⅝	
American Gold	146⅛	----	----	----	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

	W.7.	Th 8.	F.9.	Sat.10.	M.12.	Tu.13
Cattawissa	----	----	----	----	----	----
" preferred	28⅛	28⅞	28½	27⅞	28	28
Camden & Amboy	129⅞	130	132	133⅛	134	136
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	92	----	----
" " 6s,'83	----	----	----	----	----	95
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	96	----	----	----	96	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	57⅛	57⅛	----	57⅛
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	58⅞	59⅛	59⅛	----	59⅛	59⅛
" " 6s, '84	93⅛	93⅛	93⅛	----	93⅛	93⅛
Lehigh Valley R. R.	66	66⅛	68⅛	66⅞	67	67⅛
" " 6s	----	----	97	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	58½	----	----	59	----	
Morris Canal	84⅛	----	----	85	----	85
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	39½	----	----	----	----	----
" " 6s	93	93	93	93	93	----
" " 10s	----	----	----	----	----	----
Northern Central	49⅞	----	50	----	50	----
Pennsylvania R. R.	56	56	56	56	55⅞	55⅞
" 1st m.	----	----	103	102⅞	102⅛	102⅛
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	96⅛	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	103⅛	----	----	----	103	----
Philadelphia City, 6s	99	99	99⅛	----	99⅝	99⅛
" " new	102⅛	102⅛	102⅛	102⅛	102⅝	102⅝
" " muni	102⅛	102⅛	----	----	----	----
Philad., Germ. & Nor.	61⅛	61⅛	----	61⅛	----	62
Phila. & Reading	58⅛	58	58⅛	58⅛	58⅛	58
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	33	----	----	----	----	----
" " 6s	----	----	----	92½	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref	36⅛	36⅛	----	36⅛	36⅛	
" " 6s '82	84⅛	----	84⅛	84⅛	84⅛	84⅛
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	15½	15½	15½
" " 6s '78	68	----	85½	----	67⅛	67
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	23	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	15	----	14⅞	16	----	
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	90	----	----	----	90
Spruce & Pine, "	----	35	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

	W.7.	Th 8	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875.	97	97⅛	97⅞	----	97½	----
" " 1886.	97	----	----	97⅛	----	98
" " 1870.	----	----	----	----	----	----
" " 1890.	98⅛	99	----	98⅞	98⅜	----
Balt. and Ohio	115⅞	----	115⅞	----	----	----
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	100	----
" " " '75.	100	----	----	----	----	----
" " " '80.	100	----	----	----	----	----
" " " '85.	----	----	----	----	99	99
Northern Central	----	----	50	50	----	49½
" " b'ds,'85.	88⅛	88⅛	----	88⅛	----	----
" " " '95.	----	----	----	----	----	----
City Passenger R. R.	18	----	----	----	18	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 14.

	Th. 8.	F.9.	Sat.10.	M.12.	Tu.13	W.14
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	131	131	----	----	131	
Boston and Providence	142	----	----	----	----	----
Boston and Worcest.	145⅛	----	145	----	----	145
Cheshire, pref.	----	----	60	----	----	60½
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	111½	----	----
Eastern, Mass.	112½	112	112	----	112	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	115	115	----	----	----	114
Manchester & Lawr'ce	116	----	----	----	----	----
Michigan Central	115	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport.	104⅞	----	104⅞	105	105½	104⅛
Ph., Wil. & Baltimore	57⅛	57⅛	57⅛	57⅛	----	57⅛
Portl'd, Saco & Ports.	----	----	----	----	----	104
Vermont & Canada	104	104⅛	104	104	----	----
Vermont & Mass.	63	62½	62	61⅛	----	63
Western	----	----	146	----	----	147
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	94	94	94	94	94
Metropolitan "	56	----	----	57	57	57½
Middlesex "	49	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	42	45⅛	45	45⅛	46	45
Franklin "	42⅛	48	45	46	50	49
Huron "	40	44⅛	43	43	43	41
Isle Royale "	----	----	----	7	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	16	16⅛	----	15⅞
Pewabic "	30⅛	33	32⅛	32½	32⅛	32
Pittsburg "	----	----	----	----	50	----
Quincy "	45	47⅛	47⅛	47	47	46⅞
Rockland		6⅞	----	----	6⅛	6⅝

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of October.

United States 5-20 yrs., 1862, 6 per cent	68 @ 68⅛
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	69 @ 71
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	39⅛@ 40⅛
Erie shares, $100 (all paid), 8 p. c	50 @ 51
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	79 @ 81
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	77 @ 78
Marietta and Cincinnati R. R. bonds, 7 p. c	60 @ 65
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, November 17, 1866.

Stock Exchange and Money Market.

Money has been working easier for first class borrowers, since our last, owing in part to the dimunition of the speculative demand, which operated against the efforts of some banks and capitalists to establish higher loan and discount rates than those recently current here. There has been an abundant supply available to responsible parties on call, on the basis of 4@5 per cent. on Government, and 5@6 per cent. on other prime collaterals. In the discount line, there has been rather more inquiry for accommodation, and rates on best to good mercantile paper have been ranging from 5½@7 per cent. per annum. There has been no considerable demand from the West, and only a very moderate inquiry from the South, for currency to be used in the moving of the crops. The Southern demand is supplied, in part, by Treasury transfer drafts on the National depositaries at New Orleans, Mobile, Memphis, &c. These drafts are paid for at the Treasury Office in New York, the currency for this object being temporarily withdrawn from the City Banks. The U. S. Sub-Treasury here has gained nearly ten million dollars in its cash reserve during the week. The City Banks, while reporting an increase of $3,907,853 in loans and discounts, $3,958,768 in specie, $502,738 in circulation, and $1,483,622 in net deposits, show an decrease of $3,478,347 in legal tenders, which decrease, however, is more apparent than real, and is accounted for, as the result of manipulations by the *bear* interest in stocks. The banks have been debarred, or have not used the right to make any explanation of the change, while the brokers, who are represented as having brought it about, are careful to ascribe it in part to an outflow of funds from the city, and in part to further conversions of compound interest legal tender notes into the new issue of the Five-twenties of 1865. We have already stated, on reliable authority, that there has not been any serious country demand for currency. We are also informed that there have been few or no conversions of compound notes made into U. S. bonds, during the week. Indeed, we are assured that the process of converting the compound interest notes substantially ceased before the first of November. The Treasury has not been able to supply the new 5-20 bonds faster than required by the holders of First Series of 7-30s, who, of course, have the preference; beside which the Secretary is not disposed, with the constant advance in the new bonds, to offer the same terms for compound notes as when the bonds were selling at 108 per cent. The city bank deposits are now $226,325,317, against $174,199,442 same time last year. Their legal tender reserve amounts to $71,512,495, against $47,913,888 same time last year. Their circulation now stands at $30,968,940, against $13,825,209 same time last year. The loans are now $275,-698,288, against $279,135,796 four weeks ago, and $224,005,572 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $129,434,056 a day, against a daily average of $126,972,408 the preceding week; and $127,044,006 the week ending with Oct. 27. The current week's exchanges average about $142,000,000 a day.

National Bank notes to the amount of $731,-250, were issued last week, making the total issue to 1,662 banks thus far $296,080,104, against $282,-555,440 at the close of the last fiscal year, June 30, 1866. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $339,-858,150; and for the public deposits, $39,438,950 —making a total of $379,297,100. The Treasury Department, last week, destroyed $238,300 of worn and mutilated fractional currency, and issued $336,535 worth of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 10, were $34,167,947, including $2,055,-292 from customs duties; payments, $28,749,896; balance at the close of the week, $91,807,769, against $86,389,718 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $7,878,901, and payments, $5,-488,823. Tuesday, receipts, $3,811,320 and payments, $1,861,031. The balance at the close of business on Tuesday stood at $96,148,136 against $86,197,048 a week ago. The balance in the U. S. Sub-Treasury, Boston, at the close of last week, was $12,471,656, showing a decrease of $2,-213,324 31, as compared with the close of the previous week.

Secretary McCulloch is at present engaged in the completion of his annual report on the National finances, which is to be presented to Congress early in December. It is given out by the Washington correspondents of the city press that the Secretary will ask for further legislation, to enable him to make more determined headway in the direction of a resumption of specie payments, looking rather to an early than a sudden restoration of the hard money basis. Secretary McCulloch, while earnestly desiring, and as earnestly striving for the restoration of the specie standard, is studious to avoid any line of conduct which would be likely to bring about a sudden monetary crisis, which would paralyze the industry and commerce of the country, sweep away the chief sources of revenue, force the department back again into the market as a borrower, and thus destroy not only the good work already accomplished, but the brightening prospects before us. He holds that commercial values, based on depreciated paper currency, must adjust themselves to the inevitable hard money standard, and thus facilitate the onward march to the resumption of specie payments. The more gradual this change is made, the more assured will be the progress from inflation to complete solvency, and the more thoroughly beneficially will be the results. In the way of redeeming the outstanding legal tender notes, he has used all his authority to its fullest extent. During the past month, alone, there were nearly nine millions of plain legal tender withdrawn and canceled, leaving the outstanding volume of lawful money $390,195,785, against $399,165,292 a month previous. The aggregate legal tender circulation (including compound interest notes,) is now $538,707,925, against $554,-677,432 on the 1st ult., showing a decrease of $15,969,507.

Government revenues were to a fair average, last week. Excises yielded, $4,768,645, against $7,115,442 the preceding week; customs at the port of New York, $2,055,292, and at the outports, at least $650,000 (in coin) more, making the grand total income for the week equal to about $8,791,-500 in currency, against disbursements of only $1,263,000 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $137,000,000, or equal to an average of about seven millions a week.

Gold fell from 147, as at the close of our last to 143¾, on Monday, rallying since to 145½, receding again 144¼, and closing @144⅝. The speculative demand has been more animated, bnt the disbursements of coin from the Sub-Treasury on interest account have been so liberal (nearly thirteen millions in two weeks) that gold has been sufficiently plenty for immediate delivery, and the *bull* element has had "a hard road to travel" in its efforts to bolster up the premium. It would have been less successful, had it not been aided by the extensive *short* interest created by sales on mercantile account, which affords the main present support to the inflation. The *Australasian* took out $160,500 in specie, to-day, for Liverpool, an amount about equal to the current arrivals from foreign ports. The total imports of specie from Europe, and other ports since January 1, have been $9,018,582. The customs demand for Gold last week, averaged $342,215 a day; thus far, this week, it has been equal to $377,199 a day, or equal to a weekly aggregate of $2,263,194. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $556,844. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $119,-447,333, against $88,512,154 same time last year. The total receipts of California gold at this port since Jan. 1, have been $37,175,953, against $17,-456,355 same time last year, showing an increase, in 1866, of $19,719,598. The exports of specie from this port, last week, were $1,037,850, making the total outflow of specie from the port, since Jan. 1, $56,623,627, against $25,484,618 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, $3,712,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $44,-021,710, against $35,050,420 same time last year. The specie exports from San Francisco from Jan. 1, to Oct. 17, reached $36,620,184, against $34,852,-469 same time last year.

There has been increased heaviness in the foreign exchange market, occasioned mainly by the more liberal offerings of bills, especially those made against export purchases of the U. S. Five Twenty bonds, which continue in marked favor with foreign investment buyers. Bankers' 60 day bills on London closed at 108¾@109⅛, and on Paris to 5.18¾@5.15; sight bills on London to 109⅝@110; and on Paris to 5.15@5.12½. The offerings of produce bills are moderate, this week. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $2.954,821, against $6,127,156 same week last year. The exports since January 1, have been to the value of $164,317,268, against $145,527,332 same time last year.

Government securities have been more freely purchased for home investment and for export, since our last. The demand has been stimulated by the encouraging November debt statement, and the favorable foreign advices. The sharp decline in gold, however, has tended to depress prices of the gold-bearing bonds, the outstanding amount of which is $1,333,558,842. There has been, less partiality shown for the Seven-Thirties, than for the gold-bearing bonds, especially the Five-Twenties, but prices have been very well supported in view of the rapid progress making in the conversion of these notes into the new Five-Twenties of 1865. U. S. sixes of 1867 closed on Wednesday at 138; U. S. sixes of 1868, at 135; U. S. sixes of 1881 114@114⅛; U. S. Five-twenties of 1862 at 110@110⅛, ex-coupon; U. S. Five-twenties of 1865 at 107½@107¾; U. S. Five-twenties of 1866, 109¾@110; U. S. Ten-forties at 100⅝, and U. S. Seven-thirties at 105¾@107⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116¾	May, 1865	112
July, 1864	116¼	August, 1865	110½
August, 1864	115¾	September, 1865	110
October, 1864	114¾	October, 1865	109½
December, 1864	113¾		

Railway and miscellaneous stock values have been decidedly variable, since our last, the tendency, in the main, however, having been against sellers, under the vigorous hammering process, to which the market has been subjected by the bear interest. Since Monday, speculation has been quite fitful, and prices have been unquestionably on the decline. The early dealings on Wednesday were the worst. The market subsequently rallied a fraction, closing with a fresh influx of orders to buy, which may develop some new life in the business.

Produce and merchandise have been decidedly less active and unsettled in price. Breadstuffs have been less freely dealt in at lower and irregular figures, closing rather more steadily. Provisions have been further seriously depressed, and close in favor of buyers. There has been less inquiry for Cotton which has fallen to 36@37 for middlings, per lb., influenced by the liberal receipts, and the adverse market reports received from Liverpool. The receipts at the port this week, have averaged over 4,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 138,000 bales, against exports of 47,674 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 228,555 bales against 471,-360 bales same time last year; exports, 87,230 bales, against 215,062 bales same time last year, estimated stock at latest dates, 285,636 bales, against 358,012 bales same time last year. Foreign merchandise has been very lightly dealt in, though buyers, especially of dry goods, have had any existing advantage. The total imports of foreign dry goods, last week, were $1,851,683, and the total amount marketed $1,418,340. The value of foreign merchandise imported last week, was $3,394,741—making the grand total specie value of last week's imports of dry goods and merchandise, $5,246,434, and since January 1, $262,584,-144, against $179,744,864 same time last year. The freight market is rather more active and steady with 514 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 27.	Nov. 6.	Nov. 13.
Consols	—@89½	89½	89¾
U. S. 5-20's	—@68¼	68¼	69½
Erie	—@50½	50½	51¾
Ill. Central	—@77¼	76¾	78

The New York exports, exclusive of specie, for the week ending Nov. 13, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$6,127,156	$2,954,821
Prev. reported	139,400,176	161,362,447
Since January 1	$145,527,332	$164,317,268

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$2,015,405	$1,851,683
Gen. merchandise	3,359,733	3,394,741
Total for the week	$5,375,138	$5,246,424
Prev. reported	166,247,957	259,368,236
Since January 1	$171,623,095	$264,614,660

The balance in the Sub-Treasury on Wednesday was $96,255,348 54.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Conn. 6s, 100; Ohio 6s, 1881, 100; Louisiana 6s, 90; N.Y. State 6s, 1874, 100⅜; Min-

nesota 8s, 106; Brooklyn 6s Water Loan, 99; do., Park Loan, 95; N. Y. City 6s, 1887, 100; Great Western 2d mort., 1893, 72; Chicago and Great Eastern, 35; do., 1st mort., 72½; New Jersey Central, 130; do., 1st mort., 103; Chicago and Milwaukee 1st mort., 92½; Norwich and Worcester, 1st mort., 115; New York and New Haven, 117¼; Hannibal and St. Joseph, 54; Indianapolis and Cincinnati, 85; Morris and Essex, 85; do., 1st mort., 96; Chicago, Rock Island and Pacific 7s, 94¾; Wilkesbarre Coal, 70¼; American Coal, 67; Central Coal, 56; Wyoming Valley Coal, 36; Spruce Hill, 4; Butler Coal, 21; Citizens Gas, 125; Mariposa pref., 29; do., 1st mort., 43½; Boston Water Power Co., 31¾; Rutland Marble, 27½; Brunswick City Land, 7; Union Navigation, 113; Adams' Exp., 77; Western Union Tel., 50¼; do., Russian Extension, 93½; Central Bank, 112⅛; Continental Bank, 103; Bank of Commerce, 119½; 4th National Bank, 110; Am. Ex. Bank, 114½; Shoe and Leather Bank, 115; Importers and Traders Bank, 111½; 9th National Bank, 119; Metropolitan Bank, 128; Gallatin National Bank, 109; Alpine Gold, 1.30; American Flag, 1.55; Atlantic and Pacific, 5.00; Bates and Baxter, 2.25; Benton, 1.38; Boscobel Silver, 1.25; Burroughs, 0.30; Bullion Consol., 4.50; Church Union, 2.80; Crozier, 0.54; Consol. Gregory, 12.25; Consol. Col., 0.15; Croydon, 5.40; Columbian, Gold and Silver, 1.35; Canada Copper, 0.80; Dutchess Co. Iron Works, 3.05; Downieville, 0.18; Echla, 3.25; Fall River, 0.75; First National, 4.05; Gilpin, 3.30; Gunnell, 1.01; Gold Hill, 4.65; Hibbard G. and C., 0.95; Holman, 0.25; Hope, 1.30; Keystone Silver, 0.12; Kipp and Buell, 1.35; La Crosse, 1.60; Long Island Peat, 3.80; Liberty, 0.20; Montauk, 0.78; Montana, 0.35; New York, 1.60; Nye, 0.15; Oak Hill, 1.40; Ohio and Col. G. and S., 45; Ophir, 6.05; People's G. and S., 1.90; Pah Ranegat Cen., 2.50; Quartz Hill, 4.60; Smith and Parmalee, 9.80; Tudor Lead, 1.75; Vanderburg, 0.75; Walkill Lead, 2.00; Wallace Nickel, 3.05; Bennehoff Run, 5.65; United States, 5.40; Central, 1.70; Shade River, 0.18; N. Y., Phila. and Balt., 0.10; First National, 0.05; N. Y. and Newark, 0.15; Buchanan Farm, 0.25.

Philadelphia.—Belvidere Delaware bonds, 85½; Reading mort., 6s, 95; West Jersey R. R. bonds, 88½; Allegheny Valley R. R., 16; Pittsburg 5s, 74¾; Camden and Amboy scrip., 53½; Germantown Pass. R. R., 32¼; 13th and 15th streets, 20½; Union Pass, 40½; West Branch Canal 25; Butler Coal, 18½; St. Nicholas Coal, 1⅛; Locust Mt., 46½; Fulton Coal, 5½; Manufacturer's Bank, 32½; Mechanics Bank, 33; Commercial Bank, 56; Manuf. and Mech. Bank, 32½; Philadelphia Bank, 146; Farmers and Mech. Bank, 130; McKean Oil, 5; Ocean, 4.56; Egbert, ¼; Dalzell, ½. The latest quotations are: City 6s, 99¼@99½; do., new, 102⅜@102½; State 5s, 96@96¼; do., coupon, 96½@97; do., 6s, W. L., 103½@104; Phila., Wil. and Balt., 57¼; Reading, 57@57⅛; do., 6s, 1870, 95@96; do., bonds, 94½@96; do., con., 116@117; Camden and Amboy, 136@138; Penn. R. R., 55⅞@55¾; do., 1st mort., 102@102¾; do., 2d mort., 97⅛@97¾; Little Schuylkill R. R., 36@36½; Morris Canal, 85@85¼; do., pref., 123@125; do., bonds, 90@95; Wyoming Valley Canal, 55@56; do., 6s, 87@90; Susquehanna Canal, 15¼@15½; do., 6s, 67½@67¾; Sch. Nav., 27⅜@27½; do., pref., 36⅜@36¾; do., 6s, 1882, 84@85; Union Canal bonds, 22½@23; Delaware Div. Canal, 57@58; do., bonds, 92@95; Elmira and Williamsport, 28¾@30; do., pref., 42@43; do., 7s, 1873, 99@100; do., 5s, 65@79; Lehigh Coal and Navigation, 59½@59¾; do., bonds, 1884, 93¼@94; North Pennsylvania, 38@39⅛; do., 6s, 92¼@93; Philadelphia and Erie, 32@32⅛; do., 6s, 92@93; Minehill, 58½@59; Catawissa, —@—; do., pref., 27½@28; Lehigh Valley, 67@67¼; do., bonds, 96@98; Fifth and Sixth streets, (horse,) 46@49; Second and Third, 90@90¼; West Philadelphia, 70@75; Spruce and Pine, 34@35; Green and Coates, 30½@31⅝; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 20@20½; Girard College, 26@29; Tenth and Eleventh, 60@70; Union, 41@41; Hestonville, 14¾@15.

Boston.—Rutland and Burlington 1st mort., 123; Boston, Hartford and Erie, 15; do., 7s, 48; Vermont Central and Vermont and Canada 8s, 103½; Vermont Central 1st mort., 118; do., 2d mort., 38; New York and Boston Air Line, 38; Old Colony and Fall River 6s, 1875, 98; Ogdensburg and Lake Champlain, 76½; Cape Cod R. R., 66; Granite Railway, 54; Conn. and Pass. Riv. pref., 78; Cary Imp. Co., 14; Essex Land, 105; Waverly Land, 2¾; East Boston Co., 14½; Harleigh Coal, 60; Summit Branch Coal, 9.75; Short Mt. Coal, 6.50; Cambridge Gas, 100¼; Boston Gas Light, 760; Adams Exp. Co., 78¼; Cook Co., Ills., 7s, 96¾; Hartford City 6s, 1899, W. L., 100; St. Louis 6s, 1886, 86; Charlestown 6s, 1874, 100; Boston 5s, 100⅛; Chicago 7s, Imp., 99¾; Portland 6s, 1878, 97¾; Augusta 6s, 1870, 97; Gardiner 6s, 1870, 97; New Hampshire 6s, 1874, 99¾; Crescent Oil, 0.15; Massachusetts and Oil Creek, 0.18; Pittsburg and Boston, 0.15; Indian Spring, 0.25; Pepper Well Pet., 0.85; Caledonia Gold, 0.30; Montezuma Gold, 1.86; Peck Gold, 0.25; Gold Mining Co. of Colorado, 0.75; Gilpin Gold, 3.00; Clear Creek Gold, 1.75; Tudor Lead, 2.80; Tremont Bank, 119; Suffolk Bank, 116; Merchants' Bank, 119; Atlantic Bank, 121¾; State Bank, 111½; Blackstone Bank, 127½; Eliot Bank, 120; Bay State Mining Co., 12¼; Calumet, 78; Canada, 90c.; Concord, 4½; Dana, 2¼; Eagle River, 5¾; French Creek, 50c.; Hancock, 19; Humboldt, 3¼; Hanover, 2⅛; Hungarian, 4; Madison, 3; Manhattan, 3; North Cliff, 1¼; Petherick, 3⅞; Superior, 2⅞; South Side, 2; St. Clair, 8½; Seneca, 3¾; Tremont, 1; Winthrop, 1½.

Baltimore.—Virginia 6s, old, reg., 40⅛; Marietta and Cincinnati bonds, 87¾; Susq. Canal bonds, 68; Bare Hill Mining Co., 0.90; Liberty, 1.25; Atlantic Coal, 0.90; Baltimore Chrome, 0.40; 2d National Bank, 100½; Union Bank, 63¾; Franklin Bank, 12⅞; Mechanics Bank, 17. The latest quotations are: Balt. and Ohio, 114@115¾; do., 6s, 1867, 100@100⅜; do., 1875, 99@100; do., 1880, 99@100; do., 1885, 98@99; Northern Central, 49@50; do., bonds, 1885, 88½@90; N. W. Va. 1st mort., 1873, 95@97; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87@88; Central Ohio, 22¼@22½; do., 1st mort., 80@85; Western Md. bonds, 75@77; do., guar., 96@97; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100@102; do., 1890, 100@102; Baltimore 6s, 1870, 96@97; do., 1873, 95@97; do., 1875, 97@97½; do., 1886, 97½@98; do., 1890, 98¾@99; do., coupon, 100@100; Park, do., 97½@98; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R. R., 17½@18; Canton Co., 55@56; Gardner, 0.50@0.60; Am. Gas Coal, 0.95@0.95; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 105@110; Santa Clara, 5@7; Balt. Chrome, 0.35@0.45; Bare Hill, 0.85@0.90; Atlantic Coal, 0.90@0.95; Mineral Hill, 0.45@0.65; Baltimore Coal, 150@190.

Fast Freight Lines to the West.

We mentioned some time since an arrangement which had been effected by the Baltimore and Ohio Railroad Company for the transportation of freight to the West *via* Benwood and the Central Ohio Railroad and connections. We now learn that arrangements have been made with the Marietta and Cincinnati Railroad Company, by which freights leaving Baltimore by the "Lightning Express," at nine o'clock every night, except Sunday, are taken through to Cincinnati, *via* Parkersburg, in about thirty hours, both running their trains on prompt passenger schedule time, in both directions. Similar arrangements, we understand, are being effected with connecting lines west of Cincinnati, so that shipments to Indianapolis, Chicago, St. Louis and other points are sent forward with great promptness. The mercantile and manufacturing interests of Baltimore, as well as shippers generally, will find these improved facilities of immense advantage in their operations.

Memphis and Little Rock Railroad.

The second division of this road, extending from Madison to Duvall's Bluff, 45 miles, is now under construction, to be completed by January 1, 1868. The contract includes the masonry for the bridge across White River. The estimated cost of the work is $400,000. The railroad company furnishes the iron. That portion of the road between Memphis and the St. Francis River, forty miles, will be in perfect order by the first of January next; that between Duvall's Bluff and Little Rock is finished, trains passing over it daily.

Railway Purchasing Agent.

A person of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some Railroad Corporation of standing, to act in the capacity of Purchasing Agent. References unexceptionable. Address, "H." P. O. Box 5,314, New York City.

Manassas Gap Railroad.

This road, which connects with the Orange and Alexandria at Manassas Junction, twenty-seven miles from the city of Alexandria, is rapidly approaching completion, and is expected to be in running order by January. Two locomotives, tenders, and twelve freight and one passenger car were received from North Carolina the other day. This road towards the close of the war was completely destroyed by the Government, the rails and ties being all removed.

☞ The following gentlemen have been elected directors of the Washington County (Md.) Railroad for the ensuing year: P. B. Small. E. Mealey, Geo. S. Kennedy, and Jacob A. Miller, of Washington County, and Galloway Cheston, Johns Hopkins, and R. Fowler, of Baltimore City.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Nov. 9th, 1866, were $73,050 69
Corresponding week of 1865 ..... 82,648 52

Decrease $9,597 83

The earnings of the Grand Trunk Railway of Canada for the week ending Nov. 3d, 1866, were $147,905 00
Corresponding week of previous year.. 141,446 00

Increase $6,459 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Nov., 1866... $22,566 00
Corresponding week previous year.... 26,535 20

Decrease $3,969 20

The earnings of the Western Union Railroad for the week ending Nov. 7, 1866 ..... $20,655 00
Corresponding week previous year.... 13,840 04

Increase $6,814 96

The earnings of the Chicago and Great Eastern Railway for 1st week in Nov. were..... $33,703 89
Same period last year 27,672 79

Increase in 1866. ..... $6,031 10

The earnings of the Chicago and Northwestern Railway for the first week in Nov., 1866, were $246,342 36
Corresponding week of previous year,. 198,298 93

Increase..... $48,043 43

The earnings of the Chicago and Rock Island Railroad for the 1st week in Nov., 1866, were $104,400 00
Corresponding week of previous year.. 86,021 00

Increase..... $18,379 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Nov. 1866, were $100,076 00
Corresponding week of 1865 ..... 118,777 00

Decrease $18,701 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Nov. 1st, 1866, were $42,045 00
Corresponding week of 1865..... 42,378 00

Decrease..... $333 00

The earnings of the Michigan Central Railroad for the 1st week in Nov., 1866, were.. $97,142 28
Corresponding week of previous year.. 104,130 16

Decrease..... $6,987 88

South Carolina Bonds.

The State of South Carolina having passed an act to fund its debt, interest and principal past due, a new series of bonds of $100, $500 and $1,000, have been prepared, payable at Columbia in 1887 and 1897, with half yearly 6 per cent. interest, commencing July 1st, 1867, and the Governor has issued his proclamation in regard to the matter. The holders of past due bonds and stocks are required to come forward and fund the same in the new bonds, above described, or else receive certificates for the amount bearing 6 per cent. interest. The past due debt thus provided for includes the following: $310,000 bonds of 1859, with interest; the interest on $1,000,000 of bonds issued under act of 1854; interest on $500,000 of bonds issued under act of 1853 for building the new State House, and the interest on $1,755,000 of State House bonds under several subsequent acts.

Movements of Produce.

The receipts of certain articles of domestic produce at New York during the first ten months from Jan. 1st, were:

	1865.	1866.
Ashes, bbls.	14,624	4,726
Breadstuffs—		
Wheat flour, bbls.	2,633,032	2,022,481
Corn meal, bbls.	261,701	233,747
Wheat, bush.	5,413,602	2,861,886
Rye, bush.	314,776	646,033
Oats, bush.	7,722,596	6,370,400
Barley, bush.	2,146,156	2,384,382
Peas, bush.	119,894	301,148
Corn, bush	12,146,130	19,483,009
Cotton bales	505,899	499,752
Naval Stores—		
Crude turp., bbls.	24,800	31,555
Spirits turp., bbls	13,826	47,171
Rosin, bbls	103,871	319,629
Tar, bbls	8,974	40,000
Pitch, bbls	722	2,629
Provisions—		
Pork, pkgs	203,644	99,275
Beef, bbls.	59,801	50,759
Cutmeats, pkgs	98,806	94,251
Butter, pkgs.	483,780	366,295
Cheese, pkgs.	542,322	555,542
Lard, tcs. and bbls	89,296	85,880
Do., kegs	3,250	7,481
Whiskey, bbls.	47,496	70,781
Petroleum, pkgs.	464,696	843,168

The exports from New York to foreign ports of certain leading articles of domestic produce for the first ten months from Jan. 1st, were:

	1865.	1866.
Ashes—Pots, bbls	8,014	3,190
Do. Pearls, bbls.	658	73
Beeswax, lbs	187,044	264,003
Breadstuffs—		
Wheat flour, bbls.	1,138,151	782,438
Rye flour, bbls.	2,228	8,484
Corn meal, bbls	108,495	131,454
Wheat, bush	1,823,395	333,232
Rye, bush	170,694	192,489
Oats, bush.	67,509	1,018,244
Barley, bush.	.....	169,002
Peas, bush.	50,813	152,875
Corn, bush	2,623,008	10,569,482
Candles, bxs.	78,491	55,639
Coal, tons	20,741	49,448
Cotton, bales	103,898	319,688
Hay, bales.	28,100	30,632
Hops, bales.	13,339	2,650
Naval Stores—		
Crude turp., bbls.	3,005	11,294
Spirits turp., bbls	728	17,756
Rosin, bbls	29,832	206,751
Tar, bbls	8,491	23,150
Pitch, bbls	970	2,631
Oils—Whale, galls	14,119	48,880
Do. sperm, galls.	82,977	172,159
Do. lard, galls	23,662	27,019
Do. linseed, galls	12,804	8,432
Provisions—		
Pork, bbls.	101,276	74,307
Beef, bbls.	33,868	24,515
Do. tcs.	43,042	26,032
Cutmeats, lbs.	30,590,163	27,084,354
Butter, lbs	9,289,859	1,713,262
Cheese, lbs	35,697 024	28,970,509
Lard, lbs	20,309,311	18,954,667
Rice, tcs	58	52
Do. bbls	17.792	8,467
Tallow, bbls.	14,043,025	12,407,131
Tobacco, crude, pkgs.	129,171	89,490
Do. manf., lbs	3,646,463	4,300,600
Whalebone, lbs	209,591	461,593
Petroleum, galls	9,932,599	26,955,903

☞ At a meeting of the Connecticut and Passumpsic Rivers Railroad Company on the 7th inst., it was voted to issue bonds for $200,000, to run ten years, at 7 per cent. interest, free from government tax.

Right of Telegraph Companies to Limit their Liability for Errors in a Message.

The case of Breese *vs.* The U. S. Telegraph Co. decided an important question of law involving the liability of telegraph companies. It decides tnat where a telegraph company furnishes printed headings for the transmission of messages, containing certain terms and conditions upon which such messages will be sent, and an agreement that the same shall become binding upon both parties when signed by the person sending the message, the person who writes his message under such a heading and signs and delivers it, accepts such printed proposition, and it therefore becomes an agreement binding upon the company only according to its terms and conditions.

The following opinion was delivered by

JOHNSON, J.—It must be held I think, that the printed heading to the paper on which the message delivered to the defendant for transmission was written, was, under the circumstances, something more than a mere notice to the plaintiff's assignor, by whom such message was written, signed and delivered. Before the message was written under it, and signed and delivered to the defendant, it was a general proposition to all persons desiring to send messages by the defendant's peculiar means of transmission or conveyance of the terms and conditions upon which such messages would be sent, and the defendant became liable in case of error or accident in the transmission or conveyance. By writing the message under it, and signing and delivering the same for transmission, the party accepted the proposition and it became an agreement, binding upon the defendant only according to the terms and conditions specified in the proposition.

That such is the legal effect of the agreement under which the message in this case was received for transmission by the defendant, seems to me extremely clear. Under the date of the message, and the name of the place from which it was sent, was printed in large clear type: "Send the following message, subject to the above conditions and agreement." Directly under this the message was written and signed by the plaintiff's assignor. There is no pretence that the "conditions and agreement" thus referred to, were not plainly printed, or that there was the least difficulty in reading and understanding the terms proposed by the defendant. There they stood, in clear, plain print. First a general statement, that "in order to guard against errors or delays in the transmission or delivery of messages, every message of importance ought to be repeated by being sent back from the station to which it is directed to the station from which it was sent, and compared with the original messages." Following this list is the tariff or rate charged for such repetition and comparison, as follows: "Half the tariff price will be charged for thus repeating and comparing." Then follow the terms and conditions in this language:

"And it is hereby agreed between the signer or signers of this message and this company, that this company shall not be held responsible for errors or delays in transmission or delivery of this message, if repeated, beyond the amount of fifty dollars, unless special agreement for insurance be made and paid for at the time of sending the message, and the amount of risk specified on

this agreement, and that in case this message is not repeated, this company shall not be held responsible for any error or delay in the transmission or delivery of the same beyond the amount paid for transmission; unless specifically issued, and the amount of risk paid for and specified on this agreement at the time." Here is no ambiguity whatever, but on the contrary, the language is well chosen, and the meaning and import perfectly clear and obvious to the most indifferent and careless reader. The price for transmission only was paid. There was no request to have the message repeated, and nothing was paid or offered therefor, and no insurance. The defendant is therefore exempt from all liability for the mistake or error complained of, by the express terms of the agreement.

It is stated in the case made, that neither the person who signed the message nor the plaintiffs ever read the printed "condition and agreement" thus subscribed. But it does not follow from this by any means, that they are not bound by the conditions. They might and should have been read. It was very gross carelessness and negligence not to read them before signing and delivering the message. No notice was given to the agents of the defendant that the conditions and agreement to which the author and signer of the message had in terms agreed that the same should be subject, he had in fact neglected to read, and inform himself as to their import. The presumption, in the absence of any notice was that he had read and understood the proposition he had thus accepted; and the defendant's agents had the right to take it for granted that he had, and will be presumed to have done so, and to have sent in good faith the message upon the terms thus proposed and apparently accepted. The plaintiffs should not now be permitted to allege that the assignor either wilfully shut his eyes and refused to see what was so plainly before him, or that he negligently omitted to use them for that purpose. To allow them now to do this, would operate as a fraud upon the defendant. It would enable one party, through his own gross negligence and inattention, to create a liability against another in his own favor, where none was bargained for, or would have been, and which was expressly stipulated against. The principle of *estoppel in pais* applies in full force against the plaintiff's claim. Their assignor by his conduct, led the agents of the defendant's to suppose and believe that he had agreed to the defendant's propositions, and they cannot now gainsay the apparent agreement.

In Lewis *vs.* The Great Western Railway Company (5 H. & N. 967), which was a case where the person delivering goods to a carrier filled up and signed a receiving note under a printed head of conditions, and which the party afterwards, in an action for the loss of the goods, claimed not to have read, Baron Bramwell said: It would be absurd to say that the document which is partly in writing and partly in print, and which was filled up, signed and made sensible by the plaintiff, was not binding upon him. A person who signs a paper like this, must know that he signs it for some purpose, and when he gives it to the company, must understand that it is to regulate the rights which it explains."

I cannot refrain from observing here, that the business in which the defendant is engaged, of transmitting ideas only, from one point to another by means of electricity operating upon an extended and insulated wire, and giving them expression at the remote point of delivery by certain mechanical sounds, or by marks or signs indented, which represent words or single letters of the alphabet, is so radically and essentially different, not only in its nature and character, but in all its methods and agencies, from the business of transporting merchandise and material substances from place to place, by common carriers, that the peculiar and stringent rules, by which the latter is controlled and regulated, can have very little just and proper application to the former; and all attempts heretofore made by courts to subject the two kinds of business to the same legal rules and liabilities, will, in my judgment, sooner or later, have to be abandoned, as clumsy and indiscriminating efforts and contrivances to assimilate things which have no natural relation or affinity whatever, and at best but a loose or mere fanciful resemblance. The bearer of written or printed documents and messages, from one to another, if such was his business or employment, might very properly be called and held a common carrier, while it would be little short of an absurdity to give that designation or character to the bearer of mere verbal messages delivered to him by mere signs or speech, to be communicated in like manner. The former would have something which is or might be the subject of property, capable of being lost or stolen and wrongfully appropriated; while the latter would have nothing in the nature of property which could be converted or destroyed, or form the subject of larceny, or of tortions caption and appropriation, even by the "King's enemies." But even if the defendant is held to be an ordinary common carrier, it had the right to limit its liability by express contract, as is now well settled. (Bissell *vs.* New York Central Railroad Company, 25 N. Y. 442; Dorr *vs.* N. I. Steam Navigation Co. 1 Kern. 485).

In MacAndrew *vs.* The Electric Company (17 Com. B. 3; 84 E. C. L. R.) it has held that a mere regulation of the corporation, similar to the one here in question, was a reasonable regulation under the act 16 and 17 Victoria, and shielded the corporation from liability for the mistake of sending the message to Soulhampton instead of Hull; and so in Camp *vs.* The Western Union Telegraph Company (1 Metcalfe, Ky., 164), it was held that a printed notice similar to the conditions here, not in the form of an agreement, was a reasonable regulation on behalf of the company, and binding upon the person delivering the message to be transmitted. Our statute providing "for the incorporation and regulation of telegraph companies" Sess. Laws of 1848, chap. 265., § 11), makes it the duty of the owner of any telegraph line doing business within this State, to receive dis patches, and on payment of their usual charges for transmittting dispatches, "as established by the rules and regulations of such telegraph line, to transmit the same with impartiality and good faith," under a certian prescribed penalty. Thus the statute, it will be seen, recognizes the right of the owners of these lines of communication, to "establish rules and regulations" for the transmission of communications, delivered to be forwarded, in nearly the same terms as the act of 16 and 17 Victoria. The legislature obviously never intended that these corporations, or persons engaged in this novel, interesting and extraordinary business, should be placed upon the same footing in respect to liability with ordinary carriers of goods.

There is no question here of gross negligence, against which defendant could not, as carrier even, shield himself by contract. The case states that the message was duly transmitted from the office at Palmyra, as written and delivered, "but by error of some of defendant's operators working between Palmyra and New York, the precise cause of which is unknown," it was received in New York and delivered as an order to purchase $7,000 in gold instead of $700, according to the message delivered and duly transmitted at Palmyra.

In view of the nature of this business, and of the peculiarly delicate and subtle agencies and forces employed in carrying it on, it is impossible for the court to say, from the statement, that the error complained of was the result of any negligence or inattention whatever on the part of the agents employed by the defendant. For aught we can see it may have been produced by causes over which no person had any control. And these considerations show most forcibly the importance and necessity of allowing those carrying on this business the right to make rules and regulations and contracts, limiting and controlling, to a reasonable extent, the grounds and measures of their liability.

For the foregoing reasons, I am of the opinion that the facts stated in the case made do not entitle the plaintiffs to any recovery. The defendant must, therefore, have judgment for its costs.

Judgment accordingly.

☞ The Columbus (Ga.) *Enquirer* says that trains are now run directly through from Montgomery to Savannah, and return the same way. Cotton appears to be seeking the Atlantic coast, and it comes from as far West as Selma, Ala. The demand for the shipment over the Montgomery and West Point road is now greater than the capacity of the transportation.

☞ The Florida Railroad was sold on the 30th ult., at auction, and purchased by Marshall O. Roberts, of this city, for $320,000. It is announced that the road will very soon be in running order the whole distance from Fernandina to Cedar Key, with connecting lines of steamers between Fernandina and New York, and Cedar Key and New Orleans.

Interest and Dividends.

The Georgia Railroad Company have declared a dividend of 3½ per cent., payable Nov. 15.

The Vermont and Canada Railroad Company have declared a dividend of four per cent., payable December 1.

☞ Nearly all the preliminary arrangements necessary for commencing the work on the new railroad between Camden, N. J., and Mount Holly have been perfected, such as locating and securing the right of way. It is understood to be the intention of the company to have it in running order within another year.

☞ The Oregon Legislature have appropriated one million seven per cent. twenty year bonds in aid of the Oregon Central Railroad, to be built from Portland to the California State Line.

The Railway Spine.

This may be a new term to some of our readers, and we therefore give its meaning before proceeding with any remarks on the subject itself. "Railway spine" means a concussion or violent jar of the spine, caused by railroad collision. It is taking, however, quite too restricted a view of the disease to regard it as the result of an accident peculiar to railways. Concussion may arise from a fall, a leap from an unusual height, a blow or a wound, or any other accident of civil or military life. Still, as hundreds of thousands travel by railway for one who runs any other risk, it is not unnatural that spinal concussion should be regarded as a "railway disease." Of the nature, extent and consequences of the first injury a very clear description has recently been given by Mr. Erichsen, an eminent English surgeon. The point which most interests the general public is its connection with medical jurisprudence, and the conclusions derived from the latter as to the prolonged responsibility of railroad directors and managers for injuries, *i. e.* to passengers. If anybody is visibly hurt in a railway accident, he is entitled to compensation. If his leg is broken, for example, he gets the value of his leg as near as a jury can arrive at an approximate price for the value of that limb to him. But suppose the hurt is invisible? Suppose that the hurt is of a kind which does not visibly appear, or if it should appear, can only be traced back to its source by a careful and experienced professional man? How many physicians have been called on to treat cases of convulsions and inflammation of the brain in children, the cause of which, on careful inquiry, could be traced to falls or blows on the head, received weeks, and even months previously! The immediate effect of the injury, such as swelling and pain of the affected part, had disappeared, and the child seemed to be as well as ever. In some cases, on the other hand, it was remembered aftewards, although scarcely noticed at the time, that the child had become more irritable than was its wont, and that its appetite and digestion were not as regular as they had been before. Cases of an analogous nature in adults are on record. But it has been reserved for their multiplication of late years by railway accidents to force a more fixed attention to their real character, and to the extent to which medicine and law can be appealed to for the prevention and abatement of the evil.

A passenger who happens to be one, with others, who have received the shock from a rail-car crash, frequently gets out with his limbs whole, his body unbruised and his mind unconscious of any disorder beyond a general weakness and confusion, which he sets down vaguely to a shock to the system, while his friends charitably attribute it to excessive fright. By and by, however, he finds, and they find, that "he is not the man he was;" he "has lost bodily energy, mental capacity, business aptitude;" he becomes ill and irritable, grows pallid, loses his memory, finds his sleep disturbed, frets about the state of his eyes, his delicacy of touch, and, finally, displays all the symptoms of paralysis. He is in fact suffering a concussion of the spine—not merely of the bony case, but of the spinal marrow or cord which it contains, and from which nerves of sensation and motion are sent to all parts of the body. The concussion has shaken the nervous force out of him, just as, to use an ingenious illustration of Mr. Erichsen's a magnet struck with the heavy blow of a hammer loses its magnetic power. The obviously material changes in the spinal marrow itself are, inflammation, with enlargement of the blood-vessels, effusion of blood sometimes softening, and at other times hardening, and increased size of its substance. Pain is felt at one or more points of the spine, and is greatly increased on pressure and by movements of any kind, so as to occasion extreme rigidity of the spine or backbone. Death may be postponed for weeks, months, or even years. There may in such cases be remission or abatement, but no real intermission or suspension, of the symptoms. The chances of complete recovery are very small, and the treatment of course becomes difficult. We may sum up in a few words the rules on this point laid down by Mr. Erichsen. They are absolute rest of the body, and of course to the exclusion of travel, so often injudiciously recommended; absolute rest of the mind, and at a later stage counter-irritants, locally applied, or the use of powerful drugs, which we do not even name, as they can only be used by the advice and under the careful inspection of an experienced physician.

The subject of railway spine in its medico-legal bearings possesses great interest to every railway director, manager, and working official, as well as to the multitudes ofpassengers.—*Phila. Ledger.*

Mont Cenis Railway.

In a recent report, Captain Tyler, R. E., one of the Railway Inspectors of the British Board of Trade, gives the following account of the Mont Cenis Railway:

I have heard from Mr. Fell, since leaving the mountain, that he had been again with two of the directors of the company over the works, and that they had found them making good progress on the French side; but had thought it desirable to change the contractors on the Italian side, with a view to increased activity, and to ensure their completion this year. The new contractors have undertaken this obligation, and are to employ at least 1,250 men on that side. The printed prospectus of the company refers to the 1st of May, 1867, as the date on which this railway is to be opened throughout from St. Michel to Susa for public traffic, and the calculations of the directors have been based upon that supposition; but to this end the line and works from Lanslebourg to Molaret, 27 kilometres over the mountain, must be completed before the mountain is covered with snow in the autumn of this year; and it cannot be doubted that every exertion will be made to complete and open the line, inasmuch as the profit of the company depends upon its early employment. They cannot count upon any paying traffic after the completion of the grand tunnel and the permanent line; and, indeed, their concessions hold good only up to the opening of that line for traffic. In the original programme prepared for the French and Italian Governments, four hours and thirty minutes were allowed for the mail and express trains by the summit railway from St. Michel to Susa; but subsequent experiments have shown that this journey might be made in four hours. I shall still, however, allow four and a half hours for it, and I shall add three-quarters of an hour at each end for the transfer of mails and passengers, on account of the break of gauge—the gauge of the Mont Cenis Railway being 8.7⅝, while that of the French and Italian Railways is 4.8½. Through the favor of the Italian Government I walked into the headings at both ends of the grand tunnel and I found that very considerable progress had been made during the previous year, in spite of the numerous difficulties which had been encountered. The total progress at both ends for the year ending May 9, 1866, was 1,074.75 metres, and the total amount pierced, with the heading was 5,654.50 metres (about 3½ miles,) out of 12,220 metres (about 7½ miles, leaving 6,565.50 metres (about 4 miles) to be pierced. The question as to when the tunnel is likely to be completed depends principally upon the thickness of the quartz, (the thickness and quality of the rock which is interposed between the quartz and the schistose rock of Bardonneche, and the supply of money and labor. Unfortunately, 400 men and amongst them some of the best workmen, were leaving the tunnel works for the army whilst I was on the spot; and the financial condition of Italy, at present most unsatisfactory, must depend upon the duration of the present war. As quartz rock does not lie in strata with parallel sides, there can be no good reason for believing that the thickness of it (500 metres) which has been observed on the surface of the mountain will also be found at the level of the tunnel; and the question of its extent at that level must remain an element of uncertainty until it has been completely bored through. The rock which succeeds it has been called compact limestone, and its thickness has been stated at 2,500 metres, but the engineers of the tunnel believe it to be gypsum, more easy to work than the schist of Bardonneche or the anthracite rock of Modane, and 300 metres thick. Supposing an average distance of 800 metres a year to be pierced for the next five years at the Bardonneche end, and an average of 513.1 metres a year to be pierced during the same period from the Modane end, then the headings would be driven through so as to meet each other in five years from May, 1866, or by May, 1871; and the permanent tunnel might be completed, say, by the end of that year. But there are also the approaches to the tunnel to be constructed on the Italian side by the Italian Government, and on the French side by the Victor Emmanuel (now the Paris, Lyons and Mediterranean) Railway. These approaches, comprising other tunnels and heavy works, and being altogether about 35 miles long, have not yet been commenced. The shortest time, looking at the matter solely in an engineering point of view, in which the permanent line can be completed will be, therefore, as far as can be foreseen, towards the end of 1871; and it is impossible to calculate at present upon the future financial condition of Italy, and the effect it may have upon the progress of the works. After the construction of the whole permanent line, the tunnel route will be an immense advantage to the mail traffic as well as to all other traffic between France and Italy, inasmuch as the break of gauge, and therefore change of vehicles and consequent inconvenience and delay, which must be incurred in the use of the summit line at St. Michel and Susa, will be avoided. The gradients will indeed be very steep, even on the tunnel line, there being a rising gradient from the French side, half way through the grand tunnel, of 1 in 45½, and the steepest gradient on the line being 1 in 28. But it may reasonably be expected that in a few years, and not long after 1871, mail trains will run through from Calais to Brindisi for 1,390 miles, without break of gauge, in about 54 hours.

☞ At a meeting of the Directors of the Utica, Chenango and Susquehanna Valley Railroad, held recently at Richfield Springs, it was resolved to build the road on the Richfield Springs route.

Railway Purchasing Agent.

A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 24, 1866.

Memphis and Charleston Railroad.

We gave in our last issue a pretty full abstract of the Reports of the President, Directors, General Superintendent and Treasurers of this company, showing the receipts and expenditures in detail for a series of years, and its financial condition at the close of the last fiscal year, June 30, 1866. A succinct account was also given of the destruction of the road and equipment by the contending forces during the war, and its subsequent recovery and resuscitation. The progress made in the reconstruction of the road, bridges, buildings, etc., is thus described in the Report of the Chief Engineer:

Upon the transfer of the Eastern Division of the road by the United States military authorities to the company, on the 3d of September, 1865, preparations was made to relay the track from Decatur westward, to connect with the work begun at Pocahontas and carried on eastward, under the direction of the General Superintendent. The division from Decatur to Stevenson, 84 miles, having formed a part of the system of the United States military roads was in good order. The division from Decatur to Tuscumbia, 43 miles, had been partially destroyed during the war, the principal injury having been done between Jonesboro' and Tuscumbia. As soon as possible an engine and a train of cars were transferred across the Tennessee River at Decatur contracts for wood and timber were made, and the work of rebuilding the trestles and relaying the track was commenced.

On the 6th of November, the break between the Eastern and Western Divisions of the road was repaired, and the first train from Memphis arrived at Decatur. About fourteen miles of main track between Decatur and Tuscumbia had been destroyed, and the intervening sidings partially torn up. Much of the iron was found to be so bent as to be useless, and the timely purchase of rails from the United States Military Railroad authorities greatly hastened the completion of the track laying.

The work of restoring the road from Memphis to Decatur, a distance of 188 miles, presented many difficulties. At the beginning labor was disorganized and materials were difficult to get. Every bridge had been destroyed, and much heavy trestle work was required at Wolf River, Porter's, Hatchie, Tuscumbia and Cypress Creeks at various points between Corinth and Burnsville; and at Bear, Buzzard Roost, Cave, Spring, Town and Big Nance Creeks. The work was happily completed, and the track again made continuous from Memphis to Stevenson, except the gap caused by the destruction of the Decatur Bridge. The road bed, however, west of the Tennesse River, was in a bad condition. The ditches were filled with earth, the embankments much weakened, and the timbers of the open drains and shorter trestles required renewal.

An examination of the track between Corinth and Memphis showed that at least one-half of the cross ties would have to be renewed to make the road safe. The same was true also of other portions west of Decatur. The rails in many places were found to be much worn, and many bent rails, that had been imperfectly straightened and used in relaying the track, required to be taken up.

The buildings destroyed during the war, according to the report of the General Superintendent, embraced 24 depots, 20 division houses, and 18 wood sheds. The remaining depots and division houses were more or less injured, some requiring much repair. The whole of the fencing was destroyed, and the road was inadequately supplied with wood and water.

The track forces were fully employed in renewing the ties and rails during the winter, and in ditching whenever possible. Contracts for lumber were made with mills along the line of the road, and on other roads, and the necessary buildings were constructed as rapidly as the lumber could be obtained. New depots have been built at Germantown, Collierville, Lafayette, Moscow, Grand Junction, Saulsbury, Middletown, Pocahontas, Chewalla, Tuscumbia, Leighton, Jonesboro', Courtland, Hillsboro', Decatur, Madison, Brownsboro', Larkinsville and Bellefonte. The depots at Lagrange, Burnsville, Iuka, Dickson, Cherokee, Barton, Paint Rock, Scottsboro' and Stevenson, and the passenger house at Decatur, have been more or less repaired. A number of division houses, platforms, etc., have also been erected. The iron bridge over Big Bear Creek, 300 feet in length, was completed and opened for travel on the 1st of May, 1866, and a similar bridge of the same dimensions over Town Creek, was to have been completed in September last. These bridges were constructed by Messrs. Jones, Westlake & Co., of St. Louis, on the plan patented by J. L. Jones. Subsequently, a contract was made for the construction of the bridge over the Tennessee River at Decatur, which, as previously stated, was completed in July. This bridge is composed of one draw, and ten fixed spans, and is nearly 1,703 feet long. The lower chord is of wrought iron, while the upper chord and braces are of wood. The design is by Albert Fink, Esq., of Louisville, Ky., and the trusses are on the plan of the Warren girder. The bridge was built by the Louisville Bridge and Iron Co. Another contract was made in February, 1866, with Edward Denmead, of Baltimore, for bridges over Wolf River, Hatchie, Tuscumbia, Cypress, Buzzard Roost, Cane and Spring Creeks. The plan of these is the Howe truss, with iron lower chord, and wooden upper chord and braces. The whole work was to have been completed in October. In the course of the repairs, every important trestle bridge on the line was rebuilt. The repairs of the Florence Branch were nearly com-

pleted, and work on the Somerville Branch had so far progressed, that communication with that place was to have been resumed by August 1.

The expenditures incurred in the reconstruction of the road, etc., were given in our previous statement, and are fully accounted for by the condition of the roadway, bridges and buildings, as heretofore detailed, when the company first obtained possession of their property. The estimates for the completion of the bridges, etc., then under construction, are stated at $198,100.

A down freight house at Memphis is proposed to be built before the approach of winter. The building will be four hundred feet long by forty feet wide, with platforms in front and rear. It will be built of brick and covered with tin. It is also proposed to build depots at Mooresville, Woodville, and at the northern terminus of the Florence Branch.

The whole number of cross ties laid in the track during the year, including those bought from Government and from contractors, is 180,791. The repairs of track during the coming year will require 140,000 more. At least 100,000 ties will be required for repairs on the Tuscumbia-Memphis Division.

Sandusky, Mansfield and Newark Railroad.

The earnings and expenses of this road for the years ending December 31st, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers	$185,126 85	$207,540 79
" freight	174,915 13	188,203 15
" mails, express, etc.	22,765 53	26,172 88
	$382,807 51	$421,916 82
Expenses, viz:		
Repairs of engines	$34,680 72	$34,040 92
" cars	50,862 82	36,312 85
" track	57,157 13	83,484 45
Train expenses	37,500 07	46,411 89
Station "	24,806 08	29,158 97
Shop "	7,126 94	5,992 90
Fuel	21,561 34	34,555 11
Oil and waste	6,570 20	6,522 86
Salaries, etc	24,377 57	29,114 56
	$282,142 37	$305,594 51
Less paid toward change of gauge included in the above expenses	88,823 24	49,810 98
	$193,319 63	$255,783 53
Net earnings	$189,487 88	$166,133 29

Compared with the previous year the gross earnings of 1865 show an increase of $39,109 31; with an increase in operating expenses of $62,463 90—making a decrease in net earnings of $23,354 59. The report says:

Several causes have contributed to diminish the gross earnings, among the most prominent of which are the following: The want of Freight Cars, which was severely felt: during the winter of 1864–5 the depredations of the enemy on the line of the Baltimore and Ohio Railroad were frequent and the interruptions from this and other impediments encumbered the side tracks west of the Ohio River for the distance of 140 miles, for weeks, with cars of Baltimore and Chicago Freight: the wheat crop in Ohio, the past season, proved a failure, and our extensive accomodations at Sandusky, for this business, were rendered useless.

Notwithstanding these drawbacks, the amount of our earnings was quite as large as was expected, and the annexed tables show the sources from whence they were derived. A large portion of the traffic would have been lost to the company but for the change of the gauge.

The decline of the revenue in the month of December was rapid, and the prospects for business at remunerative rates, and are not very promising for the immediate future.

A reduction in the price of labor and material, and the most rigid economy in Railroad management will be required, to afford any prospect of fair returns. It is some satisfaction to be able to draw encouragement for the future from sources that failed us in the past.

Nor are there wanting additional reasons for hope. The opening of the Panhandle Railroad has given us a new route to Pittsburgh.

The business with that city over your line in connection with the west, by Monroeville and Sandusky, has been much abridged by the completion of the Pittsburgh, Ft. Wayne and Chicago Railroad and by the consolidation of the interest of the last mentioned road with the Cleveland and Pittsburgh Railroad. We expect to regain a portion of that business.

The channel giving access to the harbor at this place has been deepened the last summer and fall, and arrangements have been made to run two side-wheel steamers, making a daily line, between here and Detroit; also two Propellors owned at this end of the line, between this place and Buffalo.

The net earnings of your road are not as large as was expected. The anticipated reduction in the price of labor and material has not been realized.

The funding of the past due coupons has progressed satisfactorily. Those on the whole series of 1,290 bonds have been presented, except 40, which are known to be in the hands of heirs and the executors of Estates.

When these are funded the "Funded Bond Dobt" will amount to $730,753 85. The interest coupons not funded, due in January and July, on both classes, were paid.

Since the alteration of the gauge there has been placed on the track the four locomotives purchased, and five rebuilt, besides the two rendered useless by the collision in 1864.

Other additions have been made as mentioned in the report of the Superintendent, appended.

By consulting the annexed tables of monthly earnings and expenses it will be seen that nearly all the net earnings up to July 1st were applied in providing rolling stock, and these and the other tables show that the net revenue received since the first of July has been used to pay debts made to meet the interest, and some old wheat liabilities of the company.

We have now but seven passenger cars on our line, and must have three more. Two are under contract, one we expect to build.

The general increase in the price of labor and materials has rendered the calculations of both my predecessor and myself erroneous. The necessary increase of expenditures, even though kept down to the lowest point possible, has hitherto absorbed a much larger proportion of the earnings than was expected; and will continue to do so.

The report of Mr. Stewart, our Superintendent shows the increase in equipment and additions made the past, and also the wants of the current year.

Believing that all expenditures will be materially lessened by postponement, it has been thought expedient to keep them within as narrow limits as is compatible with the necessities of the company, the more especially as this expenditure is provided for by withholding the interest from the bondholders.

The last annual report shows that it was not expected we could pay expenses and the interest on the bonds, and also provide the additional equipment from the earnings.

All the bondholders consulted, advised against issuing bonds and placing them on the market to obtain money for that purpose.

The withholding two coupons on all the bonds would amount to $141,000, but it is believed to be more acceptable to the bondholders, generally, to pay the interest on the "funded bonds" and fund the coupons of the original. Three coupons of the original bonds falling due January and July 1866, and January 1867 will amount to $135,450 and when funded will increase our "Funded Bond Debt" by that amount. Three of those Funded, to be paid, amount to $76,650.

The "Funded Bonds" to be issued on this basis will include interest from July 1st 1866; that being the exact intermediate period of time between the dates when the coupons fall due.

Mr. C. F. Timpson is continued as the Trustee, and Mr. E. T. H. Gibson as the Agent to complete the funding of these additional coupons.

The receipts into the Treasury from all sources during the year, including $11,171 95 from previous year, were $591,986 32; and the disbursements were:

Paid to other roads on account ticket and freight departments	$117,292 58
Remitted to N. Y. and paid on account of interest coupons, interest and redemption Domestic Bonds	57,674 11
Paid coupons of Funded Bonds	13,521 82
Taxes, U. S., State and county	25,069 75
Short grain	5,292 45
Operating expenses, etc	363,655 61
Fencing road	504 80
Balance in Treasury, Dec. 31st 1865	8,970 23
	$591,986 32

The income account of the company for the ending December 31, 1865, is as follows:

Balance, December 31, 1864	$80,208 59
Receipts from operating the road	429,938 52
	$502,157 11
Operating expenses, as above	$305,594 51
Interest on bonded debt	110,797 81
Interest and exchange	669 85
U. S. Taxes	11,622 84
State and county taxes	13,446 88
Short grain account	5,292 45
Special expense account	2,648 64
Attorney's fees, etc.	1,575 87
Balance, December 31, 1865	50,508 26
	$502,157 11

The superintendent, in his report, says there were 42,936 new-cross ties, 160 tons new rails, 36 tons rails re-rolled, 1,098 tons rails repaired, 13½ tons rail spikes and 6,426 wrought iron chairs used in improving and maintaining the track during the year. Also 673 yards of masonry have been built to take the place of some carried away by high water last spring; 972 feet of new bridging and 42 new cattle guards and small culverts have been built at different points.

The company have nine locomotives on the road, two of them were built during the past year. The cars owned by the company January 1st 1866, are as follows: 7 passenger, 4 baggage, 2 caboose, 2 mail, 20 stock, 82 box, 28 merchandise, 42 platform, 15 coal, 20 hand and 18 ditching. Of the above, 20 freight cars, 7 hand cars and 8 ditching cars were built during the past year.

The following statement will show the amount of the extraordinary expenses in detail:

One baggage, 4 box and 15 coal cars	$17,600 00
Two locomotives	22,000 00
New house at Prouts	600 00
Paid on grain	5,057 28
New masonry	1,718 00
New water station at Shelby	1,378 75
For opening the harbor	400 00
Dredging about the docks at Sandusky	239 45
In part payment for lots	817 50
Total	$49,810 98

The number of passengers carried in 1864, 189,646, of which 9,372 were through, and 180,274 were way; in 1865, 204,231, of which 8,676 were

through, and 195,555 were way—showing an increase in 1865 of 14,585. Miles run by locomotives, 241,240.

CONDENSED BALANCE SHEET, DEC. 30, 1866.

Capital stock	$896,637 81
Due receiver	1,566 00
First mortgage bonds	1,290,000 00
Domestic bonds unpaid	1,800 00
Bills payable	12,036 81
Due other roads	8,854 41
December pay-roll, unpaid	13,792 57
Individual accounts	4,136 74
	$2,228,824 34
Railroad and equipment	$2,189,890 53
Balance in hands of agents	2,813 36
U. S. for transporting the mails	5,903 72
Fund to pay funded coupons	13,521 82
Individual accounts	7,724 68
Cash in Treasury	8,970 23
	$2,228,824 34

President.—C. L. BOULT.

Directors.—Hon. C. L. Boult, John Gardiner, Hon. E. B. Sadler, H. P. Warden, John W. Sprague, Samuel M. Robinson, L. J. Tracy, James Lyon and J. Buckingham.

Superintendent.—JAS. H. STEWART.

Treasurer.—L. P. WHEELOCK.

Louisville and Nashville Railroad.

We gave, week before last, an abstract of the reports of the officers of this company for the fiscal year ending June 30, 1866. The following extract from the Report of ALBERT FINK, Esq., Gen'l Superintendent, has reference to the connections and extensions of the road:

MEMPHIS, CLARKSVILLE AND LOUISVILLE RAILROAD.

Shortly after the close of the war, propositions were made by this company to the Memphis, Clarksville and Louisville Railroad Company to repair their road from Clarksville to Paris, Tennessee, with a view of forming a through railroad connection with Memphis. The Memphis, Clarksville and Nashville Railroad having no means to put the road in order, the Louisville and Nashville Railroad offered to operate the road, and to apply the net earnings to the redemption of the debt. Unfortunately this proposition was not accepted, and a whole year's business was thus lost. Early last spring the Memphis, Clarksville and Louisville Railroad Company obtained aid from the State of Tennessee—$400,000 in bonds—and soon after an arrangement was entered into by the two companies, according to which the Louisville and Nashville Railroad Company was to furnish the money on the security of these bonds. Under this arrangement, much more favorable and secure to this company than the one first proposed, the repairs of the road are now being pushed with energy, under the able management of GEO. T. LEWIS, Esq., the Receiver on the part of the State of Tennessee, and will be completed early in August.*

The opening of this line of road brings us 118 miles nearer to Memphis, Mobile, and New Orleans; and a new section of country along the Memphis and Ohio, Mobile and Ohio, and Mississippi Central Railroads, is made accessible to the trade of Louisville, which heretofore could only be reached in a very indirect way. Arrangements have been made with the two connecting lines for the operation of the road to Memphis, in effect the same as if it was under the control of one company. Passengers will not have to change cars between Louisville and Memphis, and freight will go through without break of bulk. One day and two nights is all the time required to put freight from Louisville into Memphis, and *vice versa*. This arrangement, it is hoped, will, when fully known among business men, induce a large amount of freight to go over this line. The Superintendents of the Mobile and Ohio and Mississippi Central Railroads have declared their willingness to make favorable arrangements with us for the speedy transportation of freight over their roads at reasonable rates.

* On the 13th of August the road was opened through to Memphis.

CONNECTIONS AT NASHVILLE.

In the endeavor to establish satisfactory connections at Nashville, through which shippers would be enabled to send goods through to Atlanta and points further south with dispatch and at low rates, we have hitherto been unsuccessful. The Nashville and Chattanooga and the Nashville and Northwestern Railroads being under the same management, freight from Johnsonville is sent through Nashville without break of bulk or charge for transfer, while this company is compelled to re-ship at Nashville, and pay at the rate of $10 per car-load for the use of the half a mile of road between the two depots. Thus, for example, the charge of $10 per car-load of corn (which is one of the principal articles shipped south) for passing over one half mile of road through Nashville is equal to the cost of transportation over 43 miles of the Louisville and Nashville Railroad. It would lead too far here to specify in detail the difficulties which are now, and which very likely will be at all times, in the way of establishing satisfactory through connections at Nashville, but the subject is of sufficient importance to seriously engage the attention of the directors and stockholders of the road, as well as that of the business men of Louisville generally.

EXTENSION OF THE LEBANON BRANCH.

While at present the Nashville and Chattanooga Railroad, being the only road leading from the Northwest to the State of Georgia, is enabled to favor rival lines greatly to our detriment, the establishment of an independent route to Central Georgia would at once remove that monopoly, and enable the Louisville and Nashville Railroad Company to compete more successfully with other lines. The completion of the Lebanon Branch to Knoxville would furnish this new route to Atlanta, the same in distance as *via* Nashville; but as we would have no difficulty in making through connections with the Knoxville roads, we would then avoid the heavy tax now exacted from us on all through freight at Nashville. This route would practically be 43 miles shorter than the one *via* Nashville. Having reached Knoxville once, we have opened the shortest route from Louisville to the sea cost at Norfolk; and, as soon as the Blue Ridge and the French Broad Valley roads are completed, we will be in direct communication with Charleston and Wilmington, and in fact with the whole railroad system of the Southeastern States. It will not be necessary to dwell here upon the advantages arising from such connections; they must be apparent to every business man.

A more direct communication between the Northwest and the Southeast has almost become a matter of necessity. Louisville is now in a position to establish this connection with much less outlay of capital than any other city, and should not hesitate to avail herself of this advantage. One hundred and fifteen miles of the road to Knoxville is already completed and in running order, leaving only 87 miles to be built by this company, which can be finished at a cost of $2,600,000. Nor would it be necessary to expend this whole amount before any returns could be expected. Twenty miles beyond the present terminus of the road the coal fields of Eastern Kentucky would be reached, and the transportation of coal to Louisville would furnish an immediate source of revenue to the road. At the lowest estimate, Louisville consumes 5,000,000 bushels of coal annually—one half of which is used by manufacturers—and, at present prices, this would amount to $1,100,000, all of which sum, less the profit of coal dealers, goes to Pittsbugh. Admitting that the Kentucky coal is not equal to the Pittsburgh coal for manufacturing purposes—a fact which is, however, not clearly established—it cannot be doubted that the superior article of cannel coal, which is found in great abundance along the line of the proposed extension, would supersede the Pittsburgh coal for family purposes.

The net revenue derived from the transportation of 2,500,000 bushels of coal, at low rates, is estimated at $100,000 per annum, equal to 8.33 per cent. on the entire cost of the branch to the coal fields, and 20 per cent. on the estimated cost of the part of the road between the present terminus and the coal fields. Nor would the railroad company alone be benefited by the prosecution of this enterprise. In opening the road to the coal fields, Louisville would at all times be able to command a steady supply of coal, independent of the fluctuations incident to Ohio River navigation; and it can hardly be doubted that by means of this completion the price of that important commodity, so intimately connected with the manufacturing interests of the city, must be considerably reduced. Assuming this reduction as amounting only to two cents per bushel, a saving to the city of $100,000 annually is effected—a sum equal to the interest of 10 per cent. on a million of dollars, showing that the city could sink one million of dollars in the prosecution of the enterprise without really sustaining any loss. This is leaving out of consideration the fact of retaining from $500,000 to $1,000,000 for circulation within the State—a sum now annually sent to Pittsburgh, and which would be applied to the development of the resources of this State, and the building up of trade and business along the line of the road, adding thus again to the prosperity of the city.

If such results can be obtained with so little expenditure of money, and without any risk, should the prosecution of this enterprise be deferred much longer.

DECATUR AND MONTGOMERY RAILROAD.

This road, when completed, will, by connecting Decatur with Montgomery, Alabama, form a most important link in the through line from Louisville to Montgomery, Mobile, and Pensacola, and open to the enterprise of Louisville the rich country tributary to the above cities; a country which can now only be reached in a most round-about way, *via* Atlanta or Meridian and Selma.

Freight is now sent from Louisville by river and sea to Mobile, and thence by river and rail to Montgomery, while the latter place, when once connected by rail with Decatur, would be but 492 miles from Louisville—155 miles nearer than the shortest all rail route now in existence. The addition which this road would bring to the business of the Louisville and Nashville Railroad would be very great, both in passengers and freight; and the enterprise well deserves whatever aid can practically be extended to it by the Louisville and Nashville Railroad and the city of Louisville.

EXTENSION OF THE MISSISSIPPI CENTRAL RAILROAD.

Another connection, very desirable to be made, as tending to the interests of this company, is the one between Jackson, Tenn., the present northern terminus of the Mississippi Central Railroad, and Humboldt, on the Memphis and Ohio Railroad. At present passengers for New Orleans have to change cars at Humboldt, and pass over seventeen miles of the Mobile and Ohio Railroad to Jackson, Tenn., where they take the cars of the Mississippi Central Railroad, while freights destined for the Mississippi Central railroad, when in smaller quantities than a car-load, have to be transferred both at Humboldt and Jackson. Although there is every disposition on the part of the managers of the Mobile and Ohio Railroad not to take advantage of their position as a connecting link between our Memphis line and the Mississippi Central Railroad, still, from the nature of the case, much inconvenience in the transaction of business cannot be avoided, and a more complete connection should be formed at an early day.

THE LOUISVILLE AND CINCINNATI RAILROAD.

The construction of this road would form an extension of the Louisville and Nashville Railroad to Cincinnati, and draw to the Louisville and Nashville Railroad a large amount of business which is now carried on through other channels.

Establishing as it would the shortest practicable railroad line between Cincinnati and the Southwest—Memphis, New Orleans, Mobile, Pensacola, and Montgomery—it would afford all railroad facilities which Cincinnati needs in that direction, and render the construction of a rival line which would pass around Louisville improbable, as capitalists would not be likely to invest in an enterprise inferior in its advantages to one already established. By the construction of this road Louisville would lose none of the advantages it now possesses. In directing through it a large amount of travel and business which now passes around, the city must certainly be benefited. To the Louisville and Nashville Railroad Company the completion of this road to Cincinnati is of the utmost importance, and whatever assistance could be given to this enterprise must prove very remunerative.

BRIDGE OVER THE OHIO RIVER.

To complete the connections of the Louisville and Nashville Railroad, and make all more valuable, the construction of a bridge over the Ohio River at Louisville is imperatively demanded. The advantages of a bridge to the railroad interest centering here and the city of Louisville are so well understood and appreciated that the matter is only here referred to for the purpose of completing the general review of all the improvements and connections which, as soon as completed, would immediately add greatly to the prosperity of the road and city, and which at no distant day may become absolutely necessary in order to establish the Louisville and Nashville Railroad and its branches upon a firm and enduring basis, unassailable by rival interests.

With a direct through line to Memphis, reaching by connecting lines into Arkansas and the far Southwest, and commanding the travel and trade of the lower Mississippi, and closely connected by railroad with New Orleans, with the shortest connections to Montgomery, Mobile, and Pensacola, by way of Nashville and Decatur, with uninterrupted rail connection with Atlanta, Savannah, Charleston and Norfolk, by way of Knoxville, Louisville would certainly be in a condition to obtain a large share of the trade of the South, and this, in connection with the large local business that must flow into the city from all sections of the State traversed by her roads, will make her ere long one of the most important commercial aad manufacturing cities of the Union.

The Centre Rail System for the Mont Cenis Railway.

A paper was read at a late meeting of the British Association by Mr. Fell, explanatory of his system for working on steep gradients and sharp curves, by means of the centre rail. The following is an abstract of the paper in question:

Mountain ranges have hitherto presented almost impassable barriers to the advance of railways. The Appeninnes, the Pyrennees, the Semmering in Austria, and the Ghauts in India, have, it is true, been crossed by the locomotive, and one gigantic tunnel is now in progress, for connecting the railways of France with those of Italy. The works of these undertaings are, however, of such a character as heavily to tax even the resources of a nation, and a plan by which mountain ranges could be traversed by railways, combining at once safety and economy, is a problem which remained to be solved. Various methods have been proposed for accomplishing this important object—among others are the rack and pinion, the pneumatic tube, an ingenious arrangement of ropes by Signor Aqudio, and the system of traction by means of the central rail.

The use of the centre rail appears to have been first thought of by Messrs. Vignolles and Erricson in the year 1830, and proposed by them to be applied to the inclines of the Liverpool and Manchester Railway. It was not, however, put into operation, being afterwards found on those gradients to be unnecessary. In ignorance of what had been designed by those gentlemen more than thirty years ago, the Baron Seguier, in France, the writer, and others, in England and elsewhere, consider themselves also to be inventors of the centre rail system. But it was not until Mr. Brassey and myself built a centre rail engine, and laid down a length of line on that plan, on the Cromford and High Peak Railway, for experimental purposes, in the autumn of 1863, that the system had ever been put into practical operation, at least in Europe.

About four years ago, the Italian Government entered into a convention for a service of mail steamers from the port of Brindisi, on the Adriatic, to Alexandria, and gave concessions for continuing their lines of railway to the former port, thus completing, with the exception of the passage of the Alps, at the Mont Cenis, a new and more expeditious route from this country to India and the East. The great tunnel commenced for the purpose of connecting France with Italy, forming the last link in this line, required many years for its completion, and the writer being in Italy at the time, was asked to furnish a plan by which this apparently insurmountable obstacle could be overcome at an earlier period. In conjunction with Mr. Brassey and some other gentlemen who appreciated the importance of the undertaking, in a national point of view, he proposed to construct a railway on the existing imperial road, a distance of 48 miles, from St. Michel, the present terminus of the French railways, to Susa, in Piedmont, where, at the southern base of the Mont Cenis, the Italian lines begin, and so put into early communication the existing lines of the two countries, and complete the new route to the East, whereby a saving of 38 to 40 hours could be effected in the transit of the Indian mail. The two Governments accepted the proposal on the condition of their being satisfied as to the practicability of working locomotives on gradients as steep as those of the public road—combined with sharp curves, and at such an elevation as the summit of this Alpine pass. The mean gredient of the first 24 miles of the line from St. Michel to Lanslebourg is 1 in 60, with a maximum gradient of 1 in 12; of the other 24 miles the mean gradient is 1 in 17, the maximum being also 1 in 12, and over the whole length there are at intervals curves of 40 metres, or 2 chains, radius. The line rises to an elevation of nearly 7,000 feet, and is consequently exposed in places to avalananches and heavy snow drifts, where it will be protected by suitable masonry or timber-covered ways.

It is evident that no ordinary locomotive could carry traffic on gradients of 1 in 12, in a climate where the co-efficient of adhesion falls at times below a tenth or even a twelfth of the weight of the engine—no amount of weight added to the engine would give it the power of drawing any load beyond itself up such inclines, under such circumstances, and it became indispensable to obtain an increased amount of adhesion by means altogether independent of weight. Various plans proposed for this purpose were considered, such as the rack and pinion, and grooved wheels; but the system adopted has been that of a third or traction rail, on which adhesion could be obtained by the pressure of horizontal wheels worked by the engine in conjunction with, or independently of, the ordinary driving wheels. This plan admits of the weight of the engine being reduced to a minimum, while the pressure upon the middle rail, and consequently adhesion, can be carried to any amount that may be required, and gradients of 1 in 12 be worked with as much certainty and safety as those of 1 in 100.

The centre rail also furnishes the means of applying most powerful breaks for controlling the descent of the trains on the steep inclines, and, by the guiding action of the horizontal wheels, greatly diminishes the frictional resistance in passing around sharp curves. Another, and not the least important of the advantages of the centre rail system, is the great additional security which it affords, rendering it almost impossible for engines or carriages to leave the rails. The first series of experiments were made by the permission of the London and North Western Railway Company, on the Cromford and High Peak Railway, from September 1863, to February 1864.

The second series of trials was made from the months of February to July last year, during the latter months with an improved engine, specially designed for carrying the loads and running at the speeds required by the programme accepted as the basis of the undertaking by the French and Italian Governments. It was proposed to carry the existing traffic by three trains a day, each way—namely, a mail train drawn by one engine, a mixed train with two engines, and a goods train also with two engines. The mail trains were to perform the journey in 4½ hours, including stoppages, or at an average speed of travelling of 12 miles an hour, the speed on the steepest gradient being fixed for ascending and descending at 12 kilometres or 7½ miles per hour, the gross weight of the train being 16 tons. The mixed trains were allowed 6 hours, and the goods trains 8 hours, for the journey, the weights being respectively 40 and 48 tons. The passengers, mails, and goods carried on the trains represented a traffic of 2½ millions of francs, or £100,000 sterling per annum. The sight of the experimental line was chosen by the French Government, and fixed on a portion of the road between Lanslebourg and the summit, at an elevation of about 5,600 feet above the sea, as shown on the plan and section. The length is 2 kilometres, or 1¼ miles. The average gradient is 1 in 13, and about half a mile is on curves from 40 to 150 metres radius.

The trials were made in the presence of Captain Tyler, R. E., Commissioner for the English Government, and also commissions of Engineers appointed by the French, Italian, Russian and Austrian Governments.

The result showed that the average speed attained for the mail train was 15½ in place of 12 kilometres per hour; and for the goods train 10½ in place of 6 kilometres per hour, while the steam pressure increased 20 to 25 lbs. each run up the line, consequently the power developed was sufficient to carry a mail train of 24 tons instead of 15 tons, and a goods train of 50 tons instead of 24 tons, and at the speed required. There can be no doubt that Captain Tyler has rendered an important public service by the trouble he has taken in thoroughly investigating the centre rail system, both as to its application to the passage of the Mont Cenis, and generally with regard to its safety, and to its mechanical and commercial capabilities. Captain Tyler concludes his report to the Board of Trade as follows:

"As the results of my observations and experiments, I have to report, in conclusion, that this scheme for crossing the Mont Cenis is, in my opinion, practicable, both mechanically and commercially, and that the passage of the mountain may thus be effected, not only with greater speed, certainty, and convenience, but also with greater safety than under the present arrangements."

The French Royal Commission, consisting of Messrs. Conte, Bochet, Guinard, and Perrin, made to their Government a voluminous and interesting report on the locomotive trials, which they concluded as follows: "From the experiments which have been described, and which the Commission has judged unnecessary to continue any further, and from the different verifications which it has made, the Commission has arrived at the conviction:

"1st.—That the system of traction proposed by Mr. Fell is applicable for the passage of the Mont Cenis, with the engines of the type which have worked at the last trials.

"2nd.—That this system presents no danger as regards the public security on steep inclines and on sharp curves, since, on the contrary, the existence of the centre rail furnishes a guarantee against getting off the rails, and at the same time a powerful means of stopping the trains.

"3rd.—That with the exception of some points of detail, the study of which has not yet been made, but which present no serious difficulty, this system may from the present time be considered as applicable to the crossing of the mountain.

That with regard especially to the working of the line during the winter season, the covered ways proposed by Mr. Fell will be sufficient to secure the regularity of the service."

The reports of the Italian, Russian, and Austrian Commissioners were equally favorable and conclusive.

The practicability of the new system having now been completely established, the French and Italian Governments, in the month of November and December last, granted concessions authorising the construction of the railway on the Imperial postal road over the Mont Cenis. They reserved a width of 6 metres for the ordinary traffic of the road, which, the normal width being 10 metres, left 4 metres, or about 13 English feet, for the railway.

Early in the present year a company was formed in London, of which his Grace the Duke of Sutherland is president, for carrying out the undertaking. The works were commenced in March last. They are now about half finished, and it is expected the rails will be laid throughout before the end of the year, ready for opening in the month of April or May next.

There are but few railways that are worked with one class of engines; usually at least two classes are employed, one adapted for the passenger and another for the goods traffic. On the Mont Cenis besides the *two kinds of traffic*, we have *two distinct and totally different sections* of the line. From St. Michel to Lanslebourg is a distance of 24 miles, with a mean gradient of 1 in 60, and a *very short* length of 1 in 12, and from Lanslebourg to Susa a mean gradient of 1 in 17, the *prevailing gradient* being 1 in 12, consequently there appeared to be a more than usual necessity and advantage in employing two separate types of engine, and I proposed to adopt for the heavy gradient section an engine capable of developing a great tractive force at a slow speed, and for the section with alternating steep and flat gradients another form of engine, that should at once be able to take its load up an incline of 1 in 12, and to run, at a higher velocity on the easier portions of the line, since there would be a saving of time in the journey, and probably also in the cost of traction by such an arrangement.

In the engine designed for the steep gradient section of the line, the vertical and horizontal wheels are of the same diameter, and are driven by one pair of cylinders. The latter set of wheels are supported by cradles or carriages, sliding laterally, in the frames of the engine, and are brought into contact with the centre rail by the compression of 12 volute springs, 6 on each side, by means of which 24 tons pressure can be put upon the centre rail. The machinery is simple and accessible, and the movement of the two sets of wheels is perfectly coincident, so that there is no friction or scrub between them. The power is transmitted from the cylinders direct to the cranks of the horizontal wheel axles, by the connecting rods, and to the cranks of the vertical wheels by means of rocking shafts at the leading end of the engine, the two arms of which are so fixed that at mid-stroke one arm is at a right angle to the piston rod, and other arm at a right angle to the line of the outside connecting rod, which latter is placed in an oblique position between the arm of the rocking shaft and the crank of the vertical wheel axle. Toothed wheels are employed to help the cranks of the horizontal wheels over the dead points. The compressing gear is so arranged that the pressure on the horizontal wheels can be regulated by a hand lever on the foot-plate, while the engine is running.

The breaks are applied to the outside wheels, but act on the inside one also, through the medium of the connecting and piston rods. There are also breaks that grip the centre rail, and by the two sets a break pressure of 60 tons is obtained on an engine weighing only 16 to 17 tons.

The engine proposed for working on the section of the line having a mean gradient of 1 in 60 differs from the one above described in the following respects: It would have four cylinders, placed parallel to each other at the leading end of the engine, by which the vertical and horizontal wheels would be driven independently of one another, the latter working only on those portions of the line where the centre rail was laid, and the former, being of larger diameter, would enable the engine to travel at increased speed on the more level portions of the line. The advantages of this arrangement would be considerable, and in consequence of the saving thus effected more time could be allowed for the really difficult part of the journey. This engine would be somewhat heavier than the other, but since the elevation to be attained on the St. Michel section is less than half that on the Susa section, this increase of from one to two tons in the weight would not be of so much consequence.

The wheel base of No. 2 engine is 6 ft. 10 in., with an overhang at the leading end of 6 ft. 2 in., and at the trailing end of 7 ft. 10 in. There is consequently a load of about 11 tons on the latter, and only 6 tons on the former axle. This irregular distribution of weight, together with the great overhang, at the speed of 12 to 15 miles an hour, causes a pitching motion with a certain amount of percussion on the bearings, and a tendency to get off the line when running only on two rails. This pitching motion on axles one of which is loaded up to 11 tons, would be destructive to a road laid with light Vignolles rail, like that of the Mont Cenis. On the experimental line, with the protection afforded by the centre rail, at comparatively slow speeds, and with a bearing rail of 75 to the yard, these defects were not of much importance, and they can of course be remedied in the engines now being built for actual service on the Mont Cenis.

The practicability having been established of obtaining adhesion by the pressure of horizontal wheels, on a central rail, the weight of the engine may now be reduced to simply that which is necessary for producing and carrying the power required for the traction of the train.

This advantage of the centre rail system has been brought into operation in constructing No. 2 engine, which, with only the same weight, has 50 per cent. greater power than No. 1. The economy of weight has been effected by an improved arrangement of the machinery, and by using an improved quality of material. In place of four cylinders, and two distinct engines, for working the two sets of wheels, No. 1 has but two cylinders and one engine; the frames and supports for carrying the horizontal wheels have also been much simplified. The external shell of the boiler, the wheels and axles, and chief part of the machinery, have been made of steel instead of iron. And the weight thus saved has been employed for increasing the capacity of the boiler—No. 2 engine having 600 feet of heating surface, and 10 feet of grate area, as compared with 420 feet of heating surface, and 6 feet of grate area in No. 1, without exceeding the same gross weight.

No. 2 engine, weighing 16 to 17 tons, can, it has been shown in the trials, easily maintain 160 to 170 horse power, or 1 horse power to each 2 cwt., which is a result equal to the best constructed engines in use at the present time, and the additional weight of the horizontal wheel machinery, has, to a great extent, been compensated for by the saving effected by the use of steel.

This question of the economy of weight in locomotive engines is one which it has been difficult to approach, but in centre rail engines it is a subject of improvement deserving the most serious consideration, as it is evident that the useful or paying load may be increased in the proportion that the weight of the engine is diminished.

It may be interesting to inquire what is the limit of the tractive force of the central rail engine, and the limit of the gradient up which it could take a load. Pressure having been shown to be equivalent to weight, we have in this case—the weight of the engine, plus the pressure on the horizontal wheels, divided by the adhesion. Now, since the pressure may be increased in proportion to the strength and hardness of the materials employed and the area of the surfaces in contact, it is practically unlimited, and so, in consequence, is the tractive force that can be exerted by a centre rail engine, and the gradient up which it can ascend.

It is theoretically practicable to make a centre rail engine ascend a vertical rail with a load, and with about the same expenditure of power and time that would be required with the same load to ascend an incline representing the hypothenuse of a triangle, of which the vertical rail would represent the perpendicular. Consequently the centre rail system, or the application of the principle of obtaining from pressure the adhesion required for developing tractive force on railways, is not restricted to gradients of 1 in 12, the maximum inclination on the Mont Cenis, but is equally applicable to any other steeper gradient, and that consistently with the economical expenditure of mechanical power.

For the working of mountain lines, such as that of the Mont Cenis, with a mean gradient of 1 in 17 for 24 miles, and at some seasons of the year a most unfavorable climate, from the effect of snow, frost, and fogs, it would be highly desirable if some means could be devised for cleaning the surface of the rails for improving the state of adhesion as the trains advanced, and so of dispensing to a considerable extent with the use of sand. During the experiments of the Mont Cenis, I observed that on the whole the adhesion was the best in the winter seasons, there being no rain or moisture, the snow falling and remaining for some months in the state of a perfectly dry powder. In places where the snow accumulates to any considerable depth, the line will be protected by a covered way for a distance of 8 to 9 English miles, and here the rails will always be in a good condition.

Mr. Fell then repeats the observations of Captain Tyler on the subject, in his report to the Board of Trade, which have already appeared in the JOURNAL.

With respect to the cost of working, the Italian Government Commissioners in their report state that, taking into account the interest on capital employed and working expenses in both cases, the cost of carrying passengers and goods by the Mont Cenis tunnel line would be 0.17 fr. per passenger per kilometre, and 0.28 fr. per ton of goods per kilometre, and 0.06 fr. per passenger, and 0.10 fr. per ton of goods, or about one-third by the summit line. That the great tunnel would effect a saving of 38 minutes in the time of the journey between France and Italy by the passenger trains, but the cost to the State would be 86,172,211 fr., or £3,446,889 sterling in excess of that of the summit line.

In introducing a new element into the locomotive engine, and applying it to a purpose for which it has hitherto been deemed unfit, there have been considerable difficulties to encounter and prejudices to overcome, the latter especially in the minds of those engineers who have not had an opportunity, or have not taken the trouble, to investigate the merits of the system for themselves. The Governments interested in the passage of the Mont Cenis have, however, treated the matter with the greatest fairness and liberality. His Majesty the Emperor of the French, and the eminent statesman at the head of the Italian Ministry, have fully appreciated the advantages their countries might derive from the introduction of a system of cheap mountain railways, and have from the commencement given the enterprise their cordial and powerful support. The centre rail system once perfected and put into operation on the Mont Cenis, is no doubt destined to confer similar benefits on other parts of the world, and put into communication countries and people at present separated by obstacles insurmountable by railways of the ordinary description. And those who for years have labored at this work may, as a reward for their anxieties, now rest with the conviction that they have accomplished an object which will in some degree contribute to the advancement of science and civilization.

☞ The first railroad iron laid west of the Republican River, was put down October 24th.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston ..... "	50	25¾	20,000	5
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1¾	20,000	4¾
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	20,000	2¾
Aztec ..... "	25	4¾	20 000	4
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13¾	20,000	11¾
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	2½	----	200,000	----
Bohemian ..... L. S.	25	17¾	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2¾	20,000	----
Brooklyn ..... L. S.	25	2¾	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¾	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	70c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	50
Champlain ..... Ca.	1¼	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¾	20,000	----
Concord ..... "	25	4	20,000	4¾
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24¾	20,000	42¾
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2¾	20,000	----
Dana ..... "	25	3¾	20,000	2¾
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20¾	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1¾	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1¾	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3¾	20,000	5
Edwards ..... "	25	1¾	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	6¾	20,000	16
Flint Steel River ..... "	25	9¾	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Franconia ..... N.H.	5	----	60,000	----
Franklin ..... L. S.	25	8¾	20,000	45
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3¾
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17¾	20,000	17
Hanover ..... "	25	1¾	20,000	2¾
Hartford ..... "	25	12¾	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2¾	20,000	1
Hope ..... "	25	1¾	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¾	20,000	----
Humboldt ..... "	25	5	20,000	8
Hungarian ..... "	25	1	20,500	4
Huron ..... "	25	19	20,000	40
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2¼	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	7
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kiekapoo ..... "	25	1	20,000	----
King Phillip	25	2	20 000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5¾
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2¾
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4¾	20,000	----
Manhattan ..... "	25	5¾	20,000	2¾
Marquette ..... "	25	3¾	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4¾	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1¾	20,000	----
Mendota ..... "	25	1¾	100,000	4¾
Merrimac ..... "	25	6¾	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1¾
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1¾	20,000	----
Minnesota ..... L. S.	25	18¾	20,000	14¾
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5¾	20,000	17
Native ..... "	25	2	20,000	1¾
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1¾
North State ..... "	25	3¾	20,000	----
North Western ..... "	25	11¾	20,000	4¾
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ua.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	----	20,000	4¾
Pewabic ..... "	25	5¾	20,000	29¾
Phila. & Boston ..... "	25	3¾	20,000	----
Phœnix ..... "	25	15	20,000	11
Pittsburg & Boston ..... "	25	15	20,000	60
Pontiac ..... "	25	5¾	20,000	1¾
Prescott ..... Ariz. T.	100	10¾	20,000	----
Providence ..... L. S.	25	----	100,000	----
Quincy ..... "	10	----	20,000	----
Reliance ..... "	25	10	20,000	44
Republic ..... "	25	----	20,000	----
Resolute ..... "	25	----	8,000	----
Ridge ..... "	25	6¾	20,000	----
Rochester ..... "	25	8	20,000	----
Rockland ..... "	25	2¾	200,000	----
Roscoe ..... Ca.	26	12	20,000	6¾
St. Clair ..... L. S.	1	----	200,000	----
St. Flavien ..... Ca.	25	3	20,000	8¾
St. Louis ..... L. S.	5	----	100,000	----
St. Margaret ..... Ca.	25	1	20,000	8
St. Mary's (L. & M.) L. S.	5	----	200,000	----
Salem ..... "	25	8¾	20,000	1¾
Seneca ..... "	25	----	20,000	----
Sharon Consol ..... "	25	1	20,000	5
Sheldon & Col ..... "	25	¾	20,000	----
Silver Creek ..... "	25	21	20,000	----
Silver Hill ..... "	25	1	20,000	----
Silver Lake ..... "	25	¾	20,000	----
Silver Valley ..... "	26	----	20,000	----
Societes Francaise. "	25	----	20,000	----
South Bedford ..... Ca.	----	----	10,000	----
South Pewabic ..... L. S.	2	----	200,000	----
South Side ..... L. S.	25	1	20,000	----
Star ..... L. S.	25	2	20,000	2
Stark ..... Vt.	25	11¾	20,000	1¾
Suffolk ..... L. S.	2	----	100,000	----
Superior ..... L. S.	25	----	20,000	----
Sussex ..... "	25	8	20,000	3
Sutton ..... Ca.	25	----	20,000	----
Toltec ..... L. S.	5	----	100,000	2¾
Tremont ..... "	25	21	20,000	2
Union (L. & M.) ..... "	25	1¾	20,000	1
Ural ..... Wis.	25	8	20,000	----
Vermont ..... Vt.	25	----	20,000	----
Victoria ..... L. S.	5	----	100,000	----
Vulcan ..... "	25	1¾	20,000	----
Washington ..... "	25	6	20,000	----
Waterloo ..... Ca.	25	1	20,000	3
Waukesta ..... L. S.	5	4	100,000	----
Wauba Yuma ..... Ariz.	25	----	20,000	----
West Minnesota ..... L. S.	100	----	60,000	----
Wiekopee ..... "	25	2¾	20,000	----
Winona ..... "	5	----	100,000	----
Winthrop ..... "	25	3	20,000	----
Wyandotte ..... "	25	4¾	20,000	1¾
	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	25	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ..... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47¾
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ..... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2¼	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1¾
Warren ..... N. H.	----	----	----	----
White Mountain.	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	67
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	17
Atlantic & G. C. ..... Md.	----	----	----	90c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ..... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2¾
Big Mountain ..... Pa.	----	----	----	4¾
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ..... "	10	10	30,000	----
British American. N.S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1¾
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	44
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	60¾
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5¾
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17¾
Lehigh & Susq ..... "	50	50	----	44
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	3¾
Maryland Anth ..... Md.	20	20	25,000	44
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	24
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fl'da. Pa.	----	----	----	44
North Carbondale ..... "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ..... "	50	50	16,000	16
Shamokin ..... "	----	----	----	----
Somerset I. & C ..... "	----	----	----	----
Spring Mountain ..... "	50	----	----	73
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1¼
Shawmut ..... "	20	----	40,000	----
West Virginia ..W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	67
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	36

GOLD, SILVER, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ..... Col.	10	----	60,000	2¾
Ascot ..... Can.	100	----	80,000	----
Atl. & Pac ..... Nev.	50	----	100,000	5
Baltic ..... Col.	----	----	----	50c
Bates & Baxter ..... "	----	----	----	2¾
Benton ..... "	5	----	100,000	1¾
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	41c
Bullion ..... Mtna.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	3¾
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	1¾
Consol Gregory ..... Col.	100	----	80,000	12¾
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	5¾
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	2
Downieville ..... "	1	----	300,000	17c
Eagle ..... "	10	----	100,000	18c
East Bannock ..... Mtna.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ..... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	75c
Gunnell ..... "	10	----	300,000	25c
Gunnell Central ..... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ..... "	10	----	60,000	----
Hope ..... "	25	----	80,000	1¾
Holman ..... "	2	----	150,000	30
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ..... N. S.	5	----	100,000	----
Kansas-Colorado ..... Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	1¾
La Crosse ..... "	10	----	100,000	1¾
Liebig ..... "	5	----	200,000	1¾
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	80,976	12
Do. preferred ..... "	100	100	57,744	24¾
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	30c
National ..... "	10	----	300,000	----
New York City ..... Nev.	100	----	50,000	1¾
New York ..... Col.	10	----	100,000	2¾
N. Y. & Nevada ..... Nev.	10	----	100,000	----
N. Y. & N. Sco ..... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	2
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	5
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ..... Col.	10	----	50,000	3
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	8¾
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20.000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	25c
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ..... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1¾
Empire, G. & S. ..... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem ..... "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ..... Idaho.	1000	----	5,000	----
Mount Vernon ..... Nev.	10	----	500,000	----
New York City ..... "	100	----	80,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	10c
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ..... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	45¾
Santa Clara ..... "	100	----	30,000	5¾
Miscellaneous:				
American Tin ..... N.H.	----	----	----	----
Rutland Marble ..... Vt.	25	25	40,000	73
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6	....	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5	....	43½
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	94
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	63,229	41,000	—	12,229	(Metropoli'n)		—	....	....
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,706	—	1,413	57	loss.	—	....	....
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	57	loss.	4	....	42
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middlesex)		—	....	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov.'65	33.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,603	loss.	3	....	57½
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,577	—	....	49
30 Nov.'65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	32,583	loss.	—	....	....
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	....	....
30 Nov.'65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	....
30 Nov.'65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.)		—	....	....
30 Nov.'65	—	—	352	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90½
30 Nov.'65	1.58	—	16	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	....	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	....
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	....
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	143,758	5½	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Centr'l P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74,053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	....
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	280,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	....
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	....
30 Sep.'66	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	....
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,219,127	650,000	520,000	136,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139,604	482,224	loss.	—	100	....
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115,000	1,024743	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	—	ope: by T. & L. R. R.			—	—	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	....
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	....
30 Sep.'65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	12,839	808	—	—	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	....
31 Dec.'65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	54½
31 Oct.'65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	—	62,732	8,227	—	—	....
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,963	150,000	100 000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	....	12½
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	.....	—	122,866	36,832	4	50	28
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	....
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75,131	153,813	39,179	—	50	14½
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct.'65	....	....	....	....	....	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct.'65	3.80	—	166	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437,562	158,830	10	50	90
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120 000	—	—	51,683	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	36
31 Oct.'65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	70
31 Oct.'65	6.25	—	148	23	—	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	20½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	40½
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct.'65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	....
31 Dec.'62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	80
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	57,500	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose: 1st Mortgage guarantied	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex: 1st Mortgage	32,000	—	.....	.....	-
Malden & Melrose bonds	49,451	—	.....	.....	....
Real Estate	10,000	—	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J & J.	1870	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,500	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton: 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1883	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,125,400	6	Jan. & July.	1867	159½
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	137
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	106½
" " " ..... coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " ..... coupon		5	" "	1871	113
Oregon War Loan of March, 1861 ... coupon	1,016,000	6	" "	1881	108
" " " " " ... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	133½
" " " ..... coupon		6	" "	1881	132½
Loan of July 17, & Aug. 5, 1861 ... registered	264,308,750	6	" "	1881	133½
" " " ..... coupon		6	" "	1881	132½
Loan of Feb. 25, 1862 (5-20s) ... registered	514,780,500	6	May & Nov.	1882	106
" " " (5-20s) ..... coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) ... registered	100,000,000	6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	106
Loan of March 3, 1865 (5-20s) ... registered	209,163,500	6	May & Nov.	1885	106½
" " " (5-20s) ..... coupon		6	" "	1885	106
Loan of March 3, 1864, (10-40s) ... registered	171,069,350	5	Mar. & Sept.	1904	100½
" " " " ..... coupon		5	" "	1904	99
Pacific R. R. Bonds of (currency) ... registered	9,882,000	6	Jan & July.	'96-'98	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Du	----
" June 20, '64 & Mar. 3, '65 1st series	724,014,300	7.3	Feb. & Aug.	1867	107½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	104½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	104½
Matured Debt not presented	36,208,589	6	At maturity.	Due.	----
Gold Certificates of Deposit	10,896,980	---	----------	----	----
Compound Interest Notes of 1864	148,512,140	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	390,195,785	---	----------	----	----
Fractional currency	27,688,010	---	----------	----	----
Navy Pension Fund	11,750,000	---	----------	----	----
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ... "	-------	---	----------	----	----
Arkansas—State Bonds (issued to banks)	1,500,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116½
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	99½
" — " (free.) ... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1899	----
" — " ..... "	2,271,750	6	" "	'68-'86	109
" — " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97½
" — " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " 1862-'79 ... "	436,000	6	" "	'62-'79	----
" — " 1865-'79 ... "	229,372	6	" "	'65-'79	----
" — " 1870-'79 ... "	2,371,725	6	" "	'70-'79	100
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	----
" — War Loan ..... "	1,167,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	87
" — " ..... "	2,068,173	2½	" "	1866	----
" — War Loan ..... coupon	1,225,000	6	May & Nov.	1886	95
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
—War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	----
" — " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	90
" —Funded Coupons ..... "	-------	---	----------	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
—War Loan Bonds ..... coupon	4,900,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " ..... "	1,727,000	6	"	1870	102
" — " ..... coupon	3,192,763	6	"	1890	----
" — " ..... inscribed		6	"	1890	----
" — " (sterling) ... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — "	244,000	5	Jan. & July.	'70-'74	100
" — "	375,000	5	April & Oct.	'72-'74	100
" — "	220,000	5	May & Nov.	1880	100
" — " War Loan	6,429,000	5	" "	1894	100½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — "	150,000	6	April & Oct.	1868	125½
" — "	1,024,000	6	Jan. & July.	'71-'75	110
" — "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " ..... "	1,750,000	6	" "	'73-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	87
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	83
" — " " (Pac. R. R.) ... "	7,000,000	6	" "	'72-'87	87½
" —New Sinking Fund Bonds	-------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	100
" —War Fund Bonds ... coupon	1,650,000	6	" "	'83-'85	99½
" — " Notes	2,306,000	3	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	105
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	107½
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	100½
" — ..... canal fund	3,050,000	6	"	1871	100½

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " "	4,500,000	5	"	1874	91
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	79
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	57½
Ohio—State Bonds ..... coupon	634,553	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	100
" — " " ..... "	4,096,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	96½
" — " ..... coupon	6,168,000	5	"	'77-'82	97
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling) "	434,444	6	Jan. & July.	1868	----
" — " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	-------	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	----
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,382	6	" "	long.	98½
" —Funded Interest ..... "	873,813	6	" "	1892	70
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	39½
" — " ..... coupon	11,108,000	6	" "	'86-'95	61
" " (sterling) ..... "	1,865,000	5	" "	1872	----
—Funded Interest ..... registered	-------	6	" "	'76-'96	40½
" " ..... coupon	-------	6	" "	'76-'96	45
West Virginia—State Bonds ..... coupon	-------	6	----------	----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates ...	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — "		6	"	1870	95
" — "		6	Jan. & July.	1873	97½
" — "	19,024,523	6	May & Nov.	1875	97½
" — "		6	Jan. & July.	1886	97½
" — "		6	quarterly.	1890	98½
" — " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — "		5	Various.	'66-'70	123½
" — "		5	"	'71-'76	105½
" — "	7,846,026	5	"	'76-'80	101½
" — "		5	"	'81-'86	101
" — "		6	"	'67-'76	101½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,949,713	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	95
" —Improvement Loans ..... "		6	" "	'66-'95	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	----
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" — " "	4,714,000	6	" "	'76-'78	----
" — " "	1,800,000	6	" "	1883	100
" — " "	5,149,271	6	" "	1887	----
" — " "	275,000	6	" "	1898	----
" —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" — "	3,125,200	5	" "	1870	94
" — "	319,000	5	" "	1873	----
" — "	1,000,000	5	" "	1874	----
" — "	334,700	5	" "	1875	----
" — "	2,016,000	5	" "	1876	----
" — "	2,375,000	5	" "	'79-'80	----
" — "	900,000	5	" "	1890	----
" — "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " (new)	739,222	5	" "	'67-'82	----
" — " (old)	2,232,800	6	" "	'66-'93	99½
" — " (new)	7,898,717	6	" "	'66-'99	102½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds ..... coupon	1,500,000	6	April & Oct.	'68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	94
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	85
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,713	164,438	166,493	194,962	209,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,241	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,385
1866	476,036	423 549	383,459	412,423	464,806	493,690	467,313	568,504	533,414	541,491	—— ——	—— ———	——— ———
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104.254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,809	153,294	1,673,706
1864	100.991	154,418	195,803	182.723	178,786	206,090	224,257	312,165	354,594	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299 063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	323,870	381,559	318,549	347,087	—— ——	—— ——	—— ——
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,612	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,367
1864	158,735	176,482	243,150	185,013	198 679	243,178	224,990	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,918	244,121	309,231	349,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	—— ——	—— ——	—— ——
Chicago and Northwestern:													
1863	—— ——	—— ——	—— ——	—— ——	—— ——	366,100	281.324	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	466,530	565,145	489,710	519,306	669,905	729.759	716 378	563.400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,944	702,351	767,598	946.707	921,886	749,191	546,669	7,968,950
1866	523,566	405,634	523,744	518,736	735,083	922,892	776,990	778,274	989,053	1,210,654	—— ——	—— ——	—— ——
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26.334	25.461	211,077
1862	24,543	24,344	22,773	19,467	22,411	22,518	21,461	31,693	31,757	36.578	33,931	37.440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30.298	50,198	51,485	61,787	51,386	60,895	528,864
1864	47,393	56.565	67,822	61,812	59,182	58,176	53,518	88,158	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,907	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	103,951	103,037	126,998	—— ——	—— ——	—— ——
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,105	419,610	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,762	756,421	885,136	902,906	963,869	8,400,534
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,561	1,301,005	1,222,568	1,224,909	1,284,217	13,429,543
1865	1,001,007	947,146	1,266,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,045	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division.. 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,293,462	1,230 330	1,411,347	1,480,251	—— ——	—— ——	—— ——
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177.829	189,280	268,983	289,862	284,020	243,249	224,401	2,899.612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414.543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,843	289,224	324,687	407,992	343,929	511,705	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	468,372	510.100	423,578	640,179	790,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,685	514,608	460,573	617,682	578,403	777,469	739,736	641,589	643,987	618,088	7,161 208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	—— ——	—— ——	—— ——
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	48,452	81,329	55,257	48,544	512.218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,894	77,112	83.959	76,764	68,863	710,225
1864	77,010	74.409	89,901	72,389	83,993	78,097	91.809	90,972	95,078	95,546	96,908	95,453	1,036,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,958
1866	90,071	84,318	82,910	82,722	95,661	106,315	96,023	106,410	108,338	111,444	—— ——	—— ——	—— ——
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134 726	177,979	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,754
1863	67,150	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,228	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,185	108,082	267,488	262,172	170,795	116,224	150,989	245,791	—— ——	—— ——	—— ——
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126.558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	294.935	241,236	189,145	228,012	308,106	375.567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,299	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	590,404	—— ——	—— ——	—— ——
Michigan Central:													
1861	142,834	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,533	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,824	245,956	322,360	307,474	258,634	2,650,702
1863	242,078	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375.489	339,794	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,824	279,137	344,228	337,241	401,456	365,663	329,105	413.501	460.631	490,694	447,670	328,760	4,504.549
1866	282,438	265,796	337,158	343,787	365,196	335,083	324,936	359,645	429,140	493,640	—— ——	—— ——	—— ——
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,738	198,135	129,227	1.402.106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,936	241,370	300,841	895 579	346,717	171,125	2,535,931
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	301,257	—— ——	—— ——	—— ——
New York Central:													
1861	489,065	420,793	627,051	689,688	677,078	558,743	523,138	562,076	696,175	927,036	952,980	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002.768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,833
1864	921,831	936,587	059,025	1,105,684	1,004,435	1,029.736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,605	1,118,529	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	—— ——	—— ——	—— ——	—— ——
Ohio and Mississippi:													
1864	210,329	260,466	309,261	249,443	224,957	228,242	268,176	332,596	332,400	278,008	346,243	275,550	3,211,070
1865	259,223	239,139	313,914	271,527	299,916	304,463	349,285	344,700	350,348	572,618	412,553	284,319	3,793,005
1866	287,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	275,700	—— ——	—— ——	—— ——	—— ——
Philadelphia and Reading:													
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276.209	291,763	278,219	2,905,535
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	398,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,835	754,551	1,032,149	812,178	9,555,510
1865	663,058	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	—— ——	—— ——
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,340	397,525	401,299	364.334	370,983	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	732,911	506,641	625,547	675,360	701,352	691,556	914,862	7,120,466
1865	690,144	678,504	857,583	733,886	637,186	646 935	684,523	712,495	725,938	858,501	712,363	580,964	8,489 062
1866	555,488	474,738	654,390	606,078	672,628	644,573	551,828	641,843	661 608	741,968	—— ——	—— ——	—— ——
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	190,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,986	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,783	222,786	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,884	244,834	—— ——	—— ——	—— ——
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,253	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	154,272	152,585	105,554	116,379	159,595	151,062	134,563	111,339	1,439,799
1864	79,735	95,843	152,896	123,987	127,010	146,338	139,626	244,114	241,840	221,570	230,209	206,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	—— ——	—— ——	—— ——
Western Union:													
1865	42.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,077	92,715	61,770	37,820	689,282
1866	45,102	36,005	39,301	43,332	86,918	102,918	85,276	60,668	84,462	100,313	—— ——	—— ——	—— ——

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	90
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	99
" " " 1850.	676,000	6	Jan. & July.	"	1880	100
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	99
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	160,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	98½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440.000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	100
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	99
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	108
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1886	101
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1898	
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	8,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100½
" " $800,000	354,100	6	"	"	1870	98
" " $375,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	98
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	105
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	80
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950.000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	60
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			1880	
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93
Income Bonds	1,100,000	7	May & Nov	" "	1883	94
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	72
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	943,000	7	F. M. A. & N.	" "	1915	84½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,120,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	77
River Line bonds	4,000	7			1857	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36.660		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connecticut and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,822 000	7	" "	" "	1891	103
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100.000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500		March & Sept.		1891	99
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420.000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,95?					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,309	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1862	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb & Aug	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	83
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1863	----
Construction	6,837,000	7	April & Oct	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	101
Redemption bonds	2,565,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	264,000	10	" "	----	----	117
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	---
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1878	97
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	----
2d Mortgage	500,000	6	" "	"	1870	91½
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	90
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	145,000	6	" "	" "	'67-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	----
Lebanon Branch 1st Mortgage	1,000	7	----	----	1863	----
Memphis Branch 1st Mortgage	281,000	7	----	----	'70-'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville bonds	1,137,000	---	----	----	'86-'87	----
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	86½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R. mort.	300,000	---	----	----	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Pr ce.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July	New York.	1880	----
1st Mortgage	1,254,000	7	May & N v.	"	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	247 000	8	April & Oct.	" "	1882	110
1st Mortgage (S F.) convertible	4,253,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	----
Goshen Air Line	651,000	7	" "	" "	1866	95
Detroit and Toledo	734,000	7	" "	" "	1876	94½
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	98
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000	---	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
Mississippi Central:						
1st Mortgage	1,007,360	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	406,000	8	----	" "	----	----
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7	----	" "	----	61
2d Land Grant	691,000	---	----	" "	----	----
Income Bonds	513,300	---	----	----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,000	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,880	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan & July.	New York.	'61-'67	----
Sterling	878,036	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Mongomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65	350.000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1886	----
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----	----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	800,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	805 000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255.000	5	----	----	'63 '4'8	----
1st Mortgage Coupon	2,060,000	8	Jan. & July	New York.	1886	----
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort (S. F.)	566,000	8	----	----	1899	----
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	94
Db'ts of former Co's outst'ding	100,000	---	----	----	----	----
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	106½
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " [" jB & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	----
" " " "	45,560	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	95½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept	" "	1879	104
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	920,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	188,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,81 ,952	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	----	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1878	93
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'75-'76	---

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (Irredeemable).	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	300,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	101½
2d Mortgage (now stock)						74
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	87½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,020,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1850-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	415,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	161,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	767,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	3 2,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	123
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco	1851	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	76
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1873	
Sand'sky, Manafield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	681,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	54
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	"	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	"	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				73
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	119
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	89
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	"	1872	
Mortgage, (coupons)	926,000	6	" "	Richm'd & New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	"	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.		'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	385,010	109,500	21,632	518,965	30.3	.....	65,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	297,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	18.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,606	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	558,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	—
								CONNECTICUT.													
31 July '60	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,000	100,000	.....	.....	22.8	53,955	103,333	28,249	3	—
31 Jan. '60	122.4	—	17 7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936.740	.....	.....	122.4	319,433	644,725	166,186	—	....
31 Aug '60	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927.000	132,497	4,794,566	75.2	498 002	1,501,804	511,677	12	175
31 Dec. '60	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,919	2,000,000	202.500	150 848	2,787,594	124.0	192 989	478,095	65,463	—	....
31 Dec. '60	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	....
28 Feb '60	50.0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	....
30 Nov. '60	76.2	8.9	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,756	2	....
31 Dec. '60	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202.567	306,766	53,204	8	85
31 Mar. '58	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5.000 600	2,000 000	140.785	8,081,181	117.4	629,209	1,982,213	549.834	9	117
30 Nov. '60	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,985	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552.257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41.466	—	....
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	*	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	....	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200 079	*	96,462	1,232 00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,968	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	.....	.....
30 Nov. '60	191.0	—	....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,158	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404.618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	569,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,808,019	*	1,699,305	4,208,600	4,019,000	439,226	10,008,224	280 0	1,450,280	3,540,092	1,833 517	8½	106
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,426	2,4,207	17,518,440	400 0	2,083 580	6,175,553	2,799,435	31	132
31 May, '66	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,462	930.0	.....	6,820,756	1,802,272	—	46
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500.000	1,448,000	—	10,315,764	228.4	1,254,851	2,154,236	1,442,781	10	100
31 May, '63	174.5	5.5	14.8	—	21	22	504	Great Western	4.039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13.231.500	.....	10,668.060	708.3	3,507,456	7,181,208	2,174.924	10	117½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,745	488,588	—	43½
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	34½
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726.187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,699	3,458,108	110.0	.....	448,858	230,834	9	84
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,868	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	*	819,900	640,000	●	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371.40	—	35½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,248,728	598,671	12	159½
								IOWA.													
30 Apr. '65	75.5	—	....	176.5	....	....	.....	*Burlington and Missouri River*	2,603,589	178,787	152,406	1,497,947	1,343,870	87,964	2,929.784	75.5	112,434	431,606	156.347	—	....
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 478,123	68,951	—	3,649,386	960,000	27,364	4,801,349	100 0	200,813	412,156	162,268	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	468,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,584	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729.257	29.0	239,626	174,049	46,707	7	....
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,736	142,613	1,109,594	319.519	20,497	1,675,258	65.1		389,171	108,903	5	80
30 Jun. '66	135.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	435,051	12,754,349	334 0	959,947	3,143,189	1,592,056	8	96
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	586,000	339,297	5,855,320	80.0	130,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	58.7	—	....	135.8	..	..	....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1.253,016	248,909	108.434	1,710,819	58.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	....
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	112½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,587,175	663,971	19,872,646	523.8	2,161,615	4,686,445	1,936,788	6	80½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
26 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	85.2	—	....	60.4	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	90.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	54
28 Feb. '65	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	208,715	2,469,540	4,400,000	106,235	8,025,361	182.0	.....	1,020,189	267,904	—	....
31 Dec. '62	152 0	—	3.6	....	....	....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	1 ,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	....
28 Feb. '66	77.0	—	3.9	296.0	—	—	—	*South-Western Branch*	4,819,490	119,738	—	—	4,500,000	62.042	4,939.228	114.0	.....	168,200	loss.	—	....
28 Sep. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and* on Mountain	5,487,063	360,029	—	1,971,222	3,501,000	40 558	5,852,109	90.1	282,189	399,591	239	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,331	63.5	75,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	16	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	232	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,497	4,301,457	109.2	171,565	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	104
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,886,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	708,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,498	Northern Central	9,247,186	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	49½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,681,900	71,887	19,429,287	34.0	95,003	110,047	—	—	14
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	473,218	752,606	172,232	6	111
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	181
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,338	10	142
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	53.6	669,234	1,697,164	537,067	10	146½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,966	752,874	3,155,000	1,798,600	414,238	5,568,837	89.0	622,202	1,277,075	490,768	6	112
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	113
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	185,647	300,964	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,962	43,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	104
30 Nov. '65	13.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	13.6	40,640	102,931	31,521	8	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	462	Providence and Worcester	1,401,056	209,053	166,607	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Op	er by B.	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,956	—	3,635,667	77.3	151,327	890,086	122,397	2	62½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,718	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	147
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,209	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,806	183,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	62
30 Nov. '65	53.6	—	8.0	—	18	16	240	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,623	101,259	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	887,957	151,868	8	65
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	113
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	.....	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,308,696	82.2	387,789	615,728	216,973	9	110
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,073	*	—	997,112	2,193,000	239,472	3,449,585	75 2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,368	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,667	1,702,359	10	134
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885 941	*	—	1,062,743	1,034,775	143,362	2,240,871	60.2	.....	283,638	91,067	—	10
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,949	1,509,000	833,636	13,561,735	88.0	1,187,978	3,036,390	1,287,956	10	135
31 Dec. '65	53.0	—	.....	45.6	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	73.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	305,000	—	6,434,299	33.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec. 65	65.0	16	.....	.....	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec. '65	18 2	—	—	—	—	—	—	Warren	2,608,300	—	—	1,405,300	600,000	—	2,008,300	18.2	.....	272,695	118 183	5½	46½
31 Dec. '65	38 5	—	.....	47	—	—	—	West Jersey	1,588,488	*	—	588.400	400,000	288,000	1,276,400	—	—	255,593	86,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	83,084	—	.....
30 Sep. '65	142.0	—	13.0	—	28	52	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18 5	—	34	87	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,335	Erie	17,646,351	*	5,665,544	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,539,028	15,434,775	5,066,511	4	74½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	122
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,812	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	6,336	New York Central	27,396,542	6,305,377	1,279,791	24,591,000	14,627,442	—	44,075,497	654.9	5,804,043	13,975,594	2,694,714	6	107½
30 Sep. '65	130.8	2.1	45.0	—	42	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	76
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	*	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	5	.....
30 Sep. '65	25.2	—	4.0	—	27	64	401	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	803.705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,337	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rens	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"		a	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	89,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	*	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '65	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	899,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,841	—	.....
30 Sep. '65	161.5	15.0	.....	—	22	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,668	—	.....
30 Sep. '65	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,056	102,391	3,114,864	171.0	323,069	477,564	236,201	8	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,360	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,366	3,678,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	55
31 Dec. '64	131.8	—	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,098,260	6,000,000	475,000	825,060	6,848,260	191.2	967,820	2 386,132	663,295	10	113
31 Oct. '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	—
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9 320,468	*	354,145	5,408,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,796	5	83
31 May '66	109.3	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,748,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	111
30 Nov. '65	64.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,360	494,454	75,897	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	2,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	178.8	77.6	18.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,683,385	316,434	17,429,777	250.8	739,960	1,224,068	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,902	3,382,163	1,218,972	109,818	4,972,748	205.9	346,671	694,220	184,081	—	.....
31 Dec, '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	33,984	898,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,125	—	.....
31 Dec '64	342.4	—	—	—	48	18	989	Toledo & Wabash	9,080 918	*	—	3,427,060	6 653,868	—	10,243,015	250.0	1,244,258	2,060,322	945,492	8½	40½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,842	2,876,342	44.0	134,201	386,277	123,892	—	16
31 Dec. '66	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,050,780	440.0	2,647,709	5,811,253	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,387	—	37½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,386	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,669,113	—	10,247,050	3,451,500	742,585	14,481,135	304.5	1,437,353	1,733,320	38,671	15	150
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.		302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,138	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,309,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,196	—	.....
31 Oct '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,952	389,318	2,510,630	58.5	173,778	252,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	683,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,042,860	1,851,630	10	66½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(oper	r. by Rea	ding	R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	....	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	59
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,486	6,526,199	69.8	318,861	875,064	412,353	—	38
31 Dec. '65	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	28,434,310	8,375,024	14,041,463	20,000,000	16,750,124	3,651,447	45,850,796	559.2	6,604,300	17,499,169	4,189,111	10	85
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139,079	268,459	—	1,476,300	143,000	—	1,659,300	24.0	311,691	656,739	336,376	8	62
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,669,450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	32
30 Nov '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,289,948	3,765,774	4,761,353	20,240,673	6,900,663	—	30,605,075	471.5	3,688,300	11,142,519	4,812,271	10	55½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	182½
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,826	10,660,742	147.0	981,468	3,884,609	1,046 804	10	86
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361,764	198,820	—	1,774,773	1,500,000	64,209	3,784,101	72.0	272,688	394,363	130 361	—	.....
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573 060	1,597,620	26,545,693	483.3	4,623,673	8,489 062	3 283,547	10	101½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	North'n	Cen.	144,006	316,498	116,006	4	40
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331.640	145,557	—	684,056	962,300	130,840	1,777,176	28.4	138,578	347,240	200,596	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,781	500,000	—	.....	62.0	340,600	625,641	169,323	12	105
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,268	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,506	149,167	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,385 980	1,462,314	11,093,891	291.0	405,051	1,274,707	624,142	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	318,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,907	56,816	—	144,894	406,000	5,000	.....	34.2	30,066	23,808	18,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	237,384	6	.....
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	.....	45.8	57,950	127,963	87,245	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'd'o	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	290.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	490,577	175,993	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26 0	—	51	49	1,088	Vermont Central	8,402,056	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140.000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	65,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942.548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155.161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	345.427	248,004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	18	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,65 1,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	62,800	1,041,880	643,900	96.828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85.000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634.081	359.130	5	.....
30 Jun. '60	204.7	9.4	15.6	—	39	27	49	Virginia and Tennessee	5,994,259	858,475	12,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,967	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,118,118	508 885	—	51
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,660	402,000	951,880	8,755,527	285.9	915 288	1,985,511	647,031	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,643	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236.796	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462.589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	16
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,668,510	1,154,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.8	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,183	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,458,706	.....	.....	4,458,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	.....
								NOVA SCOTIA.													
Dec. '63	61.6	30.5	—	—	20	18	160	Nova Scotia	4,278,281	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	27,181	—	—
								NEW GRANADA.													
31 Dec 63	6.		—	—	11	22	150	Pan ma	7,000,000	*	659	3,000,000	70,000	—	10 766,736	48.7	.....	137,428	1,338,024	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	29
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	62
Chicago & Alton (preferred)	2,425,400	7	7	109½
Chicago & Northwestern (pref.)	12,994,729	7	7	71
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	78
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,976,468	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	82
Hannibal & St. Joseph (preferred)	5,253,856	7	---	75½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	39
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100½
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	66½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,561,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	3[illegible],700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	70
Toledo & Wabash (preferred)	984,700	7	7	75
Toledo, Peoria & Warsaw (1st pref.)	1,600,332	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274 400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,404,360	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	95½
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	92
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	93½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	296,750	6	----	----	90
Boat Loan	99,862	6	----	----	93
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	84½
Improvement	1,601,670	6	M. & N.	1876	76½
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	97
Preferred Interest b'ds.	227,589	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	28
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	95½
Chesapeake and Ohio	100	8,224,595	——	----
Delaware Division	100	1,633,350	——	87½
Delaware and Hudson	100	10,000,000	10	156
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	60
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	123
North Branch	100	----	——	----
Sault Ste Marie	100	----	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	27½
" " (preferred)	50	2,888,958	——	35½
Susquehanna and Tide Water	50	2,048,260	——	15½
Union	----	----	——	2
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	53 — @ 55 —
Pig, American, No. 1	50 — @ 51 —
Bar, Refined, English	96 — @105 —
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
Bar, Swedes, assorted sizes	— — @170 —
Bar, English & American, Refined	— — @117 50
Bar, English & American, common	— — @107 50
Scroll, English	147 50 @297 50
Ovals and Half round	142 50 @152 50
Band, English	— — @147 50
Horse Shoe	142 50 @152 50
Rods, English	922 50 @177 50
Hoop, English	152 50 @217 50
Nail Rod per lb.	— 10 @ — 11
Sheet, Russia per lb.	— 23 @ — 24
Sheet, English, Single, Double and Treble	6½@ — 8
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	18½@ — 24
English Spring 1st & 2d qlty.)	11½@ — 13
English Blister (1st & 2d qlty.)	12½@ — 20
English Machinery	14 @ — 16
German	15½@ — 17½
American, Blister	11½@ — 17
American, Cast, Hammered	19 @ — —
American, Cast, Rolled	12 @ — 15
American Spring	15 @ — —
American Machinery	13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 5½ cents per lb.

Sheathing, New (suits) per lb.	43 @ — —
Sheathing, Yellow	— @ — 32
Pig, Chile	— @ — —
Bolts	43 @ — —
Braziers'	43 @ — —
American Ingot (cash)	27 @ — 28

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	6 75 @ — —
German Refined	6 75 @ 7 —
English	6 75 @ 7 12½
Bar per lb.	— @ 10 75
Pipe and Sheet	— @ 11 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold). per lb.	23 @ — —	
Straits (gold)	— @ — 21½	
English (gold)	— @ — 21½	
Plates, I.C. Charcoal-p. box	9 50 @ 10 25	14 25 @ 15 —
Plates, I. C. Coke	7 — @ 9 25	10 25 @ 13 75
Plates, Coke Terne	7 25 @ — —	10 75 @ 11 —
Plates, Charcoal Terne	9 50 @ 10 —	14 25 @ 15 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d (cash) per 100 lb.	6 75 @ 7 25
Clinch (cash)	— @ 8 50
Copper	— @ — 50
Ausable Horse, Norway Iron, Forged	— @ — 32
Zinc Nails (6 mos.)	— @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 22 @ — —
Refined, free L. S. to White	— 51½@ — 52
Ref'd, in bond, prime L. S. to White	— 34 @ — —
Ref'd, in bond, Standard White	— 35 @ — —
Naptha, Refined (60@63 gravity)	— 24 @ — 25

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

	Th 15	F 16	Sat 17	M 19.	Tu 20	W 21
Atlantic M. S. S. Co.	109½	101	102	105	112	111½
At. & Gt. W. (O) 1st m'g.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	99	99	99	----	----	----
California 7s	----	----	----	116½	----	----
Canton Co.	53	54½	51½	50	50½	50
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	108	108	107½	107½	----	107½
" " pref.	----	113	109½	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	131	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n.	52½	52	50	52½	52½	52½
" " pref.	75	74½	71½	72½	73½	74
" " 1st M.	----	89	89	89	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	84½	----	----	----	----
Chicago & Rock Isl.	107	107	104½	105	105½	105½
" " 1st M. '70.	----	----	----	----	102	----
Clev., Col. and Cin.	113	----	113	----	113	----
Clev. and Pittsburg	88½	88½	85	85½	86½	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	113½	114½	112	113½	114½	114½
" " S. F. 7 p.c	103	----	----	----	----	----
Cumberland Coal, pref	66	68	70	----	69½	----
Del. & Hudson Canal.	158	158½	158	----	----	----
Del., Lack. & West.	----	----	----	----	----	150
" " 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	78½	79	76	77½	78½	78
" pref.	83½	83½	83	82½	78½	83
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	99	----	----	98½	----
" 4 M. 7 p.c. '80	----	94	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	124	124	122	123½	123½	----
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	122½	122½	119	120	120	119½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	101	----	----
Marietta & Cin. 1st pref.	----	----	40	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	13½	13	12½	12	13
Michigan Central	113½	113	112	112	112½	112½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	110	----	----	----
M. S. and N. I.	----	85	85½	82	83½	83½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	97	97	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul.	58	58½	57	57½	57½	57
" " pref.	71	71	70	70½	71½	70
" " 1st mort.	93	94	----	----	93	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	88	87	87	87½	87½	88
" iss. to H. & St. J. R.	----	----	----	----	----	83
" " Pacific	88	87	87½	----	----	87½
New York Central	111½	111½	109½	108	108½	110½
" Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	106½	----	----	----	106½
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	94	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '73	----	----	100	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	79	----	----
" ex-coupon	61½	60	60	60	----	----
" new	61½	61	----	59½	59½	60
Ohio & Miss. cer.	31½	31½	29½	30	30½	30½
" " pref.	----	50	----	79	----	----
Pacific Mail S.S. Co.	242½	240	241	240½	240½	182
Panama	----	----	----	----	----	----
Phila. and Reading	114½	114½	111½	113½	114½	114
Pitts. Ft. W. & Chicago	106½	107½	105	106½	107	106½
" 1M.	----	----	----	----	----	----
" 2M.	----	98	----	----	----	98
" 3M.	----	----	----	87	----	----
Quicksilver Mining Co.	51½	52	48	49	49½	49
St. L., Alton & T. H.	43	----	42	41½	43	43½
" " pref.	70	----	70	----	----	70
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	84	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	71½	71½	----	71½	----	----
" new	70½	70½	----	70½	70	----
Tol. Wab. & Western.	48	45	43	44	45½	44½
" Pref.	----	----	----	----	----	----
" 1M. ex.	93	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	61

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

	Th 15.	F.16	Sat.17	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100⅛	100⅛	----	100	100⅛	100⅛
U. S 5s, 10-40s, reg.	100⅛	----	----	----	----	----
U. S. 6s, 1881, reg.	----	112½	----	----	113½	----
U. S. 6s, 1881, cou.	114½	113⅝	113⅝	112½	----	113½
U. S. 6s, '81, O.W.L.y.	108	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	110½ x	109⅞	108½	108	108½	108⅝
U. S. 6s, 5-20s, c. 1864.	107½ x	107½	106⅝	106½	106⅝	----
U. S. 6s, 5-20s, c. 1865.	107½ x	107½	106⅝	106½	106⅝	106⅝
U. S. 6s, " reg.	----	107	----	----	----	----
7.30 Notes, 1st series.	107⅛	106⅝	106⅝	106	106⅛	106⅛
" " 2d series.	105⅞	105⅞	----	105	105⅝	105⅝
" " 3d series.	105⅛	105⅛	105⅛	105	----	105⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

	W.14	Th.15	F.16	Sat.17.	M.19.	Tu.20
Cattawissa	----	----	----	----	----	----
" preferred	28	28	28	27½	28½	29
Camden & Amboy	----	136½	135	134	----	----
" " 6s, '67.	----	100½	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	93	93	93
" " 6s, '89.	----	----	----	----	----	----
" " mort. 6s, '89.	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	95½	----	----
Del. Div. Canal	----	----	----	57½	----	57½
Elmira & W'mseport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	100	----	----
Lehigh Navigation	59½	60	60	----	----	----
" " 6s, '84.	----	93½	93½	93⅝	----	----
Lehigh Valley R. R.	----	67	----	66½	----	----
" " 6s.	----	----	97	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s.	----	96½	93½	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	----	----	59	----	----	----
Morris Canal	----	----	85	85	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	39½	----	----	----	38
" " 6s.	----	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	49⅞	50	----	50	49⅞	49⅞
Pennsylvania R. R.	55⅞	55⅛	55⅛	55	54⅛	55
" 1st m.	102⅛	----	102⅛	102⅛	----	----
" 2d m.	----	----	98	98	----	----
Penn. State, 5s	----	----	----	----	----	96⅛
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	103	----	103	----	----	----
Philadelphia City, 6s	99⅛	99⅛	99⅛	99⅛	----	99⅛
" " new	102⅛	102⅛	102⅛	102⅛	102⅛	102⅛
" " mune	----	----	----	----	----	104⅛
Philad., Germ. & Nor.	----	----	62	----	62	----
Phila. & Reading	57⅛	57⅛	57	56⅛	56⅝	57⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	32⅛	32	----	----	32⅛	32
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27⅛	----	----	----	----	----
" " pref	----	38⅛	----	36	35⅛	----
" " 6s '82	----	84⅛	----	----	----	----
" " 6s '76	----	----	76⅛	----	----	----
" " 6s '72	----	----	----	----	92	----
Susq. Canal	----	15⅛	----	----	----	----
" " 6s '78	67	67	67	----	67	67
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '75	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	56	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14⅛	14⅛	14⅛	14⅛	----	----
Chestnut & Wal. "	----	----	----	----	----	54½
Green & Coates, "	----	----	----	31	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

	W.14	Th 15	F.16	Sat.17.	M 19.	Tu.20
Baltimore City 6s, 1875.	97⅛	----	----	97⅛	----	97⅛
" " 1886.	98	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	99	98⅛	----	98⅛	98⅛	98⅛
Balt. and Ohio	115	115	----	114	114	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	99	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	99	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85.	----	----	----	----	88⅛	----
" " " 95.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

	Th. 15.	F.16	Sat.17.	M.19	Tu.20.	W 21
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	132	131
Boston and Providence	----	----	142	----	----	----
Boston and Worcest.	----	----	----	----	----	146½
Cheshire, pref.	60	----	61	62	----	----
Concord	----	----	----	----	----	----
Connecticut River	111½	----	----	----	----	----
Eastern, Mass.	----	111	----	112	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	114	----	113	----	115	115
Manchester & Lawr'ce.	124½	----	114	----	113	----
Michigan Central	----	----	----	112½	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport.	105½	105½	105	----	104⅞	104⅞
Ph., Wil. & Baltimore	----	56½	56½	56½	56	56
Portl'd, Saco & Ports.	----	----	----	103	----	104
Vermont & Canada	100	----	----	----	----	----
Vermont & Mass.	63	62½	63	63	63½	62½
Western	146½	146½	146½	147	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	58	57½	----	57½	57	57½
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	44	44	----	43	43	42½
Franklin "	48	46¾	47	45	44	45
Huron "	----	59½	----	----	40	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	16	----	15	----	14½	----
Pewabic "	30¾	30	29	29	29	29½
Pittsburg "	----	----	----	----	50	50
Quincy "	45	45	45	44	44	----
Rockland "	6⅞	----	----	----	6⅞	6½

London Stock Exchange.

The following were the closing prices for American Securities on the 2d of November.

United States 5-20 yrs., 1882, 6 per cent	68½ @ 69
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	69 @ 71
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	40 @ 41
Erie shares, $100 (all paid), 8 p. c	51 @ 52
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	79 @ 81
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	76½ @ 77½
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, November 24, 1866.

Stock Exchange and Money Market.

Money has been advanced one per cent., since our last, by the leading banks, and capitalists, not so much because of any material falling off in the available supply, or increase in the demand, but because of an unwillingness on the part of lenders to continue to grant accommodation to speculative operators in stocks and merchandise, unless at more remunerative rates than those which have been current here for many months past. To aid in the establishment of the advance in the price of money, all sorts of rumors of impending disturbance and stringency in the market have been industriously circulated; but their utter falsity is demonstrated by the abundance of capital at the new rates, which is unquestionably as marked, as when reports of ease and steadiness were the rule. Every really first class Stock firm finds it sufficiently easy to negotiate loans at the new rates on call, 6@7 per cent. to the best houses. The large dealers in Government securities have more ample means furnished them generally at 5 per cent, than they can advantageously employ, and this is another significant indication of liberal amount of capital available to responsible borrowers. The city banks, last week, increased their specie reserve $2,365,733, and their circulation, $264,562. The last $4,432,817 of their deposits and $5,392,134 of their legal reserve. They reduced their loans, $2,359,898. Their loss in the deposit line is due mainly to the transfers of Government deposits from the interior National banks to the New York Sub-Treasury, (which have to be made through our local banks, thus reducing the country bank balances,) and in these settlements the clearing-house certificates had to be used to a certain extent, because of the scarcity of National bank and legal tender notes. Probably four or five millions of the Clearing House certificates were presented by the banks, during the week, for redemption at the Sub-Treasury. About fifteen or sixteen millions more of these Treasury obligations are still held by the the banks. The Government, in preparing for their prompt redemption, has been negotiating for the sale of bonds and gold, and has been successful to the full extent of its requirements, which were comparatively moderate, though, during the progress of the negotiations, the most grossly exaggerated rumors were current, leading to unnecessary distrust and reserve, in legitimate business circles, and to a temporary break-down in the stock produce, and merchandise values from which there has since been only a partial and tardy recovery. Caution on the part of lenders is to be commended, but this is not irreconcilable with a just appreciation of the prime importance of a wise confidence in financial and commercial values, and of the peril involved in any line of conduct that would be likely to bring about a sudden revulsion. The city bank deposits are now $221,892,500, against $173,640,464 same time last year. Their legal tender reserve amounts to $66,120,361, against $47,737,560 same time last year. Their circulation now stands at $31,233,502, against $14,333,168 same time last year. The loans are now $278,338,390, against $271,790,435 two weeks since, $279,135,796 four weeks ago, and $224,741,853 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $140,429,216 a day, against a daily average of $129,436,056 the preceding week; and $126,972,408 the week ending with Nov. 3. The current week's exchanges average about $136,000,000 a day. The average of lawful money held by the Banks to their immediate liabilities for deposits and circulation is 32¼ per cent. on the present return as against 32¾ per cent. last Monday and 33 per cent. the Monday before.

National Bank notes to the amount of $978,955, were issued last week, making the total issue to 1,662 banks thus far $297,065,059, against $282,555,440 at the close of the last fiscal year, June 30, 1866. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,291,400; and for the public deposits, $39,423,950—making a total of $379,715,350. The Treasury Department, last week, redeemed and destroyed $422,634 of worn and mutilated fractional currency, and issued $477,677 worth of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 17, were $21,195,695, including $1,964,529 from customs duties; payments, $16,605,488; balance at the close of the week, $96,367,977, against $91,807,769 at the close of the preceding

week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, $7,314,863, and payments, $7,677,076. Tuesday, receipts, $2,254,648 and payments, $1,631,252. The balance at the close of business on Tuesday stood at $96,629,159 against $96,148,136 a week ago. The balance in the U. S. Sub-Treasury, Boston, at the close of last week, was $12,499,140, showing an increase of $27,484, as compared with the close of the previous week.

Government revenues have been up to a fair average, during the week. Excises yielded, $4,054,876, against $4,768,645 the preceding week; customs at the port of New York, $1,964,529, and at the outports, at least $660,000 (in coin) more, making the grand total income for the week equal to about $8,574,000 in currency, against disbursements of only $1,575,763 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $141,000,000, or equal to an average of nearly seven millions a week. It is still quiet confidently anticipated the excises will yield considerably over $300,000,000 to the Government, in the current fiscal year, and that full five hundred millions of revenue will be realized from all sources, during the year, which will end with June 30, 1867. Of these receipts thus far, Secretary McCulloch has been able to apply an average of $25,000,000 per month since the 1st July (or $102,000,000 in four months) to the reduction of the principal of the public debt, and we see no reason to doubt that the process of reduction will continue month by month to the 30th June next, though perhaps at a reduced average per month. We feel assured that neither Congress nor the Administration will do anything nor attempt anything to impair the revenues or the ability of the country to pay them, by rash or equivocal measures relating to the tariff, the tax laws or the currency.

Government received $4,598,489 from customs duties, at the port of New Orleans during the fiscal year ending June 30, 1866.

Gold has fallen from 143⅝, at the opening to 140 at the close of the week, under a pressure to realize, in view of the liberal receipts from California, and equally liberal disbursements from the Treasury, together with the increasing export demand for American stocks and produce, which lessens the chances of an outflow of specie at an early day. Some sales of coin were represented as having been made a few days since on Government account, which also tended to lower the premium. On the declining market, there were some heavy *short* contracts put out, the covering of which may eventually lead to a fresh temporary rally in the price. The recent severe fall has had the effect of crippling one or two of the more conspicuous *bull* firms. The suspension of one of these, on contracts amounting to about four millions, was reported on Wednesday. The report had a depressing influence on the market. The total imports of specie from Europe, and other ports since January 1, have been $9,095,798. The customs demand for Gold last week, averaged $327,421 a day; thus far, this week, it has been equal to $315,000 a day, or equal to a weekly aggregate of $1,890,000. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $77,216, and from California, $1,121,394. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $121,514,333, against $91,067,718 same time last year. The total receipts of California gold at this port since Jan. 1, have been $38,297,847, against $17,456,355 same time last year, showing an increase, in 1866, of $20,840,992. The exports of specie from this port, last week, were $526,385, making the total outflow of specie from the port, since Jan. 1, $57,150,012, against $26,495,183 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, $1,643,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $45,664,710, against $36,099,040 same time last year. The specie exports from San Francisco from Jan. 1, to Oct. 19, reached $37,286,939, against $36,816,896 same time last year.

Foreign exchange has been in more liberal supply and rather better request, the demand having been stimulated by the severe fall in gold, from which a reaction is apprehended by the importing interest. There has been a considerable amount of exchange made against exports of U. S. 5-20 Bonds, which continue in good demand for foreign account. Bankers' 60 day bills on London closed at 108¾@109, and on Paris to 5.23¾@5.16¼; sight bills on London to 109½@109¾; and on Paris to 5.16¼@5.13¾. The offerings of produce bills are more extensive, this week. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $4,119,158, against $6,415,556 same week last year. The exports since January 1, have been to the value of $168,436,426, against $151,942,898 same time last year.

Government securities have been in active investment demand. The coin bearing bonds have declined in price, in response to the fall in gold. The offerings at the reduced prices, however, are quite moderate, especially of the Sixes of 1881, and the Five-twenties of 1862, which latter are particularly scarce, for immediate delivery. The temporary depression in the gold bonds has adversely affected the currency interest bearing notes, which are also quoted off in price, with a less urgent inquiry for them. U. S. sixes of 1867 closed on Wednesday at 134; U. S. sixes of 1868, at 132½; U. S. sixes of 1881 113¼; U. S. Five-twenties of 1862 at 108⅝@108⅞, ex-coupon; U. S. Five-twenties of 1865 at 106⅝@106¾; U. S. Five-twenties of 1865, consolidated, 108⅜@108½; U. S. Ten-forties at 100¼@100½, and U. S. Seven-thirties at 105⅝@106⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	115¼	May, 1865	111½
July, 1864	114¾	August, 1865	110½
August, 1864	114¼	September, 1865	109½
October, 1864	113¼	October, 1865	109
December, 1864	112¼		

Railway and miscellaneous share property was very seriously depressed in price, by extensive realizations, on speculative account, in the forepart of the week. This depression was brought about by apprehensions of a decidedly adverse money market, which fears those in interest did their utmost to augment. The past two or three days have witnessed a very moderate volume of transactions on a hesitating and irregular market, though there are indications that the worst has been seen for the present at least. Money cannot long remain dear here, without bringing a fresh supply from most other quarters of the country, especially such as are in debt to our merchants. There is at present no outflow of currency from this point, while from Boston, Philadelphia, and other important points, remittances are already being made hither. This addition to the stock of capital nowhere available for speculative purposes, will tend to check the downward course of the Stock Market, and probably lead to new combinations for a fresh rise from the starting point of the prevailing comparatively low prices of really desirable securities. The closing operations were mostly on a weak and *bearish* market, the complexion of which may be changed at any moment.

Produce and merchandise have been less freely dealt in, since our last, though buyers have had any existing advantage. There has been less speculative activity in breadstuffs and provisions, which are generally cheaper. Toward the close there was a partial revival in the demand, including some export inquiry for breadstuffs, particularly wheat, corn and barley. Cotton opened very heavily at declining prices, but has since rallied 2@3 cents per lb., from the lowest point touched, on an improved demand, partly from shippers. Middling grades closing buoyantly at 34½@36½ per lb. The stock of cotton now here is estimated at about 130,000 bales. The receipts at the port this week, have averaged over 6,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 159,700 bales, against exports of 57,104 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 283-, 188 bales against 509,085 bales same time last year; exports, 208,376 bales, against 253,334 bales same time last year, estimated stock at latest dates, 310,000 bales, against 345,000 bales same time last year. In foreign merchandise transactions have been on a very limited scale at generally reduced and declining prices, the turn of the market, especially for dry goods, being decidedly against importers. The total imports of foreign dry goods, last week, were $1,377,716, and the total amount marketed $1,357,770. The value of foreign merchandise imported last week, was $2,510,723—making the grand total specie value of last week's imports of dry goods and merchandise, $3,888,439, and since January 1, $268,503,099, against $177,797,750 same time last year. The freight market is moderately active and steady with 561 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 6.	Nov. 13.	Nov. 20.
Consols	—@89½	89¾	90¼
U. S. 5-20's	—@68¼	69½	70½
Erie	—@50½	51¾	50
Ill. Central	—@76¾	78	78

The New York exports, exclusive of specie, for the week ending Nov. 20, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$6,415,586	$4,119,158
Prev. reported	145,527,332	164,317,268
Since January 1	$151,942,898	$168,436,426

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$2,771,802	$1,377,716
Gen. merchandise	3,402,858	2,510,723
Total for the week	$6,774,055	$3,888,439
Prev. reported	171,623,095	264,614,660
Since January 1	$177,797,750	$268,503,099

The balance in the Sub-Treasury on Wednesday was $100,276,410 09.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 100; do., 1875, 100; do., 1870, 100; Connecticut 6s, 99½; N. Y. State 7s, Bounty Loan, reg., 107¾; do., 6s, 1874, 99¾; Indiana War Loan, 95; Chicago and Great Eastern, 84½; do., 1st mort., 72; Chicago and Milwaukee 1st mort., 93; Chicago, Rock Island and Pacific 7s, 94; Great Western 2d mort., 1893, 72; Morris and Essex 1st mort., 96¼; Marietta and Cincinnati 1st mort., 86; Indianapolis and Cincinnati R. R., 84; Hannibal and St. Joseph, pref., 75½; New York and New Haven, 117; New Jersey Central, 130; Wilkesbarre Coal, 87; Central Coal, 54; Ashburton Coal, 17; Spring Mt. Coal, 73; Consol. Maryland Coal, 35; Butler Coal, 20; Spruce Hill, 4; Pennsylvania Coal, 150; Rutland Marble, 23; Adams' Exp., 80; American Express, 80; Boston Water Power Co., 28⅛; Mariposa pref., 24⅛; Western Union Tel., 44¼; do., Russian Extension, 96¾; Bank State of New York, 110; Gallatin National Bank, 109; Bank of Commonwealth, 111; Continental Bank, 103¼; Central Bank, 112; Am. Ex. Bank, 114; Metropolitan Bank, 130; Shoe and Leather Bank, 115; 4th National Bank, 109; Merchants' Bank, 120; Hanover Bank, 110; Importers' and Traders' Bank, 115½; Alpine Gold, 1.15; American Flag, 2.25; Bullion Consol., 3.50; Burroughs, 0.41; Benton, 1.50; Boscobel Silver, 1.25; Bates and Baxter, 2.60; ; Crozier, 0.50; Consol. Gregory, 12.50; Croydon, 5.50; Columbian, Gold and Silver, 1.10; Charter Oak Copper, 1.00; Downieville, 0.17; Davidson Copper, 1.25; Dutchess Co. Iron Works, 3.00; Echla, 3.14; First National, 4.00; Fall River, 0.80; Gilpin, 3.00; Gunnel, 0.35; Gold Hill, 4.70; Hibbard G. and C., 0.98; Holman, 0.30; Hope, 1.25; Iron Tank, Storage, 63⅜; Kipp and Buell, 1.40; Keystone Silver, 0.10; La Crosse, 1.30; Long Island Peat, 3.85; Liberty, 0.20; Montana, 0.30; Montauk, 0.77; Nye, 0.15; New York, 1.90; Oak Hill, 1.10; Ohio and Col. G. and S., 42; Ophir, 6.00; People's G. and S., 2.25; Quartz Hill, 5.00; Russell File, 5.00; Rocky Mountain, 3.00; Smith and Parmalee, 8.60; Tudor Lead, 2.65; Vanderburg, 0.76; Wallace Nickel, 3.15; Walkill Lead, 85; Excelsior Oil, 0.30; Bennehoff Run, 5.25; United States, 5.15; Bergen C. and O., 0.40.

Philadelphia.—Warren and Franklin 7s, 84; Belvidere Delaware bonds, 85; Huntingdon and Broad Top 1st mort. 7s, 86½; Connecting R. R. bonds, 63⅞; Westchester 7s, 98½; New Jersey 6s, 101; Chester Valley, 2¼; Allegheny Valley R. R., 16; Germantown Passenger, 32⅝; Camden and Amboy scrip., 51; West Branch Canal, 25; St. Nicholas Coal, 1⅞; Locust Mt., 42½; Big Mt., 4⅛; Keystone Zinc, 1; Commercial Bank, 57; Girard Bank, 58; Union Bank, 60; Mechanics Bank, 32½; Farmers' and Mech. Bank, 134; 1st National Bank, 141; Feeder Dam Oil, ⅜; Hyde Farm, ¾; Dalzell, ⅝; Ocean, 4¼; McKean, 5; Egbert, ¼ The latest quotations are: City 6s, 99¼@99½; do., new, 102⅜@102¾; State 5s, 96¾@97½; do., coupon, 97@98; do., 6s, W. L., 104@105; Phila., Wil. and Balt., 56¼; Reading, 56⅛@56¾⅛; do., 6s, 1870, 95@96; do., bonds, 93@95; do., con., 112@117; Camden and Amboy, 131@132; Penn. R. R., 54⅞@55; do., 1st mort., 102⅛@103; do., 2d mort., 97½@98; Little Schuylkill R. R., 35@37; Morris Canal, 85¾@86; do., pref., 122@125; do., bonds, 91@95; Wyoming Valley Canal, 55@55½; do., 6s, 86@90; Susquehanna Canal, 14⅝@15; do., 6s, 66@67; Sch. Nav., 26⅝@27; do., pref., 35½@36; do., 6s, 1882, 84⅜@85; Union Canal bonds, 22@23; Delaware Div. Canal, 57½@57½; do., bonds, 90@95; Elmira and Williamsport, 28¾@30; do., pref., 42@43; do., 7s, 1873, 99@100; do., 5s, 67@70; Lehigh Coal and Navigation, 59@59⅝; do., bonds, 1884, 93@93⅛; North Pennsylvania, 37@38; do., 6s, 92½@93; Philadelphia and Erie, 31¾@32; do., 6s, 92⅛@93; Minehill, 58⅝@59; Catawissa, —@—; do., pref., 28¼@28⅝; Lehigh Valley, 66¾@67; do., bonds, 96@97⅛; Fifth and Sixth streets, (horse,) 48@49; Second and Third, 90@91; West Philadelphia, 74@75; Spruce and Pine, 35@35; Green and Coates, 25@29; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 19@20½; Girard College, 24@29; Tenth and Eleventh, 60@70; Union, 40@41; Hestonville, 14@14½.

Boston.—Vermont Central 1st mort., 119; do., 2d mort., 39; Vermont Central and Vermont and Canada Chattel 8s, 103; Boston and Lowell 6s, 1879, 100; Rutland and Burlington 1st mort., 123; Ogdensburg 1st mort., 101⅝; do., 2d mort., 74; Eastern R. R. 6s, 1874, 98; South Shore R. R. 6s, 95; Old Colony and Newport 6s, 1869, 98¾; do., 1875, 98¼; Cheshire R. R. 6s, 1875@1880, 95¼; Boston, Concord and Montreal 6s, 96¾; Ogdensburg and Lake Champlain R. R., 76; Boston, Hartford and Erie, 14; do., 7s, 48; Sandusky, Dayton and Cincinnati, old stock, 18¾; do., 6s, 1900, 76: Granite Railway, 51; Boston Water Power Co., 31; Waverly Land, 2⅝; Cary Imp. Co., 14; Essex Land, 106¾; Adams Exp. Co., 76; South Boston Gas, 103¾; East Boston Gas, 28; Cambridge Gas, 100¼; Short Mt. Coal, 16; Mt. Pleasant Coal, 24; Belmont Coal, 2.50; Roaring Brook Coal, 48; Breton Coal 1.75; Lackawanna Coal, 6; Summit Branch Coal, 9¾; Portland 6s, 1870@1877, 97⅛; Augusta 6s, 100; Chicago 7s, municipal, 99½; do., Water Loan, 100; St. Louis 6s, 1871, 94; Roxbury 5s, 1894, 90¼; Albany 6s, 1876, municipal 99¾; Boston 5s, 1867, gold, 135¾; do., 1869, 118; do., 1878, 103; do.. 6s, 1868, gold, 131¼; Bath 6s, 1891, 96½; Hartford 6s, 1879, W. L., 99; Maine 6, 1871, 100; Vermont 6s, 100; Massachusetts 6s, 1875, gold, 113; do., 1881, 110; do., 5s, 1894, 100⅛; Rhode Island 6s, 1883, 100; New Hampshire 6s, 1868, 100; Crescent Oil, 0.10; Massachusetts and Oil Creek, 0.18; Pittsburg and Boston, 0.10; Fuller Farm, 0.08; Maume, 0.50; Great Basin, 0.08; Indian Spring, 0.25; Central Petroleum, 1.75; Pepper Well Pet., 1.00; Montezuma Gold, 1.60; Peck Gold, 0.25; Eagle Gold, 0.90; Tudor Lead, 2.65; Saba Sulphur, 90; Wallace Nickle, 3.10; Massachusetts Bank, 115; Atlantic Bank, 121; Merchants' Bank, 119; Maverick Bank, 102; Bank of North America, 107; Suffolk Bank, 116⅜; Washington Bank, 123¾; Old Boston Bank, 66¼; Hide and Leather Bank, 142⅞; Union Bank, 123½; Market Bank, 109¼; Tremont Bank, 118⅞; Everett Bank, 102; Traders' Bank, 102; Pawners' Bank, 101; Blackstone Bank, 127½; Faneuil Hall Bank, 127; Bank of Commerce, 119; Eliot Bank, 120; Mt. Vernon Bank, 118; Bay State Mining Co., 11¾; Canada, 70c.; Concord, 4½; Dana, 2½; Eagle River, 5; Hancock, 17; Humboldt, 3; Manhattan, 2¾; Madison, 2⅞; Petherick, 4¼; Seneca, 5; St. Clair, 8½; Superior, 3; St. Mary's, 1½.

Baltimore.—Virginia bonds reg., 39⅛; Parkersburg Branch of Balt., and Ohio R. R. 16¼; Western Maryland bonds, 75; Central Ohio 1st mort., 89; Marietta and Cincinnati 1st mort, 86⅞; Liberty Copper, 1.25; Bare Hill, 0.75; Gardner Hill, 0.60; Balt. and Cuba M. and S. Co., Union Bank, 64; Franklin Bank, 13; 3d National Bank, 101. The latest quotations are: Balt. and Ohio, 113½@114; do., 6s, 1867, 100@100⅜; do., 1875, 93½@100; do., 1880, 98½@99; do., 1885, 97½@98½; Northern Central, 49⅛@49⅝; do., bonds, 1885, 87½@88⅝; N. W. Va. 1st mort., 1873, 95@96½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87@88; Central Ohio, 22½@22⅝; do., 1st mort., 89@90; Western Md. bonds, 75@57; do., guar., 96@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 97@98; do., 1873, 95@97; do., 1875, 97@98¼; do., 1886, 97½@98¾; do., 1890, 98@98¼; do., coupon, 100@100; Park, do., 97½@98; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R. R., 18@18¼; Canton Co., —@50; Gardner, 0.60@0.65; Am. Gas Coal, 0.95@0.95; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 105@110; Santa Clara, 2@7; Balt. Chrome, 0.35@0.45; Bare Hill, 0.60@0.85; Atlantic Coal, 0.70@0.80; Mineral Hill, 0.45@0.65; Baltimore Coal, 150@190.

Vermont Central Railroad.

At a meeting of the first mortgage bondholders of the Vermont Central Railroad, held in Boston on the 14th inst., the project of placing the road again in the hands of a corporation was referred to the board of Trustees, and the advisory committee consisting of Joseph Andrews and J. M. Pinkerton, who were instructed to report at the next annual meeting on the second Wednesday in November, 1867. The annual report of the board of Trustees showed that the earnings of the road for the past year ending June 1st, were $1,657,427, an increase of $243,447 over other years. The expenditures were $1,362,387. The amount of stock on hand is $428,000—an increase of $254,000 during the year. The net earnings of the road cover all claims and secure a sinking fund of $100,000, and the earnings of the last five months have been about $780,000. At a subsequent meeting of the second mortgage bondholders, at which $1,200,000 worth of bonds were represented, R. T. Taylor was chosen a member of the advisory committee.

☞ The branch of the Boston, Hartford and Erie Railroad, which was under construction between Webster and Southbridge, Mass., has been completed.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Nov. 10th, 1866, were $155,466 00
Corresponding week of previous year.. 150,037 00

Increase..... $5,429 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Nov., 1866.... $26,100 00
Corresponding week previous year..... 26,628 60

Decrease $528 70

The earnings of the Western Union Railroad for the week ending Nov. 14, 1866 . .. $18,910 81
Corresponding week previous year..... 14,521 57

Increase..... $4,389 24

The earnings of the Chicago and Great Eastern Railway for 2d week in Nov. were..... $32,240 67
Same period last year..... 26,482 55

Increase in 1866..... $5,758 12

The earnings of the Chicago and Northwestern Railway for the second week in Nov., 1866, were..... $252,216 00
Corresponding week of previous year.. 199,903 00

Increase..... $53,113 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in Nov., 1866, were..... $83,185 00
Corresponding week of previous year.. 78,525 00

Increase..... $4,660 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Nov. 1866, were..... $102,927 00
Corresponding week of 1865 ..... 113,532 00

Decrease $10,605 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Nov. 8th, 1866, were $39,961 00
Corresponding week of 1865..... 42,106 00

Decrease..... $2,145 00

The earnings of the Michigan Central Railroad for the 2d week in Nov., 1866, were.. $94,046 05
Corresponding week of previous year..104,136 58

Decrease..... $10,090 53

Railroad Earnings—Monthly.

The receipts of the Des Moines Valley Railroad in October, 1866, were $80,588 25
October, 1865..... 50,699 29

Increase $29,888 96

The earnings of the Cleveland and Pittsburg Railroad for the month of Oct., 1866, were:

From freight $167,911 57
" passengers 65,477 10
" miscellaneous 5,700 00

$239,088 67

Oct., 1865:
Freight, passengers, etc 223,846 39

Increase..... $15,242 28

The earnings of the McGregor Western Railway for Sept., 1866, were..... $31,641 00
Same time in 1865..... 39,118 00

Decrease $7,477 00

☞ The people of Niles, Berrian Co., Mich., have raised by subscription, the sum of $100,000 with which to grade and tie the "Grand Trunk Railroad of Michigan" across the seventeen miles of Berrian County. The line is projected to run from Ridgeway, near Port Huron, opposite Sarnia (the terminus of the Grand Trunk Railway of Canada), *via* Pontiac, Jackson and Niles, to the head of Lake Michigan, and thence to Chicago.

Journal of Railroad Law.

LIABILITY OF RAILROAD COMPANY FOR ACTS OF ITS OFFICERS.

The question of the liability of a railroad company for the acts of its officers arose in the case of Washburn *vs.* The Nashville and Chattanooga Railroad Company, in which case it was decided that a railroad company acts through the instrumentality of its officers and agents. If not prohibited by the charter, it may delegate its authority to its officers and agents, so far as may be necessary to effect the purposes of its creation. If the Superintendent of a railroad company be clothed with the power and authority of the Board of Directors, so far as regards the control and management of the trains, and all the arrangements connected therewith, he is the immediate representative of the company—the corporate executive officer—and the company is liable for an injury resulting from the negligence or improper order of the Superintendent, just as much as if it had emanated directly from an act of the company in its corporate capacity.

The opinion of the Court written by McKinney, J., contains a full statement of the facts, upon which the Court founded its decision as above stated. The following is the opinion of McKinney, J.—The plaintiff brought this action against the company to recover damages for an injury to his person, occasioned by a collision between two trains, on the defendant's road. Under the instructions of the Court, the jury found against the plaintiff.

It appears that about the 8th of December, 1857, a bridge on the road and perhaps a hundred yards of the track, were swept off by a flood, so that the trains were hindered from passing between Nashville and Chattanooga for some days otherwise than by keeping a train on each side of the breach in the road, and changing the passengers and baggage from one train to the other.

On the morning of the 14th of December, before the breach had been repaired, the Superintendent of the road directed Chilcutt, an engineer in the employ of the company, to leave Nashville with his train at the hour of 5 o'clock A. M., the schedule time of departure being 2½ o'clock P. M. The Superintendent informed the engineer that he would find a train in readiness on the other side of the breach in the road, and directed him to transfer his passengers and baggage to that train, and to go through to Chattanooga, stating that there would be no train from the latter place to Nashville that day. The agent of the company at Chattanooga, in ignorance of the order of the Superintendent, started a train from the latter place on the same morning, and on a curve in the road, the trains came in collision, whereby the plaintiff received a serious injury.

The telegraph wires were broken, so that no communication could be made in that way.

The respective conductors of the trains being entirely ignorant of the orders given at the opposite ends of the road, and neither having the least expectation of meeting a train, omitted the usual precautions to prevent a collision when running out of time. The proof shows that the train from Chattanooga was running on schedule time, but the other train was not.

It appears that the plaintiff was an engineer in the employ of the company. His train was lying idle at Chattanooga on account of the breach in the road; and on the day preceding the collision, he got upon another train to go to Nashville, on a private errand of his own, without permission, as it would seem from the proper agent of the company.

Chilcutt states that on his way to Chattanooga, on the day of the collision, the plaintiff got upon his train at Dechard's Station, a point between Nashville and the break in the road—and took his seat in the baggage car, the place where those who "ride free" should sit, and where he was sitting when the collision took place.

The proof shows that the Superintendent had the entire management and control of the "rolling stock," and also had the control and management of the conductors, engineers, brakemen, and all other employees of the road, all of whom were bound to obey his orders "according to the rules of the road."

The Court instructed the jury, in substance, that the Superintendent of the road and the plaintiff were both servants of the company; and that for an injury to the plaintiff, by the negligence or misconduct of the Superintendent, he could maintain no action against the company if there were no fault or negligence on behalf of the latter. That it made no difference that the one servant was higher in authority than the other, or that they belonged to different departments of the service. Nor did it make any difference that the plaintiff was not actually employed in the service of the company on the day the injury was received, unless he had abandoned the service of the company with the view of dissolving the relation of servant. The Court further stated, in effect, that the Board of Directors of the company was to be regarded as the principal; and that an employee of the board, though styled President or Superintendent, could not be so considered.

These instructions in reference to the facts of the case, are incorrect, we think, in several particulars.

The principle that a master is not liable for an injury received by one servant from the negligence of another, while both are acting in the common business of the same master—as applied to railway companies—is comparatively a new one everywhere, but especially in our Courts. It is a principle of great practical importance, and care must be taken that it be not applied to cases not clearly falling within it. In some of its incidents it can scarcely be considered as yet fully settled. Whether the rule is applicable to servants in different grades, or where they are subordinate the one to the other, or not in the same employment, are questions upon which there is some conflict of opinion in the American cases. In most of the cases, however, it seems to be thought that such a distinction is not maintainable; and that it is sufficient that both servants were engaged in the same general business.

In the view we have taken of the present case it is, perhaps, not necessary that we should very minutely consider to what extent the application

of the rule may be varied or modified by the different circumstances of particular cases.

We must be careful, however, that such a latitude be not given to the rule, as would enable the corporation to evade liability in all cases, by entrenching itself behind its officers and agents.

In the view of the Circuit Judge, the Superintendent of a railway company stands exactly upon the same footing as respects the applicability of this rule, with any other employee, however subordinate his position, and so of the President, and that the Board of Directors only, in view of the rule, is to be regarded as the principal or master. Upon this question we have been referred to no authority in point.

If this be correct, it will inevitably follow that the company cannot be held liable in a case like the present, unless it can be shown that the injury resulted from the direct action of the company in its corporate capacity. This is absurd. The corporation of necessity acts through the instrumentality of its officers and agents. If not prohibited by the charter, it may delegate its authority to its officers and agents, so far as may be necessary to effect the purposes of its creation. It must act in this mode, or not act at all.

The Superintendent may be said to be as respects this particular company, from the power shown to have been given him by the board, the immediate representative of the company—the corporate executive officer—intrusted for the time, with the power and authority of the Board of Directors, so far as regards the control and management of the trains, and all the arrangements connected therewith.

In this view, the company must be held liable for an injury resulting from the negligence, or improper order of the Superintendent, just as much as if it had emanated directly from an act of the company in its corporate capacity.

The matter of fact, that it was culpable negligence in the Superintendent to start a train from Nashville, out of time, without any precaution whatever to avoid a collision with a train coming in the opposite direction, is not denied.

But the instructions are erroneous in another respect. The principle stated above does not apply "where the servant injured was not, at the time of the injury, acting in the service of the master. In such case, the servant injured is substantially a stranger, and entitled to all the privileges he would have had if he had not been a servant." 6 Eng. R. cases, 580. Cited in 1 Am. R. cases, 568, in note.

The plaintiff, in the present case, may have been blamable for leaving his post of service without permission from the proper source; how that fact is, does not satisfactorily appear. But admitting he was improperly absent without leave, still he was received on another train of the company without objection by the conductor, who was intrusted with the duty of excluding all persons not lawfully entitled to be on the train. And whatever may have been the exact relation of the plaintiff to the company, under these circumstances it certainly cannot be said in the sense of the rule, or in any proper sense, that he was then acting in the service of the company. The fact that his absence from duty, without permission may have made him liable to an action by the company, does not affect the question before us.

For the foregoing reasons we think the rule is not applicable to the case.

The fact that the plaintiff was riding in the baggage car does not affect the case; though from the proof, that was the proper place for him to be, under the circumstances.

It is laid down in Redfield on R. 331–2, that "one being in the baggage car, with the knowledge of the conductor, will not preclude him from a recovery for an injury caused by a collision, even though he might, or would not have been injured if he had remained in the passenger car." 14 Howard, (U. S.,) 468.

Nor does it affect the question, that the plaintiff at the time of the injury was "riding free." The same author lays it down, "that the liabilities of the company attach although the passenger were riding upon a free ticket." Redfield on R., 328, and note. (See also, 14 Howard (U. S.) R., 468.

Upon the whole case, we think the judgment is erroneous, and it will be reversed.

Manassas Gap Railroad.

At a meeting of the stockholders of this company, held at Alexandria, Va., on the 7th inst., resolutions were passed empowering the President and directors of the company to negotiate for a transfer of its property and franchises to the bondholders or to the Orange and Alexandria Railroad Company, in order that the road may be speedily completed to Harrisonburg. In case of a failure to effect such negotiations, the directory are authorized to sell such property, rolling stock, etc., as is not absolutely necessary, and to remove the rails from one part of the road to another, for the purpose of constructing the road to such point as may be deemed best. The report of Mr. Marshall, President of the road, referring to the failure to complete the line to Harrisonburg, says he was disappointed in getting capital from Baltimore. He says:

The acts of the Legislature authorizing the Strasburg extension, and the incorporation of the Valley Railroad Company, which were proper for the purpose of giving to the people of the valley an outlet to the Baltimore market, give at the same time to Baltimore the route through Virginia to the West and South, which was the originally preferred route of the Baltimore and Ohio Railroad Company, which, though denied, was believed to be an object earnestly coveted by that company. The offer of this route by any company empowered with authority to make the road, was expected at once to open the Treasury of the Baltimore and Ohio Company in order to assist the construction of this road.

The opportunity was thought favorable to the Manassas Company to get means for the purpose of reconstructing the Valley and Piedmont sections, and having the Valley Railroad Company in view, resolutions were passed by the stockholders empowering the President and directors of this company to make sale of its Valley interest upon terms which would secure both Valley and Piedmont sections of the road, and relieve the company of its bonded and floating debt. Representations from both the Valley Railroad Company and the Manassas Company united in presenting this subject to the Baltimore and Ohio Company, through its President, John W. Garrett, Esq. The application was unsuccessful—Mr. Garrett having declined to give any pecuniary assistance for the present, upon the ground that the resources of his company were taxed to the utmost with his different operations at home, and further, that the charter of the Valley Company was not satisfactory. A further effort was made to interest President Garrett in the more limited work of building the connection of the Winchester and Potomac and Strasburg connection, from which some results might follow favorable to the restoration of Manassas. This effort was made, however, with like disappointment.

Whatever may be the future development of President Garrett's policy respecting this Valley line, his convenient season is entirely incompatible with the pressing wants of our stockholders and bondholders. The interest of all parties demands the reconstruction of the whole line at the earliest period possible. Possessed of no adequate means to accomplish this end, we can only look to parties outside the present organization who may be interested in the work. The bondholders of this company and the Orange and Alexandria Railroad Company have each a deep stake in the return of Manassas to its highest prosperity.

The stockholders re-elected E. C. Marshall, Esq., President of the company. The company has recovered all its scattered property, in the way of engines, rolling stock, &c., most of it much improved. The earnings of the company since the war for rented engines and other property was $41,545, and expenses $37,222—balance in favor of the company $4,323.

New York and Albany Railroad.

Articles of association have been filed in the office of the Secretary of State, at Albany, organizing "The New York and Albany Railroad Company," to build a railroad on the west side of the Hudson River. The directors named in the articles are: Robert L. Kennedy, John Jacob Astor, Jr., Daniel Butterfield and John McB. Davidson, New York; Homer Ramsdell, Newburg; Thomas Cornell, Rondout; Jonathan H. Hasbrouck, Kingston; Thomas W. Olcott, Robert H. Pruyn, Erastus Corning, Jr., John Tracy, Samuel Schuyler and Joseph H. Ramsey, Albany.

At a meeting of the directors, held at the Astor House on the 17th instant, Joseph H. Ramsey was elected President; Daniel Butterfield, Vice President; Thomas W. Olcott, Treasurer, and Erastus Corning, Jr., Secretary.

The preliminary surveys under the direction of C. W. Wentz have already been commenced. Books will be opened to fill up the balance of the stock on the 26th inst., and remain with the several directors and at the following banks until further ordered: Bank of Commerce, New York; National Mechanics' and Farmers' Bank, Albany; National Tanners' Bank, Catskill, and Banks of Catskill, First National Banks of Coxsackie and Saugerties, Kingston, Rondout and Newburg, and Rockland County Bank, Nyack.

Richmond and Newport News Railroad.

The survey of this road, under the direction of Ambrose C. Dunn, Chief Engineer, was completed on the 31st ult. The whole length is ascertained by this survey to be sixty-nine miles, with a maximum grade of twenty-two feet. It will be nearly a straight line, having few curves, and none less than one mile radius. There will be but one bridge—of fifteen hundred feet, over the Chickahominy. The company are building the road themselves, and are rapidly going on with the grading from Newport News towards Richmond.

☞ A locomotive engine passed over the new railroad bridge across the Susquehanna, at Havre de Grace, on the 20th. The road will be formally opened for travel on Monday, 26th.

Pacific Mail Steamship Co.

In addition to the dividend of five per cent. for the quarter ending October 31, just declared, payable on the 1st of December, this company has also declared a dividend of 33⅓ per cent. in full paid stock to all holders at the closing of the books on the 20th of November. The capital of the company now stands as follows:

Original capital	$10,000,000
Five millions of new capital, sold and invested in $10,000,000 of U. S. 6s of 1881	5,000,000
Five millions issued under the 33⅓ per cent. dividend	5,000,000
Total capital	$20,000,000

The assets on its ships, coal depots, workshops and materials:

Cash surplus	$5,000,000
U. S. 6s of 1881, at par	10,000,000

The company issue at once a certificate representing the stock dividend, and also accept orders from parties selling, which can be placed with the original certificates, when hypothecated, thus giving the lender all the security which will be had on the 2d of January, 1867, when the new certificates will be issued.

Grand River Valley Railroad.

The prospects of this company are said to be of the most gratifying character, and its early completion confidently expected. The grading, culverts, bridges, etc., between Jackson and Charlotte, are finished and ready for the iron, and a large force is engaged in opening the line, grading, etc., on 28 miles north of Charlotte. It is intended to have this last named section of the road ready for the iron by the 1st of July next. Work is in progress to connect the road with the Michigan Southern and Northern Indiana Railroad through the city of Jackson. A report of the Engineer, showing the progress of the work, is being prepared, and will soon be published.

Interest and Dividends.

The Chicago and Northwestern Railroad Co. have declared a dividend of seven per cent. on the Preferred Stock (less the Government tax) payable December 17th, in the preferred stock of the company. Fractional parts of a share will be paid for in cash.

The Pacific Mail Steamship Company have declared a dividend of five per cent., out of the net earnings of the quarter ending October 31, payable at the office of the company December 1.

The Northern (N. H.) Railroad Company have declared a semi-annual dividend of 4 per cent., yayable December 1.

The Western Union Telegraph Company have made a half-yearly dividend of 2 per cent.

The Trustees of the Illinois and Michigan Canal have declared a dividend of five per cent. on account of principal of Registered Illinois and Michigan Canal Bonds, payable at the office of the Treasurer, No. 89 Maiden lane, on and after Jan. 2, 1867.

☞ The following gentlemen have been re-elected directors of the Pacific Mail Steamship Company for the ensuing year, namely: Allan McLane, Howard Potter, Francis Skiddy, Charles Augustus Davis, William Denniston, Leonard W. Jerome, Elisha Riggs, Moses H. Grinnell and Cornelius K. Garrison.

Baltimore and Ohio Railroad.

The annual meeting of this company was held in Baltimore on the 19th inst. Wm. J. Albert, Esq., was chosen Chairman, and Joshua I. Atkinson, Esq., Secretary. John W. Garrett, Esq., the President of the company, stated, on behalf of the directors, that a large amount of the accounts of the company with the Government for services still remain unadjusted. A system had been adopted under which payments on account had been received, and adjustments were to be subsequently made. The company had succeeded in obtaining such settlements as enabled the Board to present the annual report for the fiscal year, terminating 30th September, 1864, which the President now submitted. Efforts continue to be made to obtain the final adjustments, so that the remaining reports could be finished. As early as this could be accomplished the further reports would be made.

The report was then read by the Secretary. This report is being printed in pamphlet form and will be ready for distribution in a short time.

After reading of the report, no other business being presented, the stockholders' meeting adjourned for the election of directors to serve for the ensuing twelve months.

Messrs. William J. Albert, Albert Schumacher and Miles White acted as judges, and, on counting the ballot, the following gentlemen were found to be unanimously re-elected by a vote of 37,423 shares, viz: Johns Hopkins, Samuel W. Smith, Francis Burns, Wm. A. Hack, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Wm. Heald, Galloway Cheston, Wm. W. Taylor, Samuel Kirby.

Cincinnati & Indianapolis (Junction) R. R.

We learn from the Cincinnati *Gazette* that the work on this great central route between Cincinnati and Indianapolis is progressing rapidly, and by the 15th of December the cars will be running to Rushville, half a month in advance of the contract time. The completed miles of this road will then be as follows:

Hamilton to Connersville	42 miles.
Branch to Cambridge City	12 "
Connersville to Rushville	18 "
Total	72 "

Work on the main line from Rushville to Indianapolis will be pushed vigorously forward, and the expectation is that it will be completed by the 1st of September, 1867.

☞ Gen. Fremont has sold the Southwest Pacific Railroad to the Southwest Pacific Company, a corporation created by an act of the General Assembly of the State of Missouri, approved March 20, 1866. The consideration is $1,300,000. This will not retard the progress of the road at all, but rather enhance it, as the corporation is made up of the best men, financially and otherwise, in the country.

☞ The St. Louis and Iron Mountain Railroad has been sold to J. J. McRayand and others, representing Eastern and St. Louis capitalists, for $550,000. The Cairo and Fulton Railroad has also been sold to the same party for $350,000, but the sale has not yet been ratified by the Governor.

☞ Mr. Isaac Morse, of Colesville, Md., has been appointed Superintendent of the Chesapeake and Ohio Canal.

Iron Railroad.

This road is 13 miles in length, extending from Ironton, on the Ohio River, to Centre Station. At a recent meeting of the directors of this company, a proposition was favorably entertained which provided for the transfer of the road to parties who would agree to complete it to a connection with the Portsmouth branch of the Marietta and Cincinnati Railroad within one year. The Ironton *Register* says that the subject is to be brought before the stockholders at an early day for their final action.

Lynchburg and Danville Railroad.

This company was organized at Lynchburg, Va., on the 15th inst., by the election of Francis B. Deane, Jr., of Lynchburg, President, and E. F. Keene, Walter Coles, R. E. Withers, A. J. Clarke and John S. Langhorne, Directors, for one year.

☞ Hon. John Z. Goodrich of Stockbridge, has been appointed President of the Housatonic Railroad (between Pittsfield, Mass., and Bridgeport, Ct.,) in place of Charles Hunt, resigned. Mr. Goodrich will assume the duties of his office on the 1st of December.

☞ The Vermont Senate has passed bills authorizing the town of Woodstock to raise a sum not exceeding $50,000, and Sherburne, Bridgewater, Plymouth, Hartland and Hartford $30,000 each, to construct a railroad from Woodstock to some point on the White River.

☞ The Lehigh Coal and Navigation Company give notice that their canal will close for the season on the 4th of December next.

☞ The New York Canals will be closed on the 12th of December, except the Champlain Canal, which will be closed on the 5th of December.

To Engineers and Boiler Owners.

THE ANTI-INORUSTATOR,

A certain means of removing scale from steam boilers and keeping them clean. The Anti-Incrustator effects a very decided saving in fuel and greatly lessens the danger of boiler explosions.

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President.—BARRET H. VAN AUKEN.
Treasurer.—WILLIAM R. GARRISON.
Secretary.—J. R. ESTILL.
Directors.—B. H. Van Auken, C. K. Garrison, Charles Roome, Homer Ramsdell, Joseph E. Coffee, Enoch Ketcham, H G Leisenring. 3m47

Railway Purchasing Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 1, 1866.

Our Coal Supply.—New Avenues to the Anthracite Region.

The coal fields of the United States extend over an area of one hundred and forty-six thousand square miles—those of Great Britain about twelve thousand square miles. The amount of coal mined in the United States in 1865 was seventeen and a half million tons, which will be increased this year to upwards of twenty million tons. The mines of Great Britain produced in 1865, ninety-eight million tons. Those facts, in contrast, forcibly illustrate the inexhaustible resources of the United States, and indicate a future of almost fabulous National wealth; but at the same time it is too apparent to be denied, that notwithstanding the very great advantages of the rarest facilities in mining, and close proximity to the great tide water markets, the development of these vast fields has not kept pace with the internal improvement and manufacturing progress of the country. The reason for this has been the prevalence for many years, particularly in the principal anthracite producing sections, of a most pernicious system by which the chief transporting companies and a few strong operators, who are both miners and dealers in coal have been enabled to take and keep the control of the market; regulating prices by an increased or diminished supply, and advances in the rates of transportation to meet their purposes. The natural tendency of such a system is to crush out all true enterprise, while it is the direct source of all those troubles and difficulties so constantly occurring in those regions where by its practice the trade is rendered uncertain, and the living of the miner precarious. It yields immense profits to transporting companies, but its influence on the trade is unnatural and disastrous, checking the growth of manufacturing industry and imposing upon all classes of the community an onerous and needless tax. When, as within the last two years, we see the iron mills and furnaces on the Lehigh and along the Schuylkill, with the means of both rail and water transportation, absolutely suspending operations in consequence of the heavy cost of fuel, we realize that there are evils which even tariffs will not correct; that competition in coal transportation is as necessary as in mining, and that we must look to new avenues to secure for our manufacturers, our steam marine, and all classes of consumers the full benefits of a constant and ample supply of cheap fuel.

The principal coal producing State is Pennsylvania, and her mines as well from their advantageous location as their prolific and practically inexhaustible character, must continue to be drawn upon for many years to come for the chief supply of the seaboard markets. The great anthracite field, indeed, lying east of the Susquehanna, is almost an appendage of our metropolis, while new routes of transportation will in a very short time bring to us the soft coals of the Broad Top and Allegheny regions at greatly diminished cost. The first shipments from the Lehigh region were made in 1820, in which year three hundred and sixty-five tons were sent to market. The Schuylkill Canal was opened two years later, and in 1829 the Delaware and Hudson Canal. In 1830 the supply had increased to 174,734 tons; in 1840 to 841,584 tons; in 1850 to 3,177,537 tons, and in 1860 to 8,151,567 tons. The total supply of anthracite in 1865 from the Schuylkill, Lehigh and Wyoming regions was 9,488,396 tons, being half a million tons less than the previous year. The yield of semi-anthracite from the Broad Top and Susquehanna River regions was 479,991 tons, and of bituminous from the Allegheny and other regions 3,679,632 tons. The product of hard and soft coal in all the States in 1865, was as follows:

	Tons.
Pennsylvania	13,648,019
Ohio	1,440,159
Illinois	1,160,622
Maryland	903,495
West Virginia	279,343
Indiana	158,438
Kentucky	91,113
Missouri	87,072
Iowa	62,508
California	32,877
Virginia	30,958
Washington	19,214
Michigan	17,097
Tennessee	13,662
Rhode Island	8,060
Oregon	2,048
Kansas	1,913
Utah	817

The product of the various regions of Pennsylvania was as follows:

		Tons.
Schuylkill Region,	(Anthracite)	3,735,802
Lehigh "	"	2,040,913
Wyoming "	"	3,254,519
Shamokin "	"	457,162
Broad Top "	(Semi-anthracite)	315,996
Treverton "	"	153,995
Allegheny "	(Bituminous)	2,897,000
Mercer "	"	288,000
Blosburg "	"	394,632
Ridgway "	"	100,000

Of the total supply of anthracite coal in 1865, upwards of two million tons were consumed on the lines of the different avenues to tide water. There were sent to New York and Elizabethport 3,400,000 tons; to Philadelphia 988,219 tons, exclusive of 2,051,202 tons left at Richmond by the Reading Railroad. The Delaware and Lackawanna road sent 125,000 tons to Syracuse, and 41,000 tons to Ithaca, and the Pennsylvania Coal Company 530,000 tons to Newburg by rail. Of the bituminous coal of the Allegheny region 1,200,000 tons were sent down the Ohio, a million tons were taken for local consumption, and the balance sent east. The product of the Mercer mines was chiefly consumed at Erie, Buffalo and Cleveland. The mines on the Philadelphia and Erie road were but partially worked, and their product was chiefly consumed on the line of that road.

The annual increase in the supply, even within the last five years, has scarcely averaged half a million tons, including both hard and soft coal, whereas the condition of the market has been such as to fully warrant an annual addition of a million and a half tons at least, without incurring the risk of ruinous prices. The indications are, indeed, that the increase the present year will even exceed two million tons, and yet there is no where a surplus stock, or any likelihood that prices the coming winter will be materially lower than those of last. Cheap fuel is a great desideratum to the communities of our cities and manufacturing towns, and in the present state of industrial enterprise, an increase henceforward of two million tons annually will no more than insure an adequate supply, since cheapness, that is to say, a uniform rate of from four to five dollars per ton, would greatly stimulate consumption. Nor is it likely that much higher rates than these are to prevail for the future. The various lines of railroads and canals penetrating the coal regions of Pennsylvania are all preparing for increased business. The Delaware and Hudson Canal Company have perfected arrangements for rail communication with their mines; the Lehigh Navigation Company have added to their water transportation facilities by leasing the Delaware Division Canal, and are at the same time pushing their road west to the Susquehanna, and east to the Delaware; the Lehigh Valley Railroad Company are also extending their road into the Wyoming Region, and various other roads are projected, looking to the opening of new mines and new markets. In the meantime the supply of soft coal from the Allegheny Region over the Pennsylvania Railroad is steadily on the increase, amounting the present year to nearly a million and a half tons; the Philadelphia and Erie road is carrying both east and west large quantities of coal from the prolific fields through which that road runs for a hundred miles; the enlargement of the Pennsylvania Canal is in vigorous progress, and in connection with the enlargement of the Union Canal from the Susquehanna River to the Schuylkill Canal at Reading will complete a direct line of water communication between the semi-anthracite mines of the Broad Top region and tide water on the Delaware.

In addition to these various enterprises, all of which are important, a number of influential capitalists of this city and Philadelphia, having large interests in the Schuylkill and Wyoming Regions, have projected a scheme that under wise direction is likely very early to assume commanding magnitude, and to exercise a powerful influence in the development of the whole anthracite region. In view of the monopoly maintained by existing coal carrying companies, and its injurious influence on mining enterprise and the growth of the trade, the Pennsylvania Legislature at its last session chartered a company known as the Manufacturers' and Consumers' Anthracite Railroad Company, with authority to construct an additional line of road between Philadelphia and the Schuylkill Region, with a branch by the most feasible route from a point near the head of the Schuylkill Valley to the Delaware River, and thence to this city. During the summer the whole ground has been carefully examined by experienced and competent engineers, and at recent conferences the projectors of the enterprise have expressed the utmost gratification at the character of their reports. From Philadelphia it is believed a route can be secured scarcely less favorable for coal transportation than even the Reading road, and but a very few miles greater in extent, while the route to the Delaware lies nearly in a straight line, and is unexpectedly free from heavy gradients. The charter of the company authorizes the use of any existing road as a part of the main line, if desirable, and the plan of the enterprise as now contemplated comprehends, through the combination of existing interests, as far as may be, a great line northward from Philadelphia through the Lehigh and Wyoming Regions to Middle and Western New York, intersected in the vicinity of Perryville on the Lehigh by an air line from this city, and extending thence down the Schulykill Valley, thus opening the whole region east of the Susquehanna both to this city and Philadelphia by routes that will defy competition.

The details of the plan of operations embraces an immense and perfectly appointed shipping depot in the vicinity of this city, and another of like character on the Delaware adjacent to League Island, the latter to be reached from above Philadelphia by the Connecting Railroad now in course of construction and extensions of the Pennsylvania Railroad below the city. The peculiar advantages of such a depot, should League Island be selected as the site for a national naval station for the construction of iron vessels of war, would be very great if only with respect to the requirements of the Government in receiving its supplies of coal and iron; but there are other considerations making the location specially desirable. It is at a point on the Delaware that is almost wholly free from ice during the winter, when the Reading Railroad wharves at Richmond are inacessible, and moreover, practically has the advantage of a whole day for sea-going colliers over those loading at the Richmond wharves.

The charter of the company is exceedingly liberal in its provisions, and even with a less inviting field of operations the enterprise would attract the investment of capital. As it is, it is in eminently strong and experienced hands, and cannot fail to become the great coal carrier of the country, effectually correcting existing abuses in the carrying trade, and permanently cheapening the price of coal, since the charter limits the charges for transportation to two cents per ton per mile when carried in the cars of operators, and two and a half cents per ton when the cars are provided by the company, being about half the rates heretofore exacted by the monopolists.

Eel River Railroad.

This road was projected some years since to run from Logansport, Indiana, through the counties of Cass, Miami, Wabash, Kosciusko, Whitley, Allen, Noble and DeKalb to Butler Station, on the Air Line road, seventy-one miles west of Toledo and three miles west of the Ohio State line. The Logansport *Pharos* says that there is a prospect of its speedy completion. The sum of $1,500,000 has been borrowed for the construction of the road, and the work is to be prosecuted at once. It will pass through the following places: Logansport, Mexico, Paw Paw, Stockdale, Laketon, Manchester, Liberty Mills, Springfield, Columbia City, Auburn, Cherubusco and Butler Station.

Burlington and Missouri River Railroad.

The earnings of this road for the years ending April 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$146,342 93	$170,386 54
" freight & express.	276,503 36	286,131 17
" mails	5,982 71	5,377 95
" telegraph	1,155 18	2,589 08
" miscellaneous	1,621 80	2,260 53
	$431,605 98	$466,745 27
Expenses, viz:		
Track	$34,464 98	$71,896 15
Bridges	15,478 24	41,256 48
Buildings, etc.	3,596 89	5,996 88
Engines	12,023 85	14,027 16
Cars	19,418 25	22,644 85
Fuel	14,902 93	19,070 73
Oil and waste	2,906 39	4,324 61
Station service	17,344 58	20,239 66
Train "	19,132 42	24,265 02
Wood and water service	4,765 12	5,275 16
Loss and damage	3,242 45	3,370 51
General office	8,321 55	10,197 80
Boston office	3,140 52	3,149 79
Taxes	18,726 26	20,188 03
Line expenses	3,152 43	1,488 82
Telegraph	2,611 14	3,576 49
Permanent improvement	2,218 47	6,552 83
Miscellaneous	4,319 35	7,812 64
	$185,275 38	$285,328 11
Balance of earnings	$246,330 60	$181,417 16

The ratio of operating expenses to earnings in 1865–'66 is 59.7 per cent., against 42.4 per cent. in 1864–'65. The report says:

The earnings of our road the past year have a little exceeded those of the preceding year, and our operating expenses, owing to the continued high price of labor and materials, have also been greater, as appears from the following comparison:

	Receipts.	Operating	
1866	$466,745 27	$285,328 11	$181,417 16
1865	431,605 98	271,259 18	155,346 86

As was foreshadowed in our last Report, the expenditures for renewal of bridges, iron, &c., for the year, have been heavy. But though they were sufficient to exhaust all our net receipts, above interest payments, they could not be deferred, especially as additional business was to come upon the road by its extension.

A year ago we referred to a plan by which the Chicago, Burlington and Quincy Company had offered to aid us in extending our road. By the assistance thus offered, and our land mortgage bonds, we secured means to put the work under contract for fifty-six miles to Chariton, and it is now in progress with a prospect of completion before the first of next January.

The addition of seventy-five per cent. to the mileage of the road, it is expected will increase the earnings proportionally, giving us the year after opening the new road, over $800,000, which amount we hope to have very soon doubled by the development of the country certain to result from giving it railroad facilities.

We are as unwilling to stop our road at Chariton, as we were to hold up at Ottumwa, and shall certainly go on with it at once if we can get means. Fifty miles further will carry us to the border of our lands granted in aid of construction which lie on both sides of the road the remaining one hundred miles to the Missouri River.

These lands have been but of little value while distant from communication by railroad with the rest of the world. The extension of the road through them will render them desirable for settlement as they are fertile and well watered, and will at once give them a market value. As these lands are held for a sinking fund to pay off the

land bonds, and are believed to be ample for retiring the whole amount to be issued under the mortgage, if the road is built through them before they are put upon the market, there is a double motive for going right forward with the road. We make our lands worth enough in a few years to pay off our mortgage, at the same time that we have a road which will, like the Chicago, Burlington and Quincy road increase in value yearly with the development of the country which it serves.

The land grant of our company in Nebraska, for aiding the extension of the road across that territory, to the one hundredth meridian, referred to in our last Report, brings us over three millions of acres, as appears from the report of our agent at Washington. We have too much on our hands in Iowa, just now, to do more than the preliminary work in Nebraska for the present. But though we should like to go on with the Nebraska road at the same time, and have it ready for use when we reach it, any delay which circumstances render unavoidable, will not cause serious inconvenience to us and our eastern connections, or their patrons, owing to a change of route at the east end of the Union Pacific road, which brings it, in its approach to the Missouri River, near Bellevue, within six or eight miles of the terminus of our Iowa road.

At a moderate expense, we can make a temporary connection with that road on terms mutually advantageous, and thus form as direct a line from the east as far through toward the Pacific as this Pioneer road, now open one hundred and twenty-five miles, and making rapid progress, shall from time to time to be expended.

The following figures show that we have not sold any of our mortgage bonds yet. All that the mortgage permits us to issue, viz., $18,000 per mile of road, will be required in construction of the section now under contract.

Our construction account now stands as follows:

On first division, Burlington to Ottumwa		$2,538,033 96
On second division, Ottumwa west		457,876 24
On accretions at Burlington, including buildings		46,109 30
On equipment		173,897 11
		$3,215,916 61

We obtained our means as follows:

Des Moines County subscription bonds		$150,000 00
Henry " "		100,000 00
Jefferson " "		15,000 00
Wapello " "		18,000 00
City of Burlington "		75,000 00
City of Burlington loan bonds to be converted into stock		75,000 00
Old individual stock in Iowa		71,112 82
New " "		1,910 00
New non-resident stock		680,546 50
Preferred stock		355,235 00
Total stock		$1,541,804 32
New land mortgage 7 per cent. bonds on the whole road and lands, due Oct. 1, 1870	$1,180,950 00	
Old 1st mortgage bonds not yet exchanged	30,200 00	
Old 2d mortgage bonds not yet exchanged	77,840 00	
Old land mortgage bonds not yet exchanged	13,120 00	
Convertible bonds to be exchanged for preferred stock, July 1, 1870	600,000 00	
		1,902,110 00
Notes payable		35 40
Due other roads for tickets sold		4,388 36
U. S. taxes reserved		391 90
Sundries		2,715 02
Unpaid drafts		186 49
Income		81 16
		$3,451,712 65

Deduct—

Cash on hand	$146,673 55	
Bills receivable	420 00	
Land grant account	22,100 26	
Do. of Nebraska	35 80	
Materials	51,509 01	
Telegraph	6,481 63	
Nebraska survey	8,575 79	
		235,796 04
		$3,215,916 61
Mortgage bonds on the 75 miles of road, under the compromise		$1,351,840 00
Convertible bonds to aid in the extension of the road west from Ottumwa, to be exchanged into preferred stock, July 1, 1870		600,000 00
Total		$1,951,840 00

Annual interest, 7 per cent., $136,628.80.

July 1, 1870, the convertible bonds cease to draw interest.

Other indebtedness:

Notes payable	$35 40
Due other railroad companies	4,388 36
Due U. S. Government	391 90
Due sundries	2,715 02
Coupons—Prior to date of new mortgage, October 1, 1863	814 40
Back interest from August 1, to October 1, 1863, on unexchanged bonds.	1,440 53
April, 1864; October, 1864; April, 1865; October, 1865; April, 1866; 5 coupons on new unexchanged bonds	15,749 65
New mortgage bond coupons not presented	1,529 50
Convertible bond coupons not presented	255 50
	$27,320 26

Available means on hand:—

Cash assets		$146,673 55
Notes receivable		420 00
7 per cent. land bonds, in exchange for 2d mortgage and land mortgage bonds held by the company		78,250 00
Preferred stock		29,750 00

INCOME ACCOUNT.

Balance from previous year		$77,267 23
Receipts for the year's earnings		466,745 27
Receipts for interest		16,902 84
		$560,915 34
Operating, improving and equipping	$449,153 83	
Coupon payments	111,500 76	
Exchange	179 59	
		560,834 18
Balance carried to new account		$81 16

Our financial statement, which in some of its features had become stereotyped in our reports, is considerably changed in the foregoing, nearly half a million of dollars appearing to construction west of Ottumwa.

The equipment of the road consists of: 11 locomotives, 8 passenger, 5 baggage, and 267 freight, coal, etc., cars. Three locomotives, two baggage and eighty-two freight cars have been added during the year. Number of passengers carried, 83,025; of which 21,224 were through, and 63,801 way. Of the through passengers, 7,676 went east, and 13,548 west. Of the way passengers, 29,886 went east, and 33,914 west. Total mileage of passengers, 3,236,065. Tons of freight moved, 76,820; of which 46,409 were through, and 30,411 way. Of the through freight, 23,249 tons were moved eastward, and 23,160 westward. Of the way freight, 17,245 tons were moved eastward, and 13,166 westward. Total mileage of freight, 4,559,884. Total number of miles run by traffic trains, 125,325. Total car mileage, 1,262,625.

The receipts and disbursements for the year ending May 1, 1866, were as follows:

Balance as per last report	$80,405 77
Capital stock account	3,156 97
Interest account	16,902 84
Road earnings account	466,745 27
Bond account	600,000 00
Unpaid drafts account	101 94
Sundries account	1,263 81
	$1,168,576 60
Construction account	$438,540 82
Improvement and equipment account	163,825 72
Nebraska survey account	1,886 81
Operating account	285,328 11
Coupon interest account	111,500 76
Exchange account	179 59
Bond account, payment of fractions	175 00
Preferred stock account, payment of fractions	885 00
Land grant account	5,809 81
Do. in Nebraska	35 80
Telegraph account	181 61
Material account	9,258 02
Foreign ticket account	2,712 41
U. S. Gov. tax account	1,633 59
Cash balance	146,673 55
	$1,168,576 60

GENERAL BALANCE, APRIL 30, 1866.

Capital stock	$1,111,569 32
Burlington convertible bonds	75,000 00
Preferred stock	355,235 00
Road bonds	121,160 00
New road bonds	1,180,950 00
Convertible bonds	600,000 00
Notes payable	35 40
Unpaid drafts	186 49
U. S. Government tax reservations	391 90
Foreign ticket account	4,388 36
Sundries	2,715 02
Income	81 16
	$3,451,712 65
Construction	$3,215,916 61
Telegraph	6,481 63
Nebraska survey	8,575 79
Land grant	22,100 26
Nebraska land grant	35 80
Materials	51,509 01
Notes receivable	420 00
Cash assets	146,673 55
	$3,451,712 65

The Directors chosen at the annual meeting, June, 1866, are:

President.—JAMES F. JOY.

Directors.—Robert B. Forbes, Nathaniel Thayer, John M. Forbes, John W. Brooks, Erastus Corning, James F. Joy, James W. Grimes, Elbridge D. Rand, Robert S. Watson.

Treasurer and Secretary.—JOHN N. DENISON.

Superintendent.—CHARLES E. PERKINS.

Chief Engineer.—H. THIELSEN.

Western Union Telegraph.

This company have just opened their newly completed line overland to California, *via* Denver City, Bridger's Pass, and the overland stage route as now traveled. This line is in addition to the old line *via* Fort Laramie and the South Pass. The new line is constructed in a superior manner, and there will probably be little future interruption in telegraphic communication with the Pacific. The company have also opened their new line between Salt Lake City and Montana, thus bringing the mining districts of that country into direct communication with the rest of the telegraphic world.

Liability of Telegraph Co. for Mistake in Message.--Measure of Damages.

The case of Rittenhouse *vs.* The Independent Telegraph Company will be found of general interest as involving questions of law of the utmost importance both to Telegraph Companies and the public. The case arose in the court of Common Pleas of this city, and was brought to recover of the defendant, a corporation having and controling a line of telegraph between the city of New York and Washington, D. C., damages for a mistake in a message transmitted over the defendant's line, by the plaintiffs, at Washington, to their brokers, Drexel, Winthrop & Co., at New York.

It was shown on the trial, that on the 14th day of October, 1863; the plaintiffs delivered to the defendant at the office in Washington, the following message, directed to Drexel, Winthrop & Co.:

"If we have any old Southern on hand, sell same before board—buy five Hudson at board—quote price."

"RITTENHOUSE, FANT & Co."

The message received by Drexel, Winthrop & Co., was as follows:

"If we have any old Southern on hand, sell same before board—buy five hundred before board—quote price."

"RITTENHOUSE, FANT & Co."

By an understanding between the plaintiffs and their brokers, the words "old southern" in the message meant Michigan Southern Railroad Stock. The works "five Hudson" meant five hundred shares of Hudson River Railroad Stock; and the word "board" meant the stockbrokers' board in New York. The agents, without suspicion of the error in the telegram, sold all the Michigan Southern of the plaintiffs' before the morning board, and purchased five hundred shares of the Michigan Southern stock at the board for the plaintiffs, at forty-four thousand three hundred and thirty-seven dollars and fifty cents, that being the lowest price for which they could be bought. Immediately after the purchase, the brokers notified the plaintiffs by telegraph, of the purchase, and price. The same day, the plaintiffs directed their brokers, by telegraph, to cancel the errroneous sale and purchase of the Michigan Southern Stock, and to purchase the five hundred shares of Hudson River Stock. The message was received late in the day, and after the board adjourned. The brokers sold on the street, the same afternoon, the five hundred shares of Michigan Southern, for the best price they could obtain, forty-three thousand eight hundred and sixty-two dollars and fifty cents, being four hundred and seventy dollars less than they had to pay for them at the board. They also purchased on the street five hundred shares of the Hudson River Railroad stock, as directed by the plaintiffs, at one hundred and thirty nine dollars and fifty cents per share, that being the lowest price at which they could be obtained. The lowest price at which the same stock was sold at the morning board on that day was one hundred and thirty-six dollars per share, and the average price was one hundred and thirty-six dollars and seventy-five cents; making a difference between the lowest price at the morning board, and the price paid by the plaintiffs' brokers, on the whole five hundred shares, of one thousand seven hundred and fifty dollars, and a difference between the average price at the morning board, and the price paid, of one thousand three hundred and seventy-five dollars.

The broker testified that had the correct despatch been received by him, he would have purchased the five hundred shares of Hudson River stock, for the plaintiffs, at the first board in the morning.

The testimony on behalf of the plaintiffs being closed, the defendant's counsel moved to dismiss the complaint, on the following grounds:

1. That the message as delivered by the defendant to Drexel, Winthrop & Co., was so indefinite and uncertain in its directions to buy, as to put them upon inquiry as to its meaning; which was overruled by the court.

2. That the words five hundred in the connection in which they were used in the message as delivered, conveyed no authority to Drexel, Winthrop & Co., to purchase Michigan Southern Railroad stock; which was overruled by the court, the court deciding that the message as delivered, authorized Drexel, Winthrop & Co. to purchase five hundred shares of Michigan Southern Railroad stock.

3. That the purchase of five hundred shares of Michigan Southern Railroad stock, by Drexel, Winthrop & Co., was not a legitimate consequence or result of the defendant's error in the delivery of the message; which was overruled by the court.

4. That on discovery of the error in the message as delivered after the purchase of Michigan Southern Railroad stock, it was the duty of the plaintiffs, or their agents, Drexel, Winthrop & Co., to notify defendant of the purchase, and give the defendant an opportunity to adopt it, and assume the consequences thereof. The court sustained this point, and held and decided that as no such opportunity was given the defendant, but on the contrary, the plaintiffs sold this said stock without consulting the defendants, the plaintiffs could not recover any loss incurred by such purchase and sale. To this ruling, the plaintiffs' counsel excepted.

5. That the purchase of the Hudson River Railroad stock was a voluntary purchase, made with full knowledge on the part of the plaintiffs of the error in the delivery of the message, and of the market price of said stock, and that the damages alleged and claimed by the plaintiffs to have resulted therefrom, were speculative merely, and did not result from the defendant's error. The court overruled this point, and the defendant's counsel excepted.

6. That the purchase of Hudson River Railroad stock made by Drexel, Winthrop & Co., was not made in accordance with the directions of the plaintiffs, inasmuch as such purchase was not made at the board, and the defendants could not be liable thereon; which was overruled by the court, and the defendant's counsel excepted.

7. That the negligence and carelessness of the plaintiffs and their agents, in misconstructing the telegram contributed to the injury alleged, and the plaintiffs could not recover; which was overruled by the court, and the defendant's counsel excepted.

8. That after the discovery of error, and before purchasing the Hudson River Railroad stock, it was the duty of the plaintiffs to notify the defendant, and having omitted to do so, the plaintiffs could not recover for the loss on the purchase; which was overruled by the court, and the defendant's counsel excepted.

The court thereupon decided, that the plaintiffs were entitled to recover of the defendant the sum of one thousand three hundred and seventy-five dollars, with interest thereon from the 14th day of October, 1863, amounting in all to the sum of one thousand four hundred and twenty-five dollars and eighty-nine cents, and entered judgment accordingly.

From the judgment entered on this decision, the defendant appealed to the General Term.

By the Court.—BRADY, J.—The dispatch written by the plaintiffs was an order to their brokers here to sell their Michigan Southern stock and to buy five hundred shares of Hudson River Railroad stock. The language employed, however indefinite to others was intelligible to the brokers. The dispatch written was not sent, and the effect of the error was to make it an order to sell the shares of Southern, and to buy five hundred more. As to this the erroneous dispatch is neither uncertain nor indefinite. No other interpretation can be fairly given to it. The evidence established the fact that the use of words "five Hudson," by an understanding between plaintiffs and their brokers, meant five hundred shares of the Hudson River Railroad stock, and also, that the erroneous dispatch was understood to be an order to purchase five hundred shares of the Michigan Southern, and which, as before suggested, was the only conclusion to be drawn from the language employed. These views dispose of the exceptions to the sufficiency of the evidence to warrant the findings of fact upon which the judgment is based. The plaintiffs, on learning that an error had been committed, again directed the purchase of Hudson River Railroad stock, and were entitled to the advantages of such purchase at the rates prevailing on the day of the date of the dispatch, without reference to the session of the board, when the dispatch was received.

The omission to buy at the board on that day arose from the defendant's misconduct in sending the dispatch, and it became the duty of the broker under his instructions to make the purchase at once. The defendants having placed it beyond the power of the plaintiffs' brokers to make the purchase in the particular manner indicated, they cannot avail themselves of the fact that the purchase was not made in that mode. They cannot take advantage of their own wrong, particularly when it no where appears that they were injured by the circumstance. The prices paid were the lowest at which the stock could be obtained, and the defendants had the benefit of that fact. The purchase was voluntary, it is true, but it was an act which the plaintiffs had the right to perform, growing out of their relations with the defendants, established by the contract on the part of the latter to transmit the dispatch faithfully. These views are responsive to the exceptions taken to the legal conclusions arrived at upon the trial, and leaves but one to be considered.

The plaintiff's claim for a difference of $475 on the sale of the five hundred shares of Michigan Southern, was disallowed, upon the ground that the stock was, in legal effect, purchased on defendants' account, and could not be sold without some notice to them. I think this ruling was a

proper one, the relations of the parties being considered. If the plaintiffs intended to disavow the purchase, the defendants should have been notified thereof, and in that way enabled to keep the stock or not, as they might deem most advisable. By exercising the act of ownership in the sale made, they have adopted the purchase, and the sale must therefore be regarded as on their account. But if this view be incorrect, there can be no doubt that the defendants were entitled to notice of the mistake made by them, before any sale of the stock purchased, in pursuance of their erroneous dispatch, was made.

For these reasons the judgment must be affirmed.

Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian Railways for the month ending October 31, 1865 and 1866:

Railways.	Passengers.	Mails and sundries.	Freight.	Total 1866.	Total 1865.	Miles in operation. 1866.	Miles in operation. 1865.
Great Western	$131,089	$10,896	$141,274	$288,259	$357,624	345	345
Grand Trunk	239,806	20,400	349,165	609,371	601,020	1,377	1,377
London and Port Stanley	1,308	109	4,994	6,411	4,971	25	25
Welland	1,299	1,059	8,868	11 226	15,487	25	25
Northern	10,510	1,355	37,903	49,768	46,268	94	94
Port Hope, Lindsay & Beaverton	1,964	134	11,890	18,988	11,502	43	43
Port Hope, and Peterborough	1,654	124	10,477	12,255	7,903	31	31
Cobourg and Peterborough			(No Returns.)				
Brockville and Ottawa	4,117	85	8,617	12,819	10,216	86	81
Prescott and Ottawa	4,407	549	2,046	7,002	9,573	54	54
Carrillon and Grenville			(No Returns.)				
Stanstead, Shefford & Chambly			(No Returns.)				
St. Lawrence and Industry	228	....	769	997	1,049	12	12
Total	$396,382	$34,711	$576,003	$1,007,096	$1,065,613	2,104	2,099

☞ The Bennington and Rutland (late Western Vermont) Railroad has been leased to the Vermont Central road for at least one year from January next, when the lease to the Troy and Boston Railroad Company will expire.

☞ A railroad is contemplated from Shelburne Falls, Mass., to Wilmington, Vt., connecting the new line to New Haven with the Western Vermont line, thus making the most direct route to the Sound.

☞ The new route to Norfolk from Philadelphia, via Philadelphia, Wilmington and Baltimore and Delaware Railroads, was formally opened on the 26th ult.

Flint and Holly Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: H. H. Crapo, H. M. Henderson, J. B. Walker, Pardon Tillinghast, J. C. Delano, H. W. Seabury, Thomas Knowles. President, H. H. Crapo; Secretary, J. B. Walker; Treasurer, G. L. Denham. This road is 18 miles in length, extending from Holly, (a point on the Detroit and Milwaukee Railroad, 47 miles from Detroit,) to Flint, where it connects with the Flint and Pere Marquette Railroad, completed and running thence to East Saginaw, a further distance of 35 miles. The affairs of the company are represented as being in a highly prosperous condition. G. C. Kimball is Superintendent of the Flint and Holly Railroad, and H. C. Potter of the Flint and Pere Marquette.

Virginia Railway Connection.

The tunnel for the connecting link between the Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad is progressing satisfactorily. The brick arching for the western end is completed, and the workmen were putting the finishing touches upon the eastern end a few days since. Thus three hundred feet of the archway has been completed in the most substantial manner, leaving three hundred and thirty-three feet in the centre yet to be done. This, with the air-line railroad from Alexandria to Fredericksburg, now in progress of construction, will greatly facilitate the transmission of mails to the South. The work on the latter road is commenced from Alexandria to Mount Vernon, and is progressing favorably.

Memphis and Little Rock Railroad.

We learn from the Little Rock (Arkansas) *Conservative*, that the Legislature of that State has relieved the Memphis and Little Rock Railroad Company from the payment of the loan of one hundred thousand dollars made by the State, formerly, and that the lands of the road have been exempted from taxation for five years. This action on the part of the Legislature will doubtless result in the early completion of that important road.

The *Conservative* also notices the arrival, in Little Rock, of a number of the prominent railroad officers of the State, who, it is informed, design holding a meeting in a few days, for the purpose of securing concert of action in pushing the railroad enterprises of the State.

☞ The Lafourche bridges on the Vicksburg, Shreveport and Texas Railroad are completed, and the cars will run to Bœuf river within two weeks, and there connect with a regular line of coaches to Vicksburg.

☞ Wm. W. Blackford has been appointed Chief Engineer, and E. S. Hutter, Treasurer, of the Lynchburg and Danville Railroad Company. The survey for the route is to be proceeded with immediately.

☞ The contract of the Iowa connection of the North Missouri Railroad has been let from the Iowa State line to Des Moines to B. B. Roberts.

☞ The Council of Simcoe, Canada, on the 24th ult., voted $500,000 towards the construction of the Huron and Ontario Ship Canal.

Pacific Mail Steamship Co.

The following gentlemen have been elected directors of this company for the ensuing year: Allan McLane, Howard Potter, Francis Skiddy, Charles Augustus Davis, Wm. Dennistoun, Leonard W. Jerome, Elisha Riggs, Moses H. Grinnell and Cornelius K. Garrison; and at a meeting of the Board of Directors, the following officers were chosen: Allan McLane, President; Francis W. G. Bellows, Vice President; Theodore T. Johnson, Secretary, and Charles S. Abercrombie, Treasurer.

Hempfield Railroad.

At a meeting of the stockholders of this road held at Washington, Penn., on the 21st ult., the following gentlemen were chosen directors for the ensuing year: C. M. Reed, Wm. M'Kennan, Joseph Henderson, Thos. Sweeney, S. Brady, James C. Acheson, James C. Clarke. A committee was appointed to enquire into the situation of the first mortgage bonds, and the state of the road generally.

☞ The Trenton *American* says: "A railroad has been projected, with every prospect of being carried to successful completion, from the Hackensack junction and the Northern Road to Hackensack, and from thence north through Passaic, Spring Valley, to the New York State line, in Rockland County, and eventually it is expected it will be the terminus of the projected Midland Railroad from Oswego."

☞ The receipts into the Treasury of Virginia for the fiscal year ending October 1st are stated at $999,044 54; balance on hand last year $761,968 69—total, $1,097,128 27. Disbursed during the fiscal year $761,968 69; balance on hand 1st October, 1866 $335,159 58; balance on hand to date $329,214 12.

☞ The Chartiers Valley Railroad, recently purchased by an agent of the Pennsylvania Railroad Company, is to be completed and in operation in eighteen months. The Washington, Penn., *Examiner* says the work is to be done by Jay, Cook & Co., who hold $101,000 of the bonds of the company.

☞ The Richmond *Dispatch* states that operations have been stopped on the York River Railroad. The hands have all been paid off, and the contractors and clerks have left for New York. The road had been completed as far as the Chickahominy.

☞ The Sand Patch Tunnel on the Pittsburg and Connellsville Railroad, has been cut through. Its total length is 4,750 feet. Width, 22 feet. Height 19 feet. It is intended for a double track.

☞ The earnings of the Richmond and Petersburg Railroad for the fiscal year ending 30th September were $167,880 88, while the running expenses for the same time amounted to $107,097.

☞ The Charleston and Savannah Railroad was sold on the 20th ult., by auction, to Joseph H. Taylor and others, for $30,000 cash.

☞ The Chicago and Northwestern Railroad was opened to Woodbine, 300 miles west of the Mississippi river, on the 27th ult.

☞ The work of laying down the heavy rail on the Montgomery and Eufaula Railroad was commenced on the 16th ult.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca.	5	----	50,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	6
Algomah ... "	25	3	20,000	1
Allouez ... "	25	1⅜	20,000	4½
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Atlas ... "	25	2	20,000	3½
Aztec ... "	25	4½	20,000	4
Balt. and N. C. ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13½	20,000	10½
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	40c
Black River ... "	----	2½	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	1
Boston ... L. S.	25	2½	20,000	----
Brooklyn ... L. S.	25	2½	20,000	----
Brome ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	¼	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	⅝	20,000	----
Canada ... Vt.	4	1	100,000	70c
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	⅝	20,000	50
Champlain ... Ca.	1	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	¼	20,000	----
Concord ... "	25	4	20,000	4½
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	44
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	3½	20,000	2½
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1½	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	4½
Edwards ... "	25	1½	20,000	----
Ely ... Ca.	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	60,000	----
Franklin ... L. S.	25	8½	20,000	43
French Creek ... Pa.	5	----	100,000	50c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	12½
Hanover ... "	25	1½	20,000	2½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	1
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	¾	20,000	----
Humboldt ... "	25	5	20,000	2½
Hungarian ... "	25	1	20,000	4
Huron ... "	25	19	20,000	38
Indiana ... "	25	10	20,000	4
Inverness ... Ca.	24	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	11
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ... L. S.	25	8	20,000	5½
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca.	2	----	200,000	----
Madison ... L. S.	25	6	20,000	2½
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	2¾
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5	----	----	10c
Mass ... L. S.	25	4½	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1½	20,000	----
Mendota ... "	25	1½	100,000	4½
Merrimac ... "	25	6½	20,000	----
Merryweather ... "	25	----	20,000	----
Mesnard ... "	25	8	20,000	1½
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1½	20,000	----
Minnesota ... L. S.	25	18½	20,000	15
Mississquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	----
National ... "	25	5½	20,000	17
Native ... "	25	2	20,000	1½
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	1½
North State ... "	25	3½	20,000	----
North Western ... "	25	11½	20,000	4½
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	8
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	3½
Petherick ... "	25	5½	20,000	27½
Pewabic ... "	25	3½	20,000	----
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	11
Pittsburg & Boston "	25	5½	20,000	50
Pontiac ... "	25	10½	20,000	1½
Prescott ... Ariz. T.	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	10	10	20,000	62½
Reliance ... "	25	----	20,000	----
Republic ... "	25	----	8,000	----
Resolute ... "	25	6½	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	25	----	200,000	----
Rockland ... "	25	12	20,000	6½
Roscoe ... Ca.	1	----	200,000	----
St. Clair ... L. S.	25	3	20,000	7½
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	8
St. Margaret ... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	⅝	20,000	1½
Salem ... "	25	¼	20,000	----
Seneca ... "	25	1	20,000	5
Sharon Consol ... "	25	¼	20,000	----
Sheldon & Col. ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	----	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	2
Star ... L. S.	25	11½	20,000	1½
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	3
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	2½
Toltec ... L. S.	25	21	20,000	2
Tremont ... "	25	1	20,000	1
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	3
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ... "	5	----	100,000	----
Winona ... "	25	8	20,000	----
Winthrop ... "	25	4½	20,000	1½
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ... Pa	50	----	----	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	----	----
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	104
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	----	----
Clute ... "	5	5	110,000	----
Continental ... "	25	24½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ... "	2	----	100,000	----
Hampton ... Mass.	5	----	100,000	----
Jefferson ... N. Y.	----	----	----	----
Kings Hill ... "	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	----	47½
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	25	----	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	25c
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ... "	----	2½	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	----	1½
Warren ... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ... Pa.	25	----	60,000	67
Appleton ... "	----	----	----	----
Ashburton ... Pa.	50	50	50,000	17
Atlantic & G. C. ... Md.	----	----	----	90c
Baltimore ... "	100	100	----	----
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	2½
Big Mountain ... Pa.	----	----	----	4½
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	----	1½
Cape Briton ... N. S.	25	2½	200,000	1½
Cameron ... Pa.	50	----	50,000	44
Central ... "	100	100	20,000	----
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	----	----
Consolidation ... Md.	----	----	----	85
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	70
East Mahanoy ... Pa.	----	----	----	----
Everhart ... "	25	----	20,000	30c
Franklin ... "	100	----	5,000	5½
Fulton ... "	5	5	60,000	2c
Gilberton ... "	50	50	5,000	----
Hamp. & Balt. ... Md.	10	10	50,000	52
Hazleton ... Pa.	50	50	32,800	6
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	----	----
Lawrence ... "	100	100	2,000	17½
Locust Dale ... "	50	----	----	4½
Lehigh & Susq ... "	50	50	----	----
Lorberry ... "	100	100	4,000	2
Mahanoy ... "	20	----	10,000	3½
Mammoth Vein ... "	----	----	----	----
Maryland Anth ... Md.	20	20	25,000	4½
Metropolitan ... "	100	100	----	22
Mt. Pleasant ... Pa.	----	----	----	----
Narragansett ... R. I.	10	10	8,000	----
N. Y. & M. C. Flds. Pa.	----	----	----	4½
North Carbondale ... "	----	----	----	----
Pennsylvania ... "	50	50	64,000	150
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	13
Shamokin ... "	----	----	----	----
Somerset L. & C. ... "	----	----	----	----
Spring Mountain ... "	50	----	----	78
Spruce Hill ... "	10	----	100,000	4
St. Nicholas ... Pa.	----	----	----	1½
Shawmut ... "	20	----	40,000	----
West Virginia ... W. Va.	----	----	----	----
Wilkesbarre ... Pa.	100	100	21,750	65
Wolf Creek ... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	36

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	¼
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1½
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	5
Baltic ... Col.	----	----	----	50c
Bates & Baxter ... "	----	----	----	2½
Benton ... "	5	----	100,000	1½
Black Hawk ... "	100	----	50,000	----
Bob Tail ... "	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	35c
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	3½
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Jobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300 000	1½
Consol Gregory ... Col.	100	----	50,000	10½
Copalinche ... "	50	----	250,000	----
Corvdon ... "	25	----	100,000	1½
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	2
Downieville ... "	1	----	300,000	17c
Eagle ... "	10	----	100,000	15c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,000	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	30,000	----
Garrison's ... "	50	----	100,000	----
Gem ... "	50	----	25,000	----
Golconda ... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ... "	100	----	50,000	75c
Gunnell ... "	10	----	300,000	1
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	1½
Holman ... "	2	----	150,000	25c
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	1½
La Crosse ... "	10	----	100,000	1½
Liebig ... "	5	----	200,000	1½
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	80,976	12
Do. preferred ... "	100	100	57,744	24½
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	30c
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	1½
New York ... Col.	10	----	100,000	2½
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific ... "	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	2
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	5
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	3
Sherbrooke ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	8½
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20 000	----
Taecher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	25c
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ... Ariz	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	1½
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	500,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	50,000	----
Morning Star ... Idaho.	1000	----	5 000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	10c
QUICKSILVER:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	45½
Santa Clara ... "	100	----	30,000	5½
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	75
Saginaw Salt ... Mich.	25	25	10,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv. vait'n in single T'k.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'65	3.36	—				Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	----	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	----	43½
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union	n Co.)	9	----	94
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro	poli'n)	—	----	----
30 Nov.'65	2.44	—	29	6	—	Lowell (Horse)	45,119	43 706	—	1,413	15,157	loss.	—	----	----
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50.000	54,259	160,157	loss.	4	----	42
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middl	esex)	—	----	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,800	21,000	10.000	—	(Middl	esex)	—	50	25
30 Nov.'65	33.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	95,603	loss.	3	----	56½
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	457,441	400,000	32,000	75,952	174 882	2,577	—	----	49
30 Nov.'65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	62,583	loss.	—	----	----
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	----	----
30 Nov.'65	2 68	—	—	—	—	Somerville	50,000	50 000	—	—	(Middl	esex)	5	----	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1.091	3	----	----
30 Nov.'65	6.74	—	—	—	—	Suburban	95 500	5,000	—	—	(Mal.	&Mel.)	—	----	----
30 Nov.'65	—	—	382	63	—	Union (Transportation)	242,869	160,000	20,000	130,743	307,780	loss.	—	----	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13.600	—	—	8,955	loss.	3½	----	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2 922	4	—	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100.000	100,000	—	—	—	—	8	----	----
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	-----	65,155	501	—	100	----
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46.000	103,215	37,588	—	100	----
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn	228,286	200,000	27,500	5,802	81,027	12.500	—	100	----
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100 000	612,779	198,082	—	100	----
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135.178	100,000	86,000	71.180	28 068	8,282	—	100	----
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central& Jamaica	120,388	492,150	400,000	55,291	173,827	3 666	9	100	----
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	-----	857,701	148,758	5½	10	----
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539.162	366,000	200.000	-----	104 691	5,651	—	100	----
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	37,602	------	------	—	100	----
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	------	7 500	35,000	3,200	------	------	—	----	----
30 Sep. '65	24.00	—	—	116	—	Central Pk, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	-----	528,090	74 053	—	100	----
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	------	2,800	------	-----	------	------	—	----	----
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	------	5.0	------	-----	------	------	—	----	----
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4.192	150,634	34.102	—	100	----
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	----
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	------	-----	------	------	—	----	----
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1.260,915	1,000,000	160,000	-----	627,153	90,670	6	100	----
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	------	------	------	-----	------	------	—	----	----
30 Sep. '65	10.60	—	—	17	2	Harlem Br., Morisa & Ford'm	193,738	72.000	118,500	3,000	52,790	2,600	—	100	----
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	------	3,550	------	-----	------	------	—	----	----
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	-----	74,514	loss.	—	100	----
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	------	-----	------	------	—	----	----
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133.400	100,000	-----	80,028	29,616	—	100	----
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136.970	388,298	106	—	100	----
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	------	139 604	482,224	loss.	—	100	----
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	----
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	------	-----	------	------	—	----	----
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	------	ope:by	T. & L.	R. R.	—	----	----
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	------	------	------	-----	------	------	—	----	----
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	-----	30,752	loss.	—	----	----
30 Sep. '65	1 80	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62,000	50,000	12,000	-----	12,839	808	—	----	----
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	------	-----	------	------	—	----	----
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	------	-----	------	------	—	----	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	------	------	—	----	----
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	------	------	------	-----	------	------	—	----	----
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300.000	20,950	105 358	29,459	—	50	----
31 Dec. '62	5.50	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	-----	------	------	—	----	----
						PENNSYLVANIA.									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	-----	------	------	40	10	53½
31 Oct. '65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56 300	10,318	114,721	34,877	10	50	----
31 Oct. '65	12.33	—	282	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	-----	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	------	------	------	-----	62,732	8.227	—	----	----
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	-----	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	365,169	112,245	250,000	-----	197,195	49 561	—	----	2½
31 Oct. '65	5 04	—	120	25	—	Girard College (Phila.)	114,611	160,000	------	-----	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	------	9,000	6.726	3.662	—	25	----
31 Oct. '65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	------	------	183,600	75,131	153 813	39,179	—	50	14
31 Oct. '65	4.50	—	106	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct. '65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	------	------	------	-----	------	------	—	----	----
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	----
31 Oct. '65	2.08	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,800	—	67,040	14,278	14	50	----
31 Oct. '65	7.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	-----	149,978	59,722	7½	50	----
31 Oct. '65	5.00	—	64	10	8	Philadelphia and Darby	86,383	100,000	17,000	-----	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,800	-----	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	-----	437 562	158,830	10	50	90
31 Oct. '65	5.62	—	87	9	7	17th & 18th st. (Phila.)	114,368	120000	------	-----	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	18	3	Spruce & Pine (Ph.il. & Gr's F.)	249.411	217,697	15,000	10,000	84,900	20,545	4½	50	36
31 Oct. '65	7 00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	------	-----	210,143	87,810	9½	50	70
31 Oct. '65	6.25	—	143	23	—	13th & 15th st. (Phila.)	------	------	------	-----	143,038	28,435	5	50	20
31 Oct. '65	23.05	—	412	70	—	Union (Philadelphia)	527.185	291,475	80,000	263,128	206,593	5,800	—	50	40½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00	—	9	4	—	Williamsport	------	15,150	—	522	3,837	1,851	—	25	----
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	----	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	------	-----	------	------	—	----	----
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	------	-----	------	------	—	----	----
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	------	-----	------	------	—	----	----
31 Dec. '62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	------	-----	------	------	—	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg] 1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale: 1st Mortgage	25,000	6	J. & J	1871	----
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	------	------	----
Dorchester: Real Estate Mortgage	5,000	6	------	------	----
D. Dock, E, B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	------	----
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	------	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose: 1st Mortgage and antied	64,452	6	------	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	------	------	----
Middlesex: 1st Mortgage	32,000	--	------	------	----
Malden & Melrose bonds	49,451	--	------	------	----
Real Estate	10,000	--	------	------	----
Ninth Avenue: 1st Mortgage	112,000	7	------	------	----
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark: 1st Mor gage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Alleghy & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	----
Quincy: Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	------	------	----
Union: "Real Estate Mortgage	20,000	6	J. & D.	1869	----
Utica City: 1st Mortgage	100,000	7	------	------	----
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1879	----
West Philadelphia: 1st Mortgage	100,000	7	J. & J	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Nov. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,125,400	6	Jan. & July.	1867	139¾
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	137
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	106½
" " " ..... coupon		5	" "	1874	106
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " ..... coupon		5	" "	1871	112
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108
" " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	112¼
" " " ..... coupon		6	" "	1881	113
Loan of July 17, & Aug. 5, 1861 ..... registered	264,308,750	6	" "	1881	112½
" " " " ..... coupon		6	" "	1881	113
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	109¾
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	107
" " " (5-20s) ..... coupon		6	" "	1884	106½
Loan of March 3, 1865 (5-20s) ..... registered	209,163,500	6	May & Nov.	1885	107
" " " (5-20s) ..... coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) ..... registered	171,069,350	5	Mar. & Sept.	1904	100¾
" " " " ..... coupon		5	" "	1904	100
Pacific R. R. Bonds of (currency) ..... registered	9,882,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Du	----
" June 20, '64 & Mar. 3, '65 1st series	724,014,300	7.3	Feb. & Aug.	1867	105½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	36,208,550	6	At maturity.	Due.	----
Gold Certificates of Deposit	10,896,980	---	----------	-------	----
Compound Interest Notes of 1864	148,512,140	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	390,195,785	---	----------	-------	----
Fractional currency	27,588,010	---	----------	-------	----
Navy Pension Fund	11,750,000	---	----------	-------	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	----------	---	----------	-------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	117½
" —War bonds		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	99½
" — " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	100
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97½
" — " " ..... "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229 37½	6	" "	'65-'79	----
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	100
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	----
" — " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	87
" — " "	2,058,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	95
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	90
" —Fu de Coupons	----------	---	----------	-------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	" "	1870	101½
" — " " ..... coupon	3,192,763	6	" "	1890	----
" — " " ..... inscribed		6	" "	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	100
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	111
" — " "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1888	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,760,000	6	" "	'78-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	105
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	88
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	83
" — " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	88½
" —New Sinking Fund Bonds	----------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds ..... coupon	1,650,000	6	" "	'83-'85	99½
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	105
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	107
" — " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	100½
" — ..... canal fund	3,050,000	6	"	1871	100½

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,685	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	98
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	73
" — " " (new) ..... "	8,500,000	6	Jan. & July.	'90-'92	57
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1880	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	100
" — " " ..... "	4,095,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	96½
" — " " ..... coupon	6,168,000	5	"	'77-'82	97
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	99½
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ..... "	----------	6	" "	-------	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	----
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	873,813	6	" "	1892	69½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'90	36
" — " " ..... coupon	11,108,000	6	" "	'86-'90	60½
" " (sterling) ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	40½
" " " ..... coupon	----------	6	" "	'76-'96	45
West Virginia—State Bonds ..... coupon	----------	6	----------	-------	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'87-'88	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	98
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	97
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98½
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	128½
" — " "		5	"	'71-'75	105½
" — " "	7,846,026	5	"	'76-'80	101½
" — " "		5	"	'81-'86	101
" — " "		5	"	'67-'76	101½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	95
" —Improvement Loans ..... "		6	" "	'66-'95	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	98½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	94½
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1883	100
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds ..... coupon	926,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — "	4,714,000	6	" "	'76-'78	----
" " — "	1,800,000	6	" "	1883	100
" " — "	5,149,271	6	" "	1887	----
" " —Fire Indemnity Stock	276,000	6	" "	1898	----
" " —Municipal Stock	402,768	5	Feb. & Aug.	1868	----
" " — "	150,000	5	F., M., A. & O.	'67-'69	----
" " — "	3,125,200	5	" "	1870	94
" " — "	319,000	5	" "	1873	----
" " — "	1,000,000	5	" "	1874	----
" " — "	334,700	5	" "	1875	----
" " — "	2,016,000	5	" "	1876	----
" " — "	2,376,000	5	" "	70-'80	----
" " — "	900,000	5	" "	1890	----
" " — "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'67-'82	----
" — " " (old)	2,232,500	6	" "	'66-'93	99
" — " " (new)	7,898,717	6	" "	'66-'99	102½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,803,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	94
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	85
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	----
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County Bds. "	1,133,500	6	" "	1883	----
" — " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	476,036	433 549	386,459	412,423	464,806	493,690	467,313	568,504	633,414	541,491	——— --	------	----------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,109	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	99,850	101,355	104,372	122,084	132,301	145.542	149,137	157.948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	295,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2.770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 956	307,919	236,524	3,840,092
1866	210,171	207,913	301,885	270,889	333,432	368,278	326,870	381,559	318,549	347,087	------	------	---- ----
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90.621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117.086	146,263	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160.306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	308,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	------	---- --	---- ----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435.945	407 668	2,911,544
1864	273,876	317,889	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 578	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	685,623	747.944	702.661	767,598	946,707	921,886	749,191	646,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778.284	989,053	1,210.654	------	---- --	---- ----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20.055	20,895	26 762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.573	33,931	37,440	328,666
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,864
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,951	103,057	126,998	------	------	---- ----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419.010	515,948	719.354	734,108	714,211	6,214,182
1862	699,097	601.595	538,006	626,070	587,416	528,842	595.024	615,962	756,421	685,136	902,906	963,859	8,400,784
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1.035.321	10,469,481
1864	984,837	934.133	1,114.508	1,099,507	1,072,262	1,041,975	994,317	1,105,364	1,301,005	1,222.568	1,224.909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1.331,046	1,336,615	1,438,689	1,522,472	1,429,765	15.434,775
1866 ..... including Buffalo Division..	1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	------	——— --	---- ----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177.829	189.280	268,983	289,862	284.020	243.249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206.246	269.282	261,079	352,786	414,543	410.336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	334,687	407,992	343,929	511,305	478,576	496.433	437.679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661.391	657.141	603.402	6,329,447
1865	571.536	528,972	616,645	516,608	460,573	617,682	578,403	717.469	739,736	641,589	643,987	518,088	7,151,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	------	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	81,329	55.257	48,544	512.218
1863	38,203	53,778	60.540	64,306	35.326	40,706	58.704	52.864	77,112	83.059	76,764	68.863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93.546	96,908	95,453	1,088,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116.495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,864	106,315	96,023	106,410	103,338	111,444	------	------	----------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	120,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154.389	122,272	61,835	1,163,734
1863	67,130	76,182	44,925	88,177	106,967	111,260	71,587	69,353	105,417	206.055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,269	159,547	113.399	168,218	178,526	149.099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,424	150,989	245,701	------	---- ----	----------
Michigan Southern & Northern Indiana:													
1861	140,925	116,935	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231.265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375.567	332,360	348.048	3,302.541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448.934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,439	387.095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,541	338,499	380,452	429,191	500,404	------	------	----------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	206,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322.369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410.802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	528,869	4,504.549
1866	282,438	265,796	337,158	343,787	365,196	335,083	324,956	359,645	429,160	493,640	------	------	----------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,448	126,970	99,662	86,482	164.710	221,638	198,135	129,227	1.402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,535,091
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	304,257	------	------	----------
New York Central:													
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	12,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	------	------	---- ----	---- ----
Ohio and Mississippi:													
1864	210,829	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,003	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344.700	350,348	572,618	412.553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	---- ----	------	------	---- ----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	526.099	6,324.083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	----------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129.466
1865	690,144	678,504	857,583	733,866	637,156	646 995	684,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,848	661 608	741,968	------	------	----------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	116,077	130,878	153,470	144.736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	264,194	204,785	202,966	204,726	2,064.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,128	167,300	168,699	167,099	166,015	222,953	198,854	244,834	——— --	------	----------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147.548	139,528	1,403.147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	159,595	161,052	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	265,164	2,060,322
1865	144,084	139,171	155.763	144,001	158,738	194,525	271,799	374.024	377.961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	------	------	----------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	669,282
1866	45,102	36,005	39,301	42,332	86,913	102,918	85,276	60,698	84,462	100,813	------	------	----------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is , default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	98
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	99
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	98
" " $875,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	98
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	300,000	7	Feb. & Aug	"	1865	
2d Mortgage	300,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.		1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	93
Income Bonds	1,500,000	7	May & Nov.	" "	1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	72
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.		1915	84
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	96
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876 §	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	77
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	0,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,622,000	7	" "	" "	1881	103
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	103
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	99
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	6	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	160,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	†			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72–'78	83
Land Security	3,344,60	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1836	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	101
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	97
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	91½
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1863	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	86
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,264,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,459	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	94½
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,253,500	7	" "	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1898	92½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	90
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	638,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1887	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035				1853	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350.000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '65	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New. York.	1856	
N. Orleans, Opelous, and Gt. West.						
Louisiana State Loan	641.000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	96
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	106½
Exchanged St'ks [S. F.] Bds	634,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,773	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	86½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104
3d Mortgage	6,000,000	7	" "	" "	1883	97½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage	926,500	7	June & Dec	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	950,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1876	93
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73–'78	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	180,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						74
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	88½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	102½
2d Mortgage	2,021,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	138,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	415,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.		1912	90
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1878	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	128
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1855	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben's and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2.000,000	7	May & Nov.	Boston.	1861	119
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	39
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley: †						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	90
Watertown and Rome:						
Mortgage (new bonds)	500,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'78	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1868	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
*1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
2 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,885	103,333	28,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	....
31 Aug '66	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,627	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	138,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	....	....
30 Nov. '65	76.2	8.8	9.8	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202.567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	117
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,658	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404.618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	60.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,243	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	8½	106
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400 0	2,083,580	6,175,553	2,799,435	31	122
31 May, '65	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	—	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	44½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	104½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,297	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,456	7,181,208	2,174,924	10	119½
31 Dec. '65	118.0	—	....	112	15	6	294	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250.189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	41
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	34½
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	168,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,839	1,689,900	1,363,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,785,556	*	240,522	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec, '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40	—	36½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	150½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451 718	75.5	125,325	466,745	181,417	—	—
31 Dec. '64	100.0	—	....	220.0	11	7	187	Dubuque and Sioux City	4 473,123	63,951	—	3,649,396	960,000	27,364	4,891,849	100.0	290,813	412.156	162,268	—	—
1 Jun. '58	38.6	—	....	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,785	142,613	1,109,594	313,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	435,051	12,754,346	324 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	....	136.3	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,233,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	112
31 Mar. '66	246.0	277.8	.....	—	95	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,176	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	82
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	675,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	27.8	—	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	60.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,224	1,047,567	420,026	—	58
28 Feb. '65	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,236	8,023,361	182.0	.....	1,020,189	257,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	288.0	—	14.4	—	48	31	645	*Pacific*	14,685,014	1,504,015	439,157	8,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '66	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,819,490	119,738	—	—	4,500,000	62,082	4,939,228	114.0	.....	158,200	loss.	—	—
28 Sep. '64	86.5	3.6	5 2	—	16	13	219	*St. Louis and* on Mountain	5,487,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	286,189	399,291	120	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,110,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,593	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	104
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,383	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	112½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,228,793	8	42
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	383,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,008	110,047	.....	—	14
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	112
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,968,254	445,557	973,486	4,076,974	—	328,388	5,386,291	104.3	747,272	1,521,159	393,812	9	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,086	1,221,104	366,333	30	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	148½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	125,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¾	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,462,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	111½
30 Nov. '65	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,255	8	114½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Oper. by Boston & Lowell)				6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	800,000	—	91,748	814,991	71.0	185,647	300,994	61,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,126	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,841	7,043,139	145.0	.....	1,295,643	526,448	8	104
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	462	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	3	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Oper. by B. & L. Co.)				1	110
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	62½
30 Nov. '65	168.1	17.3	128.6	—	78	45	1,200	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	145½
30 Nov. '65	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	248	Cheshire	2,787,442	*	189,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101.259	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,883	8	65
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327				101,242	8	115
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.?	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	468	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	100½
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124.2	.....	6,274,657	1,702,552	10	30½
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,861,735	86.0	1,187,978	3,036,390	1,287,956	10	130
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,749	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	38.8	—	.....	—	35	98	180	New Jersey	3,903,171	788,164	1,793,064	5,000,000	805,000	—	6,434,399	38.8	654,192	1,875,981	803,323	10	128
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec. '65	65.0	16	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec. '65	18.2	—	.....	—	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272.695	118 133	5½	46½
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588.400	400,000	388,000	1,376,400	—	—	255,893	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,606,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	8,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½	
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,888	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	19	195
31 Dec. '65	460.0	97.0	38.0	—	332	133	5,335	Erie	47,046,351	*	5,645,544	25,105,300	22,370,982	4,299,762	53,291,395	807.0	6,839,028	15,434,775	5,066,511	4	72
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	124½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	6,336	New York Central	27,396,542	6,305,577	1,279,791	24,591,000	14,627,442	—	44,675,497	554.9	5,804,048	13,975,584	2,694,714	6	113½
30 Sep. '65	136.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	76
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,850	*	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,061	—	482,400	311,500	19,875	979,810	36.7	57,202	240,637	69,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	393,705	797,055	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	29	35	398	Rome, Watert'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	.....	.....	.....	1,020,000	—	—	.....	.....	.....	.....	.....	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	*	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	8.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	*	—	500,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,098	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	329,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,360	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	270,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	987,820	2,386,132	663,205	10	112
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,422,741	2,696,377	736,794	5	85
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,888,868	1,035,717	13	114½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291.148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,454	76,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	682,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,958,364	506 400	391,992	3,382,163	1,218,972	109,813	4,972,748	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38.934	898,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,133	—	.....
31 Dec '64	212.4	—	—	—	48	18	889	Toledo & Wabash	9,060 918	*	—	3,427,050	6 653,368	—	10,243,015	250.0	1,244,258	2,050,322	945,192	8½	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." *A dash* (—) signifies r. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance (incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Dec. '65	387.0	108.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,235	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	37½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,663,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	150
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	595,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,978	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	62.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,080	3,049,860	1,851,630	10	66½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,556	3,624,655	(oper. by Reading			R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	.....	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	.....	.....	3,708,200	("	"	"	"	8	59
31 Oct. '65	55.6	14.2	13.9	—	23	22	685	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	38
31 Dec. '65	354.8	38.7	478.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,941,463	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,804,300	17,459 169	4,189,111	10	54½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139,079	288,439	—	1,476,300	183,000	.....	1,659,300	24.0	311,691	656,789	336,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R.			Co.)	—	32½
30 Nov '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,561,353	20,240,673	6,900,663	.....	30,608 075	471 8	3,688,309	11,142,519	4,812,271	10	56½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,388	—	245,695	999,200	200,000	.....	1,199,200	28.2	177,433	1,030,433	345,891	10	102½
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,465	3,884,699	1,046 804	10	59
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,205	3,784,101	72.0	272,688	894,363	130,361	—	p
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,188,381	*	3,362,312	9,312,442	12,573,060	1,597,620	26,545,693	433.8	4,623,073	8,489 062	3,2?3,547	10	105½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Potteville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	81	Westchester & Philadelphia	1,331,640	145,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	.....	.....	62.0	340,600	625,641	169,323	12	105
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	288,263	151,536	6	—
1 Jan. '59	148.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,000	99,110	1,187,707	47.6	.....	29,967	19,182	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,678	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.8	150,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885.990	1,462,314	11,093,891	291.0	405,051	1,274,707	624,142	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	66,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	12,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	8,632,882	*	—	2,056,544	1,781,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.6	—	4.2	11.7	5	5	52	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,586	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	182,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,637,500	605,700	156,003	3,081,460	105.0	172,500	490,577	175,993	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '66	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1 477,762	334,326	—	½
31 May, '66	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	102½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,358	—	—
30 Jun. '66	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	52,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	128.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,385,300	1,851,500	292,842	4,749,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	—	7½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,669	*	2,818,432	2,000,000	1,654,500	775,142	8,711,091	101.7	.....	188,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	28,853	.....	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
31 Dec. '64	193.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,118	508 555	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '66	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,580	*	15,311	1,631,130	911,029	22,964	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '66	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,10,345	*	—	15,123,430	54.750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,858	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	367.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,416	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec 63	2.		—	—	11	22	120	Pan ma	9,900,000	*	688	5,000,000	75,000	—	10,763,772	45.7	.....	1 127,438	1338,924	20	265

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	----	—	----
Cayuga & Susquehanna (guarant.)	343,500	----	—	----
Cheshire (preferred)	2,017,825	7	—	62½
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	72½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,173,300	10	10	78
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	—	----
Dubuque & Sioux City (preferred)	1,975,868	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	—	----
Elmira & Williamsport (preferred)	500,000	----	—	44
Erie (preferred)	8,535,700	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	—	75½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	32
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100½
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	—	70½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	----	----
" " " (2d pref.)	908 422	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	92
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414.157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	93⅝
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	84½
Improvement	1,601,670	6	M & N.	1876	76½
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	6	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	57
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	87
Delaware and Hudson	100	10,000,000	10	156
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	6,091,700	10	59½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	95
" (preferred)	100	1,175,000	10	123
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	27½
" (preferred).	50	2,888,988	—	35½
Susquehanna and Tide Water	50	2,048,260	—	14
Union	----	----	—	2
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	5 ½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton 53 —	@ 55 —
Pig, American, No. 1	50 —	@ 51 —
Bar, Refined, English	96 —	@105 —
Bar, Swedes, assorted sizes (in gold)	95 —	@100 —
	(Store Prices.)	
Bar, Swedes, assorted sizes	— —	@170 —
Bar, English & American, Refined	115 —	@ — —
Bar, English & American, common	105 —	@ — —
Scroll, English	145 —	@195 —
Ovals and Half round	140 —	@150 —
Band, English	— —	@145 —
Horse Shoe	140 —	@150 —
Rods, English	120 —	@175 —
Hoop, English	150 —	@215 —
Nail Rod	per lb. —	9½@ — 10½
Sheet, Russia	per lb. —	21 @ — 23
Sheet, English, Single, Double and Treble	— 6½	@ — 8
Rails, English (gold)	per ton 55 —	@ — —
Rails, American	85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. —	18½@ — 24
English Spring (1st & 2d qlty.)	—	11½@ — 13
English Blister (1st & 2d qlty.)	—	12½@ — 20
English Machinery	—	14 @ — 16
German	—	15½@ — 17½
American, Blister	—	11½@ — 17
American, Cast, Hammered	—	19 @ — —
American, Cast, Rolled	—	12 @ — 15
American Spring	—	15 @ — —
American Machinery	—	13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb. —	43 @ — —
Sheathing, Yellow	—	— @ — 32
Pig, Chile	—	— @ — —
Bolts	—	43 @ — —
Braziers'	—	43 @ — —
American Ingot (cash)	—	28½@ — 29

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. —	@ — —
Spanish	—	6 75 @ 6 75
German Refined	—	6 70 @ 6 90
English	—	6 70 @ 7 12½
Bar	per lb. —	@ 10 —
Pipe and Sheet	—	@ 10 87½

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold). per lb.	— @ —	23½
Straits (gold)	—	21½@ — 22
English (gold)	—	21½@ — 21½
Plates, I.C. Charcoal, p. box	9 50 @ 10 —	13 75 @ 14 —
Plates, I. C. Coke	7 25 @ 9 —	10 25 @ 13 —
Plates, Coke Terne	6 75 @ 7 —	10 — @ 10 25
Plates, Charcoal Terne	9 50 @ 10 —	13 75 @ 14 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d. (cash)	per 160 lb. 6 75	@ 7 —
Clinch (cash)	—	@ 8 50
Copper	—	@ — 48
Ausable Horse, Norway Iron, Forged	—	@ — 52
Zinc Nails (6 mos.)	—	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	—	21 @ — —
Regned, free L. S. to White	—	@ — 50
Refi'd, in bond, prime L. S. to White	—	@ — 33
Refi'd, in bond, Standard White	—	33½@ — 34
Naptha, Refined (60@63 gravity)	—	25 @ — 27

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	Th 22	F. 23	Sat. 24	M 26.	Tu. 27.	W. 28
Atlantic M. S. S. Co.	100	106	105	108	107	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	117½
Canton Co.	45	44½	47	47	47½	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	107	108	108½	113	110	----
" " pref.	----	----	----	----	----	111
" " 1 M.	----	----	----	101½	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	93½	----	98	----	----
Chicago, Burl. & Q.	----	----	----	----	----	132
" " " 8 p.c.	----	----	----	----	113	----
Chic. & Northwest'n	46	40½	42½	42	45⅝	44½
" " pref.	71	70	71½	72½	74	72½
" " 1st M.	----	----	----	----	89	89
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Consol.	----	----	----	----	----	84
Chicago & Rock Isl.	101½	102	103½	104½	105½	104½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	112	----	----
Clev. and Pittsburg	83	82½	84½	85	86½	85
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	111	111½	112	112½	114½	114½
" " S. F. 7 p.c.	----	----	----	103	----	----
Cumberland Coal, pref	65½	65	67½	70	71½	70½
Del. & Hudson Canal	156	156	155½	----	157	156
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	101
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	74½	74½	75	72½	73⅝	72
" pref.	82	80½	----	83	84	83
" 1 M. 7 p.c. '67	----	----	----	----	----	100½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	98½	----	97½
" 4 M. 7 p.c. '80	----	----	93½	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	122	118	121½	120½	122½	121½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	117½	118	119	119	119	119½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	82	----	----	----	----	----
" " 2d "	20	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12	----	----	13	13	12½
Michigan Central	110½	110½	111½	112½	112½	112
" S F. 8 p.c. '82	----	----	----	----	----	110
" conv. 8 p.c. '69	----	----	106	----	----	----
M. S. and N. I.	80½	80	81	81½	83½	83
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	96	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	51	52	54	55	56	55
" " pref.	65	90½	69	70½	71½	70½
" " 1st mort.	93	----	----	----	92½	92½
" 2d mort.	80	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	87	87½	87½	88	88½	88
" iss. to H. & St. J. R.	----	----	----	----	----	----
" Pacific	87½	----	----	88	88½	88½
New York Central	107⅛	108½	110½	110	112½	113½
" Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	95	95
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	97	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	73	----
" ex-coupon.	57½	----	58	----	57	----
" new	57½	----	----	57	----	57
Ohio & Miss. cer.	26½	27½	28½	29¼	31½	29
" " pref.	----	----	----	82	----	----
Pacific Mail S. S. Co.	175	171	179	178½	180	177
Panama	265	----	265	----	----	265
Phila. and Reading	111½	111½	114	113⅞	114½	112½
Pitts. Ft. W. & Chicago	101½	104	104½	105	106½	105½
" 1 M.	----	----	104½	----	----	----
" 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	82	----	----
Quicksilver Mining Co.	44½	44	47½	46½	47½	45⅞
St. L., Alton & T. H.	40	38	40	40½	41	----
" " pref.	----	----	----	67	69	----
" " 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	84	----	84	84	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	90	----	----	----	----
" ex-coupon.	70	69½	----	69	69½	69½
" new	69	68	68½	68½	69	----
Tol. Wab. & Western.	40½	41	42½	42½	44½	----
" Pref.	72	68	----	----	----	73
" 1 M. ex.	----	----	----	----	----	----
" " 2 M.	77	78	----	----	----	77
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	60½	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	Th.22.	F.23	Sat.24	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	106	----	106
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	99⅜	99½	99⅞	99⅝	100	100
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	112	----	112⅞	----	----	112⅛
U. S. 6s, 1881, cou.	112⅛	112⅛	112⅜	112⅝	----	113
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	107⅛ x	108½	108⅞	108⅜	109½	109⅛
U. S. 6s, 5-20s, c. 1864	106 x	105⅞	106⅜	106⅝	106⅞	----
U. S. 6s, 5-20s, c. 1865	106x	105⅞	108	107	107	107⅛
U. S. 6s, " reg.	106	106	106⅜	107	107	----
7.30 Notes, 1st series.	105⅛	105	105⅜	----	105⅛	105⅞
" " 2d series.	104⅞	104⅛	104⅜	104⅞	105⅛	105⅛
" " 3d series.	104⅛	104⅛	104⅞	104⅜	105⅛	105⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

	W.21	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Cattawissa	----	----	----	----	----	----
" preferred	28⅜	28½	28	28½	28½	28⅝
Camden & Amboy	----	130	129	128½	----	130½
" " 6s,'67.	100½	----	100	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	----	----	96	96½	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	57	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	59½	59	----	59½
" " 6s, '84.	93	----	----	----	----	----
Lehigh Valley R. R.	----	----	66½	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	59	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	49	----	----	----	----	----
Pennsylvania R. R.	55	54⅜	54⅛	54⅛	54⅛	54⅜
" 1st m.	102⅛	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State. 5s	----	----	----	----	96⅜	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	----	----	103	----	----	----
Philadelphia City, 6s	99½	----	----	99	----	----
" " new	102⅛	102½	102½	102½	102½	102⅛
" " munc	102½	102½	102½	102⅛	----	----
Philad., Germ. & Nor.	----	----	----	61½	61⅛	----
Phila. & Reading	57⅛	55⅞	55⅛	56⅜	56⅜	57⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	31⅜	31½	30½	31	31⅜	32½
" " 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	36⅛	34⅛	----	35⅛	35⅛	
" " 6s '82	----	----	84	----	----	83⅞
" " 6s '75	----	----	----	----	----	----
" " 6s '72	90⅛	----	----	----	----	----
Susq. Canal	----	----	14	----	----	----
" " 6s '78.	66⅛	66	----	----	----	66⅛
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	21
West Br. Canal 6s '75.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	55½
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	14	14	14	14	14	----
Chestnut & Wal. "	----	----	----	----	----	53⅛
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

	W.21.	Th 22	F.23.	Sat.24.	M 26.	Tu.27
Baltimore City 6s, 1875.	----	97½	----	----	----	----
" " 1886.	98	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	98½	----	98½	----	98½	99
Balt. and Ohio.	113⅛	113	112⅞	----	----	112⅜
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	98⅛	----	----	----	----
" " " '80.	----	98⅛	----	----	----	----
" " " '85.	----	97⅛	----	98	----	----
Northern Central.	----	46	49	----	48	----
" " b'ds, 1885.	----	----	----	----	88⅛	----
" " " 1900.	----	----	----	----	89	----
City Passenger R. R.	----	18	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	Th. 22.	F.23	Sat.24.	M.26.	Tu.27.	W 28
Boston and Lowell	112	----	----	----	----	----
Boston and Maine	181	----	----	----	----	----
Boston and Providence	141	140	----	140	----	----
Boston and Worcest.	145⅛	145½	145⅛	----	----	----
Cheshire, pref.	----	----	62½	62½	----	----
Concord	111½	----	65	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	111½	----	----	111½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	113	113	113	----	----	114⅛
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	100⅛	----	100½	----	----	----
Old Colony & Newport.	104½	----	----	104⅛	104⅛	104
Ph., Wil. & Baltimore	56½	56	----	56⅛	58	59
Portl'd, Saco & Ports.	----	102½	----	103	----	----
Vermont & Canada	100⅛	----	----	----	----	102⅜
Vermont & Mass.	62½	61	61	----	59½	57½
Western	146	145	145	----	----	145½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	56	57	----	----	----	56⅜
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	41	39	40	41⅛	44	44
Franklin "	41⅛	40	42	41⅛	43⅛	43⅛
Huron "	----	----	----	36	38	38
Isle Royale "	----	----	11⅛	----	----	11
National "	----	----	----	----	----	----
Minnesota "	----	----	----	14⅜	15	----
Pewabic "	27⅜	26⅛	27⅛	27⅛	27	27⅛
Pittsburg "	50	----	----	----	----	----
Quincy "	43⅛	42⅛	42	42	42⅛	42⅛
Rockland	----	----	6⅛	----	6⅛	6⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of November.

United States 5-20 yrs., 1882, 6 per cent	68⅛@ 69
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	40 @ 42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	69 @ 71
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	39½@ 40½
Erie shares, $100 (all paid), 8 p. c	51¼@ 52½
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	65 @ 67
Do. $100 shares (all paid)	76½@ 77½
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	83 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, December 1, 1866.

Stock Exchange and Money Market.

The sharp advance in the price of Money, noticed in our last, was the result in part of the free withdrawal of Government deposits from the recognized bank depositaries, and their transfer to the Sub-Treasury here, thus reducing the loanable resources of the banks, and compelling the latter to call in all old advances on stock and miscellaneous collaterals, and to mark up the price of renewed accommodation fully two per cent. from the rates current a few weeks since. At the advanced rates, there was less disposition to aid other than the most unexceptionable houses, and the denial of the usual facilities to the bulk of the Stock operators led to a temporary panic in the Stock market. Forced realizations on the railway and miscellaneous list depressed prices very seriously. General distrust followed this sudden revulsion in the Stock speculation. On Friday of last week, Secretary McCulloch authorized U. S. Assistant-Treasurer Van Dyke, at this port, to receive in liquidation of indebtedness on the part of the banks, to the Treasury, all compound interest notes offered, on the basis of par and full accrued interest. On the announcement of this determination, a sense of relief was experienced by the street operators, which has been since gradually assuming more encouraging form. On Saturday, there were apprehensions expressed of a very adverse bank statement, and the Stock market was consequently disturbed and feverish. On Monday, the bank statement was formally given to the public, and it proved decidedly more favorable than had been anticipated, though the changes from the preceding week were radical in the most important items, and significant of the extensive liquidation of the week. In the item of legal tender, instead of showing a decrease of about six millions, marked a falling off of less than four millions, or actually $3,761,107. It was generally believed that the deposits would show a reduction of at least eleven millions, and the loans of eight millions. The former fell off less than eight and a half millions ($8,477,515,) and the latter less than five and a half millions ($5,437,-975.) These changes indicate the immediate causes of the disturbance in the market and depression in values all through last week. The specie reserve has fallen off $308,259 while the circulation has increased $127,916. The flow of money is now in this direction, and increased ease is looked for in the course of the current week. Already, lenders give evidence of renewed eagerness to place their balances advantageously on the basis of the ruling figures, six to seven per cent. on call, but it is not easy to realize in temporary negotiations more than six per cent. on strictly prime collaterals. In the discount line, there is much less disposition to grant accommodation, and on even the best short date commercial paper, the ruling rates are 7@8 per cent. per annum. Government is now disbursing freely, and even mercantile houses in really good standing will soon experience less difficulty in obtaining all necessary aid. The city bank deposits are now $213,414,984, against $221,892,500 a week ago. Their legal tender reserve amounts to $62,359,254, against $66,120,861 same time last week. Their circulation now stands at $31,861,418 against $15,340,528 same time last year. The loans are now $267,920,415, against $279,135,796 four weeks ago, and $225,345,177 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $152,906,000 a day, against a daily average of $140,429,216 the preceding week; and $129,436,056 the week ending with Nov. 10. The current week's exchanges average about $127,000,000 a day. The probability is that the present average of legal tender money in bank is a rising one, and that the succeeding weekly statement will show a moderate gain, in place of the decline through the last two or three weeks.

National Bank notes to the amount of $1,184,-010, were issued last week, making the total issue to 1,662 banks thus far $298,199,060, against $282,-555,440 at the close of the last fiscal year, June 30, 1866. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,-338,650; and for the public deposits, $39,403,950 —making a total of $379,742,600. The Treasury Department, last week, redeemed and destroyed $185,200 of worn and mutilated fractional currency, and issued $421,615 worth of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 24, were $25,035,904, including $1,624,-

705 from customs duties; payments, $18,765,711; balance at the close of the week, $102,638,169. against $96,367,977 at the close of the preceding week. The business of the Office during the opening day of the current week, was as follows: Receipts, $5,489,712, and payments, $4,845,819. The balance at the close of business on Tuesday morning stood at $103,282,070, against $96,629,-159 a week ago.

Government revenues were on a moderate scale, during the week. Excises yielded, $3,612,683, against $4,054,876 the preceding week; customs at the port of New York, $1,624,705, and at the outports, at least $540,000 (in coin) more, making the grand total income for the week equal to about $6,624,000 in currency, against disbursements of $5,610,395 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $144,000,000, or an average of over six and a half millions a week.

Gold was sold down to 137½ last week, partly on account of real holders, and partly on account of the *short* speculative interest, who insisted that Government was marketing, or was about to market considerable portions of its coin reserve, now exceeding ninety-three millions, including $22,-000,000 on deposit. Since the extreme depression of Friday and Saturday, there has been a steady appreciation of the premium until Tuesday, when there was a very sharp rise to 144, partly the result of purchases made to cover the extensive volume of *short* contracts put out early in the week, and partly owing to the circulation of rumors of a threatening political nature, involving our Government in difficulty with France on the Mexican question, and with Great Britain on the subject of Fenian invasions of Canada, and the presence of American Fenians in Ireland. The costly cypher dispatch mentioned by the daily papers as having been transmitted by the Atlantic Cable to one of our Ministers abroad, was ominously hinted at as suggestive of the warlike tendency of our diplomatic negotiations abroad. It mattered little to the *bulls* of the Gold Room whether the rumors thus industriously circulated by them were or were not well-founded. The rumors served their purpose for a while most efficiently. Late in the afternoon, the impression became general that the rumors were false, or gross exaggerations, and the gold speculation suffered a sudden depression of full two per cent., the closing figures having been 141¾@142. The demand was mainly speculative, though there was a slight improvement in exchange and customs inquiry. There was nothing of moment doing for export. The total imports of specie from Europe, and other ports since January 1, have been $9,173,783. The customs demand for Gold last week, averaged $270,784 a day; thus far, this week, it has been equal to $315,000 a day, or equal to a weekly aggregate of $1,200,000. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $77,785, and from California, there were none. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $123,253,333, against $93,061,818 same time last year. The total receipts of California gold at this port since Jan. 1, have been $38,297,350, against $18,162,107 same time last year, showing an increase, in 1866, of $20,135,248. The exports of specie from this port, last week, were $781,685, making the total outflow of specie from the port, since Jan. 1, $57,-931,877, against $27,218,619 same time last year, $44,023,130 same time in 1864, and $67,088,091 same time in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, $1,-080,300, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $46,745,016, against $36,650,327 same time last year. The specie exports from San Francisco from Jan. 1, to Oct. 19, reached $37,-286,939, against $36,816,896 same time last year.

There has been a more active inquiry for prime foreign exchange drafts, rates on which have been advanced ½ of one per cent., the market closing less buoyantly, in view of the renewed foreign demand for American bonds and produce, which was likely to add to the available supply of bills, especially on London. Bankers' 60 day bills on London closed at 109¼@109½, and on Paris to 5.17½@5.13¾; sight bills on London to 110@110¼; and on Paris to 5.13⅛@5.11¼. The offerings of produce bills are more fair this week, representing largely direct exports of cotton from Southern ports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $3,466,611. The exports since January 1, have been to the value of $171,-903,037.

Government securities suffered a slight depression early in the week under review, in sympathy chiefly with the severe decline in gold, but at the reduced rates, the offerings were limited, and the investment demand was good. The lower prices brought into the market fresh buyers, on home and foreign account, and the increased purchases made by them led to a rally of 1½@2 per cent. from the inside quotations of the week. It has been remarked by the daily journals that the only really stable values through the panic and excitement of the past week were those of the interest-bearing Treasury obligations which held their own in the open market with remarkable sturdiness, in the face of every adverse influence. The coin-bearing bonds yielded barely sufficient to tempt buyers to purchase, with renewed avidity, either for home investment or for export. The six per cents of 1881 could not be had in any considerable sums at the ruling figures, though the outstanding amount of this form of the funded debt is over two hundred and eighty-three million dollars. The several Five-twenties issues fluctuated just enough to develop a fresh demand for them, as the most secure, reasonable and remunerative form of investment available. The original issue of 1862 fell twice to 107½@107¾, rallying speedily in each instance one to one and a quarter per cent., under the execution of important foreign orders for them, most of which orders came by telegraph from London, where these bonds have become quite scarce again, and whence orders are constantly being received, either from bankers needing the bonds in the legitimate course of trade, or from parties who have made *short* sales, and who resort to this market to cover their contracts advantageously. This special issue of the Five-twenties closed firmly on a very limited supply and a good investment inquiry. Of the later series of the Five-twenties, the most popular has been the consolidated issue of 1865, (interest payable January and July,) which home buyers have been purchasing freely, induced to do so in part by their relative cheapness, taking into consideration the currency value of the accrued coin interest (near five months) upon them. This issue is becoming a favorite with insurance and trust companies, and may yet supersede in foreign estimation the issue of 1862, which is now so closely held out of the market for permanent investment. U. S. sixes of 1867 closed on Tuesday at 134½; U. S. sixes of 1868, at 133; U. S. sixes of 1881 113; U. S. Five-twenties of 1862 at 109@109¼, ex-coupon; U. S. Five-twenties of 1865 at 107¼@107⅜; U. S. Five-twenties of 1865, consolidated, 108⅛@108¼; U. S. Ten-forties at 100@100¼, and U. S. Seven-thirties at 105¼@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....115½	May, 1865 .....111½
July, 1864.....115	August, 1865....110
August, 1864....114½	September, 1865..109¾
October, 1864....113½	October, 1865....109½
December, 1864..112½	

In the railway and miscellaneous share line, the worst sales of the week were those of last Friday, made under influences referred to in our opening paragraph. Everybody was a seller on that day, and nobody seemed to have a particle of faith in the elasticity of the market. Saturday was also a blue day. Monday was characterized by a renewed disposition on nearly all sides to purchase, and this was still more manifest early on Tuesday, leading to an improvement in prices. Toward the close, however, the market became less active and decidedly feverish, under adverse political rumors, of which the *bears* were making diligent use. This element of weakness may be presently eliminated, and a fresh upward movement inaugurated, in view of the growing ease in money.

Produce and merchandise have been, on the whole, in very moderate request, though Breadstuffs, Provisions, and Cotton closed with more animation and buoyancy. Middling Cotton left off at 34½@37 cents per lb., on a fair export inquiry. The stock of cotton now here is estimated at about 135,000 bales. The receipts at the port this week, have averaged over 4,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 146,000 bales, against exports of 59,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 331,000 bales against 575,000 bales same time last year; exports, 231,-000 bales, against 279,000 bales same time last year, estimated stock at latest dates, 356,000 bales, against 410,000 bales same time last year. Foreign merchandise has been extremely dull and much depressed in price, generally. The total imports of foreign dry goods, last week, were $1,-694,768, and the total amount marketed $1,178,-782. The value of foreign merchandise imported last week, was $2,840,324—making the grand total specie value of last week's imports of dry goods and merchandise, $4,535,092, and since January 1, $273,038,191, against $183,605,475 same time last year. The freight market is more active and quoted firm with 516 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 13.	Nov. 20.	Nov. 27.
Consols	—@89¾	90¼	89¼
U. S. 5-20's	—@69½	70½	70½
Erie	—@51¾	50	47
Ill. Central	—@78	78	77½

The New York exports, exclusive of specie, for the week ending Nov. 27, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$5,022,750	$3,466,611
Prev. reported	151,942,898	168,436,426
Since January 1	$156,965,648	$171,903,037

The New York imports for the week compare as ollows:

	1865.	1866.
Dry goods	$2,316,720	$1,694,768
Gen. merchandise	3,491,005	2,840,324
Total for the week	$5,807,725	$4,535,092
Prev. reported	177,797,750	268,503,099
Since January 1	$183,605,475	$273,038,191

The balance in the Sub-Treasury on Tuesday was $103,912,034 62.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 5s, 1874, 93; do., 7s, Bounty Loan, reg., 107; do., 6s, 1883, 95½; Ohio 6s, 1881, 100; Brooklyn 6s, W. L., 98½; Toledo, Wabash and Western Equipment bonds, 68; Central R. R. of New Jersey, 2d mort., 100½; Chicago, Rock Island and Pacific 1st mort., 7s, 92; New York and New Haven, 117; Stonington, 105; Hannibal and St. Joseph, 60; Indianapolis and Cincinnati 87; Wilkesbarre Coal, 63; Boston Water Power Co., 30½; Mariposa pref., 26⅜; South Am. Nav. and Marine R. R. Co., 110½; Adams' Exp., 77; American Express, 79; U. S. Exp., 80; Western Union Tel., 47½; do., Russian Extension, 96½; Nassau Bank, 106; 4th National Bank, 109; Union Bank, 122; Am. Ex. Bank, 114; Manhattan Bank, 135; Gallatin National Bank, 108; Mechanics Bank, 120; Hanover Bank, 110; Ocean Bank, 102; Central Bank, 112; Bank State of New York, 109; Alpine Gold, 1.15; American Flag, 1.80; Benton, 1.25; Burroughs, 0.35; Consol. Gregory, 10.25; Croydon, 3.20; Columbian, Gold and Silver, 1.25; Downieville, 0.17; Davidson Copper, 1.05; Echla, 3.10; Fall River, 0.70; Gunnel, 1.00; Holman, 0.27; Hope, 1.25; Iron Tank, Storage, 63½; Keystone Silver, 0.09; Kipp and Buell, 1.15; Liebig, 0.60; Long Island Peat, 3.95; La Crosse, 1.50; Liberty, 0.16; Nye, 0.12; New York, 1.75; Oak Hill, 0.87; People's G. and S., 1.45; Quartz Hill, 3.80; Rocky Mountain, 3.30; Smith and Parmalee, 7.87; Vanderburg, 0.77; Walkill Lead, 1.50; Wallace Nickel, 3.10; United States Pet., 4.80; Bennehoff Run, 5.15; Clinton, 1.70; Buchanan Farm, 0.25; Pit Hole Creek, 1.25; Rind Farm, 0.25.

Philadelphia.—Belvidere Delaware bonds, 85; West Jersey bonds, 88; Phila. and Trenton 6s, 98½; Warren and Franklin 7s, 84; Camden and Atlantic 2d mort., 71@73½; New Jersey 6s, old, 101½; Camden city bonds, 92; Camden and Amboy scrip., 51; ; Germantown Passenger R. R., 32⅛; 13th and 15th street, 20; St. Nicholas Coal, 1¾; Fulton Coal, 5¼; Butler Coal, 20; Keystone Zinc, 1; Farmers' and Mech. Bank, 134; Mechanics Bank, 32; 1st National Bank, 139¾; Manuf. Bank, 32; Corn Ex. Bank, 68½; Commercial Bank, 56; Union Bank, 63; Egbert Oil ¼; Dalzell, ⅝; Royal Petroleum, ¼; Caldwell, ½; Ocean, 4¼; Maple Soade, 2¼. The latest quotations are: City 6s, 99⅛@99¼; do., new, 102¼@102⅜; State 5s, 96½@97; do., coupon, 97@97¼; do., 6s, W. L., 103@103½; Phila., Wil. and Balt., 58; Reading, 56⅜@56¼; do., 6s, 1870, 95@96; do., bonds, 93@94; do., con., 113@117; Camden and Amboy, 130¼@130¼; Penn. R. R., 54½@54⅝; do., 1st mort., 102½@103; do., 2d mort., 97@98; Little Schuylkill R. R., 33½@36; Morris Canal, 85¾@86½; do., pref., 124@124; do., bonds, 90@95; Wyoming Valley Canal, 54½@55½; do., 6s, 86@90; Susquehanna Canal, 14¾@15; do., 6s, 66@66½; Sch. Nav., 26⅛@27; do., pref., 35⅛@35¼; do., 6s, 1882, 83¾@84; Union Canal bonds, 20@23; Delaware Div. Canal, 56¾@57; do., bonds, 90@95; Elmira and Williamsport, 28@30; do., pref., 44@44½; do., 7s, 1873, 95@100; do., 5s, 66@67; Lehigh Coal and Navigation, 59@59⅞; do., bonds, 1884, 92@93; North Pennsylvania, 35@38; do., 6s, 92¼@93; Philadelphiaand Erie, 32@32⅛; do., 6s, 91½@93; Minehill, 58¼@59; Catawissa, —@—; do., pref., 28¾@28⅞; Lehigh Valley, 67@67½; do., bonds, 96@97½; Fifth and Sixth streets, (horse,) —@45; Second and Third, 90@91; West Philadelphia, 75@76; Spruce and Pine, 34@37; Green and Coates, 22@—; Chestnut and Walnut, 53@55; Thirteenth and Fifteenth, 20@20¼; Girard College, 25@29; Tenth and Eleventh, 60@70; Union, 38@42; Hestonville, 14@14¼.

Boston.—Ogdensburg 1st mort., 100; Boston and Lowell 6s, 1879, 99⅜; Old Colony and Fall River 6s, 1869, 98¾; Vermont Central and Vermont and Canada Chattel 8s, 1876, 103½; N. Y. and Boston Air Line 6s, 38; Rutland and Burlington 1st mort., 123; Boston, Hartford and Erie 7s, 48; Vermont Central 1st mort., 119; Boston, Concord and Montreal 6s, 97; Central Pacific 1st mort., 1895, gold, 95⅛; Ogdensburg and Lake Champlain, 76; do., pref., 103½; Sandusky, Dayton and Cincinnati, (old stock,) 18¼; do., 6s, 1900, 75¼; Cary Imp. Co., 13; Waverly Land, 2½; Boston Water Power Co., 30; East Boston Co., 14; Massachusetts and Oil Creek, 0.14; Indian Spring, 0.13; Crescent, 0.15; Central Petroleum, 1.75; Pepper Well Pet., 0.90; Montezuma Gold, 1.50; Caledonia Gold, 0,36; Croydon Gold, 3.25; Ophir Gold, 2.70; Tudor Lead, 2.70; Saba Sulphur, 60; Vermont Iron, 0.25; Short Mt. Coal, 13; Summit Branch Coal, 7½; Lackawanna Coal, 6; Mt. Pleasant Coal, 22; Adams' Exp. Co., 76; Massachusetts 5s, 1894, gold, 100¼; do., 6s, 1872@1875, gold, 111; Rhode Island 6s, 1883, 99¾; New Hampshire 6s, 1869, 99; Vermont 6s, 100; Boston 5s, 1869, gold, 118¼; Bath 6s, 1891, 94¾; Portland 6s, 1870@1877, 97½; Albany 6s, 1890, 96; Chicago 7s, 1890, Water Loan, 100; Boston Gas Light, 765; East Boston Gas, 30; 1st National Bank, 151; Hide and Leather Bank, 141¾; Suffolk Bank, 116; Traders' Bank, 100¾; Market Bank, 109¾; Fannel Hall Bank, 126¾; Blackstone Bank, 127¼; Merchants' Bank, 118¾; Globe Bank, 130¼; Pawners' Bank, 100¾; Bank of Redemption, 110½; Atlantic Bank, 120; Old Boston Bank, 67¾; Eagle Bank, 117¼; Union Bank, 123; Eliot Bank, 119¾; Washington Bank, 121; Revere Bank, 131¼; Freemans' Bank, 120½; Bank of Commerce, 118; Shoe and Leather Dealers' Bank, 135¾; Everett Bank, 101¼; Albany and Boston Mining Co., 6; Bay State, 10¾; Eagle River, 4¼; Hancock, 12¾; Humboldt, 2½; Petherick, 3½; Superior, 8; Seneca, 5; St. Clair, 7½; St. Mary's, 1½.

Baltimore.—Virginia 6s reg., 36½; Maryland 6s, 1870, 101½; Marietta and Cincinnati bonds, 86; Parkersburg R. R., 70; Liberty Copper Co., 1; Santa Clara, 8; Bare Hill, 0.60; Mechanics' Bank, 13⅞; 3d National Bank, 101. The latest quotations are: Balt. and Ohio, 112@112¾; do., 6s, 1867, 100@100⅜; do., 1875, 98@100; do., 1880, 98@99; do., 1885, 96½@98½; Northern Central, 48@49; do., bonds, 1885, 87@88½; N. W. Va. 1st mort., 1873, 95@97; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85½@87; Central Ohio, 22@22½; do., 1st mort., 89@90; Western Md. bonds, 75@75; do., guar., 96@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 97@98; do., 1873, 95@97¾; do., 1875, 97@97¼; do., 1886, 98@98¾; do., 1890, 98½@99; do., coupon, 100@100; Park, do., 97½@97¾; do., 1892, 98@99; do., 5s, 1838-'70, 83@83; City Passenger R. R., 17⅝@18¼; Canton Co., 34@50; Gardner, 0.60@0.70; Am. Gas Coal, 0.95@0.95; Maryland, 0.10@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 105@110; Santa Clara, 3@7; Balt. Chrome, 0.35@0.45; Bare Hill, 0.50@0.75; Atlantic Coal, 0.70@0.85; Mineral Hill, 0.45@0.45; Baltimore Coal, 150@190.

Central Ohio Railroad.

At a meeting of the stockholders of this company, held at Zanesville, Ohio, on the 21st ult., a contract was approved by the terms of which the Central was leased to the Baltimore and Ohio Co. for twenty years, either party reserving the right to terminate the lease at the end of five years. The Baltimore and Ohio Company assume control on the 1st inst., and will at once proceed to put the road in complete repair, besides greatly increasing the motive power and rolling stock. The terms of the contract are understood to be that the Central Ohio is to have 35 per cent. of the gross earnings during the first five years, and 40 per cent. thereafter during the continuance of the contract.

McGregor Western Railway.

The extension of the McGregor Western Railway in Iowa to Cresco, a station in Howard County, 66 miles from the Mississippi river, was celebrated on the 20th ult. We learn that arrangements are being perfected, by which the road will be extended by the autumn of 1867, from Cresco to Owatona, on the Minnesota Central railroad, a distance of about eighty miles. The road is already completed from Owatona to St. Paul. Milwaukee will then have a line of railway through the heart of Minnesota, extending to its capital, and which will drain the finest agricultural region in that great State.

☞ During the last week the Senate Committee on Railroads have made a patient and thorough examination of the different projects, hearing the the inventors or their agents in explanation or defense of each. The plans not deemed absolutely chimerical have all been gone through with, and the Committee has adjourned until the 12th of December, for further deliberation.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Nov. 17th, 1866, were $143,068 00
Corresponding week of previous year.. 140,439 00

Increase..... $2,629 00

The earnings of the Western Union Railroad for the week ending Nov. 21, 1866 . .. $16,837 89
Corresponding week previous year..... 15,093 79

Increase $1,744 10

The earnings of the Chicago and Great Eastern Railway for 3d week in Nov. were..... $37,383 70
Same period last year..... 26,432 57

Increase in 1866..... $10,951 13

The earnings of the Chicago and Northwestern Railway for the third week in Nov., 1866, were..... $225,355 00
Corresponding week of previous year.. 205,394 00

Increase..... $19,961 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Nov. 1866, were..... $99,482 00
Corresponding week of 1865 ..... 114,278 00

Decrease $14,796 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Nov. 15th, 1866, were $39,854 00
Corresponding week of 1865..... 40,362 00

Decrease..... $508 00

The earnings of the Michigan Central Railroad for the 3d week in Nov., 1866, were.. $85,614 42
Corresponding week of previous year.. 106,290 88

Decrease..... $20,176 26

The earnings of the Chicago and Rock Island Railroad for the 3d week in Nov., 1866, were..... $79,864 00
Corresponding week of previous year.. 88,096 00

Increase..... $8,232 00

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Nov., 1866, were..... $87,281 46
Same week in 1865..... 78,857 49

Increase..... $8,423 97

Government Appropriations.

The following items of appropriations have just been officially compiled from the acts passed at the last session of Congress :

Pensions	$17,940,000 00
Deficiencies for sundry civil expenses	4,904,514 46
Naval service (for the year ending June 30, 1867,)	18,904,667 50
Post Office Department (for the year ending June 30, 1867,)	19,679,500 00
Military Academy (for the year ending June 30, 1867,)	301,457 00
Fortifications and other works of defence	1,540,000 00
Completion of Public Works	3,698,047 91
Army (for the year ending June 30, 1867)	38,004,241 83
Legislative, Executive and Judicial expenses	25,430,459 89
Consular and diplomatic expenses.	1,405,494 00
Indian department	3,778,535 45
Sundry civil expenses (for the year ending June 30, 1867,)	7,074,126 76
Deficiencies (for the year ending June 30, 1867,)	515,100 76
Miscellaneous	12,705,635 60
Total	$155,881,781 16

Commerce of New York.

The foreign imports at New York for the month of October are officially stated as follows :

	1865.	1866.
Entered for consumpt'n.	$16,357,282	$13,812,206
Entered for warehous'ng	5,903,993	8,113,869
Free goods	795,508	1,471,951
Specie and bullion	77,942	1,434,158
Total entered at port	$23,134,675	$24,832,184
Withdrawn fr. warehouse	4,699,328	8,789,838

The foreign imports at New York for ten months from January 1st, were :

	1865.	1866.
Entered for consumpt'n.	$97,310,788	$144,665,021
Do. for warehousing	64,050,528	101,782,061
Free goods	8,337,652	11,180,054
Specie and bullion	1,759,701	8,422,999
Total entered at port	$171,458,669	$266,050,135
Withdrawn fr. wareh'se	72,642,299	89,489,721

The duties received at New York from Jan. 1st, were :

	1865.	1866.
1st quarter	$14,415,083 83	$35,618,902 52
2d quarter	22,280,493 24	31,929,287 26
3d quarter	35,821,581 79	36,105,092 08
In October	10,973,513 01	11,002,048 08
Total from Jan. 1.	$83,490,671 87	$114,655,329 94

The exports from New York to foreign ports in the month of October, were :

	1865.	1866.
Domestic produce	$20,986,936	$14,593,664
Foreign mdse., free	33,235	32,061
Do. dutiable	252,072	186,108
Specie and bullion	2,516,226	1,463,450
Total exports	$23,788,469	$16,275,283
Do. exclusive of specie..	21,272,243	14,811,833

The exports from New York to foreign ports for ten months from January 1st, were :

	1865.	1866.
Domestic produce	$128,921,293	$156,186,890
Foreign mdse., free	805,415	598,217
Do. dutiable	2,993,713	4,146,845
Specie and bullion	25,205,342	55,489,740
Total exports	$157,925,763	$216,421,692
Do. exclusive of specie.	132,720,841	160,931,952

Philadelphia Passenger Railroads.

The charters granted to the Philadelphia City Passenger Railroads contain a provision that they shall pay into the City Treasury a tax upon their dividends. Some of the companies are required to pay 6 per cent. on all dividends declared; and others 6 per cent. whenever the dividends exceed 6 per cent. per annum upon the capital stock paid in. The following sums have been paid to the City Treasurer during the present year on account of this tax :

West Philadelphia Railroad Company, tax on dividends of 1866, $579 84.

Citizens' Passenger Railroad Company, on dividend of 1865, $2,750, and on the year 1864, $2,482 50. Total, $5,232 50.

Gray's Ferry Passenger Railroad Company, on dividends since the construction of the road, $4,286 63.

Second and Third Streets Road, on dividend of 1865, $2,731 47; on the years 1861-'2-'3-'4 $4,997 68. Total. $7,729 15.

Green and Coates Streets Road, on the years, 1860, 1862, 1863, 1864 and 1865, $4,113 37.

Philadelphia City Passenger Railroad, for the years 1861, 1862, 1863, 1864 and 1865, $10,761 47.

Frankford and Southwark Passenger Railroad Company, for the years 1863 and 1864, $4,813 29.

Making the total amount paid by the above companies, $37,033 95.

Bridge over the Ohio River at Cincinnati.

The cost, dimensions, etc., of the Wire Suspension Bridge over the Ohio River between Cincinnati, Ohio, and Covington, Ky., is given at length in the Cincinnati *Gazette*. The following is a recapitulation of the figures :

Estimated total cost	$1,750,000
Expended by old company	300,000
Expended by new company	1,200,000
Old stock held by city of Covington	100,000
Preferred Stock	750,000
Old Stock	335,000

Length of main strand from centre to centre of towers, 1,057 feet.
Length of each land span, 281 feet.
Total length of bridge, including approaches from Front street in Cincinnati and Second street in Covington, 2,252 feet.
Height of towers from foundation, without turrets, 200 feet.
Height of turrets, 30 feet.
Height of bridge above low water, 100 feet.
Width of bridge in the clear, 36 feet.
Number of cables, 2.
Diameter of cables, 12¼ inches.
Amount of wire in the cables, 1,000,000 pounds.
Strength of the structure, 16,800 tons.
Deflection of cables, 88 feet.
Masonry in each tower, 82,000 perches.
Masonry in each anchorage, 13,000 perches.
Masonry, total amount, 90,000 perches.
Towers at base, 86 by 52 feet.
Towers at top, 74 by 40 feet.
Cables, 2.
Strands in each cable, 7.
Wires in each strand, 740.
Wires in cables, total, 10,360.
Weight of wire, 500 tons.
Feet of lumber, 500,000.

The Bridge will be open to pedestrians on the 1st of December.

Chesapeake and Potomac Canal.

At a meeting of the Corporators of the Chesapeake Bay and Potomac River Tide Water Canal Co., held in Washington on the 22d ult., the Report of S. H. Sweet, Esq., Engineer, was presented and read. From this we learn that the proposed canal from Washington to Annapolis will be but 34 miles instead of 190 by the Potomac and Chesapeake line, a saving of 156 miles, and from 24 to 36 hours to all the markets of the East. It is stated that the cost of transportation from Cumberland to New York will be 25 per cent. less; to Philadelphia 35 less, and to Baltimore 34 less, than if sent by the Baltimore and Ohio railroad.

As contrasted with the cost by the present water lines from Cumberland to the eastern markets, it would cheapen the cost of transportation to New York 10 per cent., to Philadelphia 11 per cent., and to Baltimore 12 per cent.; reducing the cost of coal at New York 54 cents, at Philadelphia 50 cents, and at Baltimore 48 cents. To the local trade of the District of Columbia the advantages are stated to be equally important. From Washington the cost of transportation would be 13 per cent. less to New York, 26 per cent. less to Philadelphia, 38 per cent. less to Havre-de-Grace, and 40 per cent. less to Baltimore than if sent *via* the Potomac river, Chesapeake bay and inland canal route. The size of the canal and locks are to be of the same dimensions as those of the Delaware and Raritan canal, thus admitting the largest class of boats trading with New York and Philadelphia without transhipment, and of a capacity to pass vessels of 270 tons burden. It is estimated that the canal can be constructed for $3,850,000.

The surveys were commenced March 14th, and the field work completed about the middle of June, 1866. During this time over 100 miles were carefully examined with the transit, and level, and 50 miles of reconnoissance made with the level only. The examinations were first directed toward the finding of a feasible route for a tide-water canal, and failing in this, to obtain the most practicable route for an elevated or lock canal. The surveys for a tide-water canal were abandoned as impracticable after trial of four routes, the most favorable of which showed an elevation of 80 feet above mean tide at the highest point between the two cities. The examinations were then directed to a lock canal, and the most practical route for the same was found, having two feasible termini (from the Big Patuxent) on Chesapeake bay; one on South river, and the other on the Severn, at Round bay.

The South River line commences at the Anacostia or Eastern Branch Potomac, three quarters of a mile from Bladensburg, and about 4¼ miles from Washington. It follows up the Paint branch about seven miles, with a uniform grade of ten feet to a mile; thence up the Beaver Dam branch about four miles, with a grade of 13⅓ feet, crossing the summit 156 feet above tide, upon the land of Luther D. Jones, Esq. It then follows down Cass Valley about two miles, on a grade of 82 feet per mile, reaching an elevation of 90 feet above tide on the land of Dr. William Duvall. The line then follows along the western bank of the Big Patuxent valley, at an elevation of about 95 feet above tide, for 2½ miles, crossing the Horse Pen Branch, the valley of which is 50 feet above tide. The line crosses the Big Patuxent at Priest's Bridge, one half mile below the junction of the Little with the Big Patuxent.

The surface of water of the latter stream was found 25 feet above tide. From the Patuxent the line passes up Sanford's branch about 2 miles, with a grade of 22 feet per mile, and crosses the summit, between the Patuxent and South rivers, 165 feet above tide. From this summit the line follows down North Run branch 3 miles, to South river at Clagett's landing; thence down South river 4 4-5 miles; thence across the ridge 1½ miles to Annapolis bay. The summit of this ridge is 50 feet above tide. The total distance, by this line, from Washington to Annapolis, is 34 11-20 miles, 25½ of which is canal.

The Round Bay Terminus line commences three-quarters of a mile west of the Big Patuxent, on the line described above, and this stream is crossed above the forks. The surface of water in the creek is forty-eight feet above tide, and the summit, between the Little and Big Patuxents, 165 feet above tide, on the land of Charles T. Bealmer, Esq. From the summit the line approaches the Little Patuxent on a grade of 60 feet per mile, and crosses this stream near "White's Mill," the surface of water being 43 feet above tide. The line then follows up "Tower's branch," reaching the summit, between the water sheds of South and Severn rivers, on the land of L. W. Wharfield, 132½ feet above tide. From this summit two lines are presented; one to the Severn and the other to South river; the latter, from reconnoissance, found one mile shorter, and the grade as favorable.

The summit between the South and Severn rivers is found, on this line, at an elevation of 100 feet above tide; thence, crossing the Elk Ridge railroad 100 feet above tide, passes down Indian creek, on a grade of about 23½ feet per mile, to Round bay, on the Severn, 7 miles from Annapolis. The length of this line is a follows:

Distance from tide to tide—Potomac to Severn river—total of canal	25½ miles.
Distance from Eastern branch, Potomac, to Washington	4¼ "
Distance used of Severn river, from terminus to Annapolis	7 "
Total distance from Washington to Annopolis	36¾ "

The Chicago Stock Yards.

The following statements respecting the Chicago stock yards, illustrating in an interesting manner the rapid growth of the West, come to us from a source which is in every way trustworthy:

Whole area of yards ..... 380 acres.
Planked over with covered pens ..... 90 "

Material used:

22,600,000 feet of lumber.
1,100 tons of iron.
85,000 cross ties.
52,000 spikes.
534,000 nails.
24,883 fence posts.
30,294 feet water pipes.
315 hydrants.
65 switches and frogs.
2,039 gates.
1,200 cubic yards stone.

Whole cost $1,600,000

29 87-100 miles drains or sewers.
3 27-100 " water troughs.
6 89-100 " streets and alleys.
3 69-100 " sheds over hog pens.
2,445 cattle and hog pens, capable of holding at one time 2,175 car loads of cattle and hogs.
Hotel for 500 guests.
Exchange, 60 feet by 130.
5 hay barns, each for 1,000 tons, holding 5,000 tons hay.
3 horse stables, with stalls for 240 horses.
6 corn cribs each for 10,000 bushels, holding 50,000 bushels corn.
3 water tanks, holding 342,000 gallons water.
5 weighing scale.

Report of Stock for September, 1866.

Cattle	41,883 head.
Hogs	64,291 "
Sheep	17,306 "
Horses	169 "
Total	123,649 "

Net profits for September, 1866 ... $23,065 09

Fifteen years ago the stock yards of Chicago would hold only 25 car loads of stock, and now hold 2,175 car loads.

Railroads in New Jersey.

Notice is given that application will be made to the Legislature for the charter of a railroad from Trenton to a point at or near Flagtown, in Somerset county. Also for a road from Millstone, running near Hopewell, to Pennington, Mercer county. Either of these roads would open a district of country at present remote from railroad facilities, and afford advantages greatly needed, but it is questionable whether either enterprise would prove remunerative. It is also intimated that efforts will be made this winter to extend the Rocky Hill Railroad to the Delaware river, at a point near Lambertsville. Also that the projected Peapack road will be extended so as to connect with the Delaware and Lackawanna road. We also learn that the Central Railroad Company of New Jersey intend making application to the next Legislature for authority to built a road to Newark.

Interesting to Holders of Seven-thirty Notes.

The rapid conversion at the Treasury Department of seven-thirty notes into five twenty bonds is attended with many difficulties on account of the number of lost or stolen seven-thirty notes sent to the Department. Banks and persons dealing in seven-thirties should remember that although all the coupon bonds of the government are issued payable to bearer, so that they will pass by delivering, and are good though lost or stolen when in the hands of a *bona fide* holder, the case is different with the seven-thirties, which are issued in blank, but with the words "order" instead of " or bearer" imprinted on the face. As long as a seven-thirty note remains thus in blank it passes by delivery like a coupon bond; and a *bona fide* purchaser for value can collect the same, notwithstanding it has been lost or stolen. But in case the holder of the seven-thirty fills the blank space with his name, the note then becomes his property payable to him or his order, and he cannot thereafter be deprived of his title by any law or larceny of the note any more than the holder of a check or draft payable to his order; and this is the law, notwithstanding his name may have been so skilfully extracted by acid or otherwise as to leave no trace of the name. If the holder of the note can prove clearly that his name was once written upon the face of the seven-thirty his title is good nothwithstanding the erasure, and even against a *bona fide* holder for value received, and will be recognized by the Treasury Department, and upon proof the note will be paid to him. All persons dealing in government securities ought carefully to bear in mind the foregoing peculiarity of seven-thirty notes which may as stated become converted into negotiable securities, payable only to order, which cannot be the case with any of the coupon bonds of the government.

Richmond, Fredericksburg and Potomac Railroad.

The income of this company from transportation during the year ending September 30, 1865, was $402,717 23, and from rents of real estate $1,015 85, or, in the aggregate, $404,733 18. This amount exceeds by $104,277 04, or nearly thirty-five per cent., the greatest income ever received during any year preceding the war, and by over 53 per cent. the average income of the five years from September, 1856, to September, 1860. The aggregate indebtedness of the company is $215,541 88, not including the $100,000 eight per cent. bonds issued July, 1865, which are preferred, in accordance with the terms of the loan, above all other kinds of indebtedness. The machinery and equipment of the company, much of which is new, is in good condition.

☞ The New Albany, Ind., *Commercial* states that there is every prospect of the speedy commencement of work on the Cincinnati, Madison and New Albany Railroad. This company was organized, the route surveyed, and profile and estimates made more than a year ago. The proposed road begins at Lawrenceburg (connecting with the Indianapolis and Cincinnati Railroad), and follows the north bank of the Ohio River through Aurora, Rising Sun, Patriot, Vevay, Madison, Jeffersonville, and terminates at New Albany.

Manhattan Railway.

Articles of association have been filed in the office of the Secretary of State at Albany, incorporating the "Manhattan Railway Company." The places from and to which the road is intended to be constructed are the South Ferry and the southerly bank of the Harlem River, near the Croton Aqueduct High Bridge.

The following persons compose the company: Geo. Griswold, Joel Wolfe, Henry A. Smythe, James B. Johnston, W. W. Gilbert, Henry F. Vail, Robert L. Kennedy, Wm. B. Duncan, Geo. A. Thorne, Robt. B. Earle, Wm. Smith, John Thompson, Wm. R. Finch, Thos. Reed, John F. Winslow, John A. Griswold, John P. Yelverton, Asa P. Robinson, Hugh B. Wilson, George L. Morris, E. A. Searle, Chas. F. Munson, John Sedgwick, R. W. Cameron, John N. Hayward, Wm. Fullerton, Wm. Marshall, John V. L. Pruyn.

The said road is intended to be wholly within the county of New York, and from the Battery northward to Sixty-fourth street it is intended to be made and located in a tunnel under and beneath the surface of Broadway.

It is also intended to make two branches from the main line of the said road at the most convenient place or places for such branch roads between the South Ferry and the Harlem River. One branch to terminate at or near the Hudson River Railroad, and the other branch to terminate at or near the New York and Harlem Railroad.

The whole length of the road, as near as may be, is twelve miles.

The amount of capital stock is fixed at $10,000,000, to be divided into one hundred thousand shares of one hundred dollars each.

☞ The Corinth (Miss.) *News* states that a contract has been completed for building a railroad from Corinth to Hamburg, on the Tennessee River, a distance of about twenty miles. Cars are to be put on the road in eight months. The railroad from Hamburg to Nashville has been let, and laborers will soon be at work on it. From Hamburg the road passes Mount Pleasant, and will intersect the Decatur and Nashville road at Columbia. This road, when completed, will greatly shorten the distance between Nashville and Memphis. By this route it will be about two hundred and twenty miles. The present traveled route *via* Decatur is three hundred and ten miles.

☞ The engineer corps of the Baltimore and Ohio Railroad have completed their survey of the contemplated route for the Valley Railroad. The route was found entirely feasible, and there will be no difficulty in establishing the terminus at Salem, as proposed by the charter.

☞ The indebtedness of the Territory of Arizona is stated to be $17,087 13, about two-thirds of which was created for printing and salaries. The whole amount received for taxes was $1,155 06, or $773 94 less than the expenses of the Territorial Treasurer's office.

☞ Another railroad is projected in North Carolina, called the Tarborough and Williamstown. Considerable subscriptions have already been made, and the North Carolina papers judge from the spirit manifested, that the road will undoubtedly be built.

Middle Creek Railroad.

The Chief Engineer, F. C. Arms, has just completed the preliminary surveys for this road to Northumberland, Sunbury and the Treverton Bridge. The distance from Lewiston to Sunbury will not exceed forty-seven miles, connecting the Pennsylvania and Mifflin and Central Railroads with four roads at Sunbury, viz: the Northern Central, Philadelphia and Erie, Shamokin Valley, and (virtually) the Lackawanna and Bloomsburg.

Interest and Dividends.

The West Jersey Railroad Company have declared a semi-annual dividend of four per cent., free of tax, payable November 30.

The Rockport Railroad Company has declared a semi-annual dividend of 5 per cent.

The Little Miami Railroad Company have declared a dividend of two dollars per share, exclusive of the income tax, payable December 20.

☞ The Governor of Oregon has addressed a special message to the Legislature, recommending legislation to provide for the construction of a railroad through the Willamet Valley, and by way of Oakland, Roseburg, Jacksonville and Yreka, to and connecting with the Central Pacific Railroad in California—thus putting the capital of Oregon in direct communication with San Francisco. A company is ready to build the road if the Legislature will help them.

☞ The new railroad from the head of the canal, two miles above Mauch Chunk, to Easton, Pa., will be 48 miles in length. The company have contracted for steel rails, weighing fifty-six pounds per yard. The road will connect at Easton, with the Morris and Essex, and also with the New Jersey Central Road for New York, and at Bethlehem with the North Pennsylvania Road for Philadelphia.

☞ A West Virginia journal states that the work upon the Laurel Fork and Sand Hill Railroad is progressing at a more favorable rate than could reasonably have been anticipated, and the contractors propose to be ready to surrender the road at a very early day.

☞ The Branch of the Boston, Hartford and Erie Railroad, incorporated May 1, 1849, as the Southbridge and Blackstone Railroad, was completed, and commenced its daily running from Southbridge Centre Village to its junction with the above road at East Thompson, November 9, 1866.

☞ The total receipts into the Treasury of the State of Illinois during the past year were $1,850,000; disbursements $1,874,000. The present debt of the State is $2,282,000; a reduction of $410,000 within the year.

☞ The San Francisco Central Pacific Railroad will be 54½ miles in length, commencing at Washington, opposite Sacramento, and extending to Benicia. The company was organized on the 29th of September. Capital authorized $1,500,000.

☞ The formal opening of the bridge across the Susquehanna river, on the Philadelphia, Wilmington and Baltimore Railroad, took place at Havre de Grace on the 26th ult.

☞ W. O. Winston, Esq., of DeKalb county, Ala., has been elected President of the Wills' Valley Railroad Company.

☞ Charles E. Beyers has been appointed Chief Engineer of the Philadelphia and Reading Railroad.

☞ P. V. Daniel, Jr., Esq., has been re-elected President of the Richmond, Fredericksburg and Potomac Railroad Company for the ensuing year.

☞ Robert F. Stockton, has been chosen President of the Delaware and Raritan Canal.

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			ft. in.	tons.	in.	in.	in.	
1 Engine,	No.	101	4 8½	25	14	22	54	4
1 "	"	102	4 8½	22	15	20	54	4
1 "	"	103	4 8½	24	15	20	64	4
1 "	"	104	4 8½	24	15	20	60	4
1 "	"	105	4 8½	22	12	22	60	4
1 "	"	106	4 8½	16	11	24	54	4

No. 101.—Is a first-class Engine, has been thoroughly rebuilt, and will be ready for delivery next month.

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LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

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Dec. 11th—HENRY CHAUNCEY, Capt. A. G. Gray, to connect with GOLDEN CITY, Capt. Watkins.

Dec. 21st—RISING STAR, Capt. T. A. Harris to connect with MONTANA, Capt. — —

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of Dec. 1st, 1866, will connect with the first steamer of the Company's China Line, leaving San Francisco Jan 1, 1867, for Hong Kong.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

3m35 S. K. HOLMAN, Agent.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 8, 1866.

Finances of Ohio.

The receipts into the Ohio State Treasury during the fiscal year ending November 15, 1866, were as follows:

General revenue fund	$1,508,420 29
Canal fund	59,148 10
Sinking fund	2,629,580 64
State common school fund	1,412,078 62
Soldiers' allotment fund	59,812 63
State military fund	401,805 15
Soldiers' relief fund	2,181,563 57
Soldiers' claims fund	99,837 59
National road fund	24,127 29
Bank redemption fund	4,291 38
District school library fund	83 15
	$8,380,748 41

And the disbursements were:

General revenue fund	$1,339,816 80	
Canal fund	46,874 47	
Sinking fund	2,074,879 97	
State common school fund	1,353,280 20	
Soldiers' allotm't fund	57,267 73	
State military fund	360,285 36	
Soldiers' relief fund	2,017,851 46	
Soldiers' claims fund	85,942 29	
National road fund	21,719 18	
Bank redemption fund.	1,279 32	
		7,359,496 73
Balance Nov. 15, 1866		$1,021,251 68

A comparison of the above table with the Treasurer's report for 1865, will show a decrease of $4,865,420 75 in receipts, and $5,130,586 51 in disbursements, and an increase of $265,165 76 in the balance on hand.

The following funds show decreases in receipts as compared with 1865:

General revenue	$745,007 68
Soldiers' allotment	5,129,483 03
Soldiers' claims	127,735 42
National road	5,704 04
Canal bank, Cleveland	547 77
Seneca County bank	610 29
City bank, Cincinnati	1,549 39
	$6,010,637 62

The increases in receipts are as follows:

Canal fund	$11,422 10	
Sinking fund	704,717 35	
Common school fund	71,139 29	
State military fund	197,223 49	
Soldiers' relief fund	160,208 89	
Bank redemption fund	505 75	
		1,145,216 87
Net decrease, as above stated		$4,865,420 75

In the following funds the decrease of disbursements are:

General revenue	$548,315 16
Soldiers allotment	5,077,536 30
State military	26,311 89
Soldiers' claims	124,789 43
National road	8,369 79
Canal bank, Cleveland	547 77
Seneca county bank	610 29
City bank, Cincinnati	1,549 39
	$5,783,030 02

There are increases in disbursements as follows:

Canal fund	$36,196 57	
Sinking fund	478,627 80	
Common school fund	67,434 26	
Soldiers' relief fund	69,346 56	
Bank redemption fund	838 32	
		652,443 51
Net decrease in disbursements		$5,130,586 51

It will be noticed from the above exhibit that the disbursements from the general revenue fund, were nearly $550,000 less in 1866 than they were during the preceding year of 1865. This fund is devoted to payment of the general expenses of the State Government, and the decrease in disbursements from it indicates the amount of economy that has been practised.

The receipts into the treasury and the disbursements therefrom for the past seven years, were as follows:

	Receipts.	Disbursements.
1860	$4,081,147 55	$3,959,071 48
1861	5,657,727 88	5 524,564 72
1862	6,512,807 14	6,029,566 98
1863	6,313,614 00	5,361,687 00
1864	8,710,139 82	6,706,471 70
1865	13,246,169 16	12,490,083 24
1866	8,380,748 41	7,359,496 73

The large excess in the amounts for 1865 is owing to the soldiers' allotment fund, as over $5,000,000 were collected during that year from the Ohio soldiers in the field and camp, and transmitted through State and County Treasuries to their families and friends at home, while in 1866 the amount was less than $60,000.

The finances of the States are certainly in an excellent condition. The State debt is being rapidly reduced, and the expenses of the State Government are being curtailed, consequently the taxes are becoming lighter, which will be a source of great satisfaction to tax payers.

Grants of Public Lands.

The following table shows the number of acres of the public lands granted by Congress to States and corporations to aid in the construction of railroads and wagon roads:

	Acres.
Illinois	2,595,053.00
Mississippi	2,062,240.00
Alabama	8,729,120.00
Florida	2,360,114.00
Louisiana	1,578,720.00
Arkansas	3,940,271.63
Missouri	3,745,160.21
Iowa	6,751,207.98
Michigan	5,327,930.99
Wisconsin	5,378,360.50
Minnesota	7,783,403 09
Kansas	6,550 000.00
California	3,400,000.00
	55,201,581.40
Corporations—	
Pacific Railroads	99,360,000.00
Wagon roads—	
Wisconsin	250,000.00
Michigan	1,718,618.27
Oregon	1,305,600.00
	3,274,218.27
	157,835,794.67

Of the land granted to the States 20,682,617.65 acres have been certified under the grants, and of the nearly one hundred millions of acres granted to the Pacific Railroad corporations but 45,510.54 acres have been certified.

Debt of Philadelphia.

The following is an official exhibit of the funded debt of the City of Philadelphia, and assets, Nov. 1, 1866:

To amount of city loans outstanding Nov. 1, 1866	$35,981,799 24
To amount authorized but not issued for special purposes, viz: school, water, gas, &c	2,277,800 00
Total	$38,259,599 24
By cash in hands of Sinking Fund Commissioners	$559,372 50
By city loans	2,736,137 81
By other securities, valued at	18,961,345 00
By outstanding taxes collectable	850,000 00
Balance	15,152,744 43
Total	$38,259,599 24

Assets of the City of Philadelphia for the year 1866.

Cash on hand Nov. 1, 1866	$538,440 46
Estimated receipts of registered taxes in 1867	400,000 00
Estimated receipts from sources other than taxes prior to January, 1867, and for the year 1867	1,627,670 00
Estimated receipts from taxes and registered taxes prior to January, 1867	450,000 00
Estimated receipts from Trustees of Gas Works for 1867	185,000 00
Total	$3,201,110 46
Amount required to be provided from taxes or by loan	7,604,351 58
By funding $1,500,000, leaves to be provided from taxation	$6,104,351 58

Mississippi and Tennessee Railroad.

The report of this company shows that there were received during the year ending September 30th, 1866, $164,878 55 for passages; $189,496 88 for freights; $7,802 41 for express; $4,583 33 for carrying the mail; $511 for privileges; making in all a total receipt of $367,272 17. The road is represented as being in a flourishing condition; and a hope is expressed that the company will soon be enabled to run its track as far down as Memphis. The present value of the road and equipment is estimated at $3,015,106 94.

Virginia Central Railroad.

The earnings of this road for the year ending September 30, 1866, were as follows:

From passengers	$247,625 43
" freight	196,184 96
" express	26,336 11
" U. S. mail	15,238 48
" rents, etc	2,114 12
	$487,449 10

Expenses, viz:

Conducting transportation and legal and miscellaneous exp.	$149,415 65	
Repairs of road and buildings	127,343 70	
Repairs of locomotives and cars	53,235 97	
Repairs of workshops and tools	2,500 00	
Salaries	12,016 68	
Taxes	20,552 30	
Insurance	2,071 50	
Repairs on real estate	177 32	
Extraordinary repairs, etc.	260,337 13	
		627,650 15
Excess of expenditures		$140,201 05

The ordinary operating expenses, as given above were $367,313 02. Deducting only these from the gross receipts, the net earnings will amount to $120,136 08. The extraordinary expenses were as follows:

Purchase of 3 locomotives and 36 cars	$54,614 21
Repairs on locomotives purchased from Government	1,934 82
Repairs on locomotives returned from Piedmont Railroad	3,310 67
Cars built in company's shops	27,982 39
Rent of locomotives and cars from Government	9,446 75
Debts contracted previous to April, 1865	4,766 29
One-fourth repairs locomotives and cars	17,745 32
Iron rails purchased for repairs of track, less old rails sold	38,775 62
Relaying track, including cost of chairs and spikes	14,537 00
Rebuilding depots and water stations.	4,718 54
Eight new section houses	1,692 50
Paint and boiler shops in Richmond	1,310 83
Repairs and additions to shops and tools	3,798 09
One-fifth of labor expended on roadway	18,379 49
New bridges built	3,490 00
One-half the cost of repairs to trestle works and cattle guards	5,021 00
Excess of material at shops over last year	3,819 11
Excess of wood over last year	20,662 50
Excess of cross-ties over largest number ever before used in one year	22,241 00
Re-building culverts	1,920 00
Work done at shop for sundry persons	171 50
Total, as above	$260,337 13

Almost the whole of this sum may be regarded as an addition made to the value of the property of the company as compared with its value at the close of the preceding year. The division of expenditures was, however, made for the purpose of ascertaining as far as practicable, the actual amount necessary to restore the road and its machinery after the depreciation and damages due to the war. A large amount of work has been done during the past year in restoring the roadway. The road-bed east of Staunton, which was neglected during the war, is now in better condition than ever before, and a large proportion of the cross-ties have been renewed. West of Staunton not so much labor has been expended, either in ditching or renewing cross-ties; but the road has been worked with safety by the judicious distribution of such timber as could be had, and the excellent surface given to the track. About 11 miles of new rail have been laid on the road east of Gordonsville, and 11 miles of old rail have been repaired and relaid. This makes a fair track, and may last several years. About 14 miles of new iron are needed to put the track in first-rate condition. The cost of the new rail, (after deducting amount received for old rails,) and the cost of re-laying the track, are classed as extraordinary expenses. The number of cross-ties put in the track during the year has been 128,817—being 65,720 more than were ever laid in repairs in any previous year. New bridges have been built at Christian's Creek and Gordonsville, and two new road bridges over grade. Ninety-six thousand brick have been laid in culverts to replace old wooden or other defective ones. A large amount of trestle work has been renewed, and a large number of new cattle guards built. The amount of labor expended on the whole road, including city tracks in Richmond, but exclusive of ditching, was equal to 54,692½ days' works, the total cost of which was $54,750 76. The superintendent recommends the building of freight houses at several points on the road, and the covering of the new bridges to keep them from decay. The freight houses at Beaver Dam, Tolersville, Ivy, Mechum's River, and Greenwood have been repaired or rebuilt, and the freight house at Staunton was to have been completed in December.

Three locomotives have been purchased and two which were loaned the Piedmont road have been returned. The cost of repairs on these and on the two purchased from the government, has been charged to extraordinary expenses. Four passenger and four baggage cars have been built in the company's shops; and three passenger cars, a baggage car and a mail car have been repaired. Forty-two freight cars have been added to the equipment, of which 29 were purchased from the government, 5 from the York River Railroad Company, and 8 built in the company's shops. Two cars have been destroyed. The company now have 15 passenger, 2 mail and express, 3 mail and second class passenger, 6 baggage, 6 conductors', 97 box, 14 stock and 48 platform cars.

The total number of passengers carried was 119,036; of which 59,003 went west, and 60,033, east. Total mileage of passengers, 5,769,464. Total number of tons carried, 36,888; of which 15,468 went west, and 21,340 east.

A statement is given by the Treasurer, showing the indebtedness of the company on the 30th September 1865 and 1866, of which the following is an abstract:

	1865.	1866.
Mortgage debt less the amount of sinking fund	$1,394,063 87	$1,427,063 87
Bonds for dividends.	122,807 00	122,613 00
Bonds of 1866, for interest	....	83,125 03
Floating debt	245,712 99	366,369 47
	$1,762,583 86	$1,999,171 37
Less cash on hand and debts due to company	125,465 78	118,539 04
Total	$1,637,118 08	$1,880,682 33

—showing an apparent increase in the indebtedness of the company since Sept. 30, 1865, of $243,534 25. The report says:

Very much the larger portion of this increased indebtedness was really in existence on the 30th of September, 1865. It can be itemized as follows:

Iron purchased from United States government	$70,000 00
Interest funded	83,125 03
Part of amount paid government for hire of engines, say	7,000 00
Amount due October 1st, 1865, for wood, ties and material, and not then reported in excess of what was due and unpaid October 1st, 1866—say.	20,000 00
	$180,125 03

The failure to bring these items into the accounts of the year to which they belonged, was owing to the fact that no account is kept of unpaid interest, but the entries are made as it is paid or otherwise settled; and to the further fact, that unless the company is in funds, the general superintendent does not generally certify accounts, but puts them off until the company is prepared to pay them, and thus no evidence of the indebtedness appears upon the books of the treasurer, from which the reports are made up.

Much of the interest falling due on the bonds

of the company during the war remained unpaid, having been held over by the holders of the bonds, or bought up by others as a safe investment; this, with the semi-annually accruing interest up to January, 1867, the board found it would be impossible now to pay. The unsettled claim was likely to embarrass the operations of the company, they therefore proposed to its holders to fund at par in 8 per cent. bonds, redeemable chiefly in ten years from July, 1866, all interest up to January 1867, inclusive, and gave assurance that the regular payment of interest would be resumed on the 1st of July, 1867. This proposition was regarded as just and fair, and has been received generally with favor by the parties interested. A considerable amount has already been funded, and the funding is still progressing.

Under the authority of the stockholders, and with the assent of the general assembly, 8 per cent. coupon bonds, to the extent of $300,000, have been issued, secured by mortgage and payable in ten years. But $33,000 of these bonds have been sold, leaving in the possession of the company $267,000, which will be held in case of emergency, and for the completion of the road to Covington, so soon as it shall be deemed expedient to do so.

The financial condition of the company has been such that no addition could be made to the sinking fund, it remains therefore as it was on the 30th of September, 1865.

The difficulty of raising funds, and the knowledge of the fact that the White Sulphur Springs would not be opened to any extent in 1866, prevented the completion of the road from Jackson's River Depot to Covington during the past year.

It is deemed advisable to make arrangements for its completion at as early a period as the condition of the country and of the finances of the company will justify it. Very slight damage has accrued to the work already done from the lapse of time.

The general assemblies of the States of Virginia and West Virginia, at their last sessions, invested a commission, composed of prominent gentlemen in each state, with the power to transfer the franchise of the Covington and Ohio Railroad Company to such persons as would make the most favorable propositions for the speedy construction of the work. In May last these commissioners entered into certain contingent agreements with gentlemen in New York, of the highest personal and financial positions, who immediately sent one of their number to Europe to make the necessary financial arrangements. The subsequent political and monetary complications in that country have retarded their operations; but now there is every reason to hope, that in a short time those arrangements will be completed, and that the work will be energetically pressed forward. Should there, however, be a failure in these arrangements, and should the commissioners not succeed in getting competent parties to take the work, so vital is the interest of this company in this great enterprise, that your board will regard it as the duty of the Directory of the Company to ask the stockholders to take into consideration the propriety of themselves undertaking a work, without the completion of which your road must remain a mere local one.

Some purchases have been made of real estate, contiguous to the property of the company in Richmond, which were deemed essential to its interest.

Connections have been formed and arrangements, made which give the company a full share of the travel between Richmond and the Southwestern cities.

A contract was made in August, 1865, with the Adams Express Company, by which they lent this company $50,000, and obtained the privilege of doing, under proper restrictions, express business upon your passenger trains, to the exclusion of other parties who would not make a like loan and agree to similar restrictions. The National Express Company, subsequently organized, made complaint against this contract, and upon the suggestion by the Board of Public Works that the contract was tainted by usury and was illegal, the Board of Directors of this Company, on the 16th of November last, directed that the Adams Express Company should be informed of these facts, and notified that the execution of the contract must be suspended, and asked to assent to such changes as would make it conform to law. On the 24th of November, the Adams Company notified this Company that they would expect a compliance with the contract. The opinion of counsel was taken, which was favorable to the legality of the contract. The Adams Company, however, acceded to a modification of the contract, and a new one was made on December 1st, by which the advance was converted into a prepayment, without interest, instead of a loan; this cured the taint of usury. This company had received the money of the Adams Company, had spent it, and had it not to repay. Every dictate of honor and honesty required that this contract should be fairly carried out, unless the courts decided it to be illegal, and the directory determined upon that course. An unavailing effort was made to arrange the matter with the National Express Company, and on January 1st they were remitted to the freight trains, and their remedy in the courts. They applied for an injunction to restrain this company from carrying out their contract; this injunction was awarded, and on the 11th day of July, 1866, the passenger trains, without the restrictions of the contract with the Adams Company, were thrown open to all parties desiring to forward matter, and so remain at this time.

The general condition of the roadway is good; your rolling stock is in excellent condition. You have on hand a good supply of wood, a fair supply of other necessary material. Several of your depots are rebuilt, and the others will be in the course of this fiscal year. We think that your revenues will increase considerably during this year, and we feel assured that the expenditures will be much less. With an improvement in the condition of the country, your property will become as valuable as it ever was.

The financial condition of the company September 30, 1866, was as follows:

Capital stock:		
State's subscription		$2,013,987 52
Individual subscriptions		1,339,691 50
		$3,353,679 02
Funded debt, viz:		
Bonds guaranteed by State, payable in 1880	$100,000 00	
Coupon bonds of 1851, payable in 1872	206,500 00	
Coupon bonds of 1854, payable in 1884	983,000 00	
State Loan 1859-'60	210,000 00	
Coupon bonds of 1865, payaole in 1876	33,000 00	
Coupon bonds issued for funding interest, payable 1877	79,500 00	
Registered do., payable 1870	3,625 03	
Bonds issued for dividends in 1851, payable 1866	23,116 00	
Do. in 1853, payable 1875	82,640 00	
Do. in 1855, now due	16,857 00	
Bonds issued for temporary loans, now due	55,704 23	
Do. to contractors, now due	5,880 00	
		1,799,822 26
Receipts from transportation from commencement		11,663,889 67
Rent of real estate		10,144 96
Dividends uncalled for		33,076 50
Due Board of Public Works for tolls on Blue Ridge Railroad		31,801 71
Bills payable		115,064 82
Open accounts		124,842 11
		$17,132,321 05
Construction of road and buildings between Richmond and Staunton		$2,406,710 57
Do. between Staunton & Covington		3,016,418 16
Locomotives, cars, machinery, etc.		541,813 82
Total cost of road		$5,964,942 55
Real estate		25,196 95
Tolls to State for Blue Ridge Railroad and Tunnel		225,049 32
Survey of short line between Richmond and Charlottsville		1,921 98
180 shares of Co's stock purchased		9,000 00
Interest from commencement		1,175,266 75
Dividends "		1,322,681 30
Sinking fund		97,500 00
Do. for redemption of State loan		7,936 13
Transportation expenses from commencement		8,163,454 99
Bills receivable		8,601 92
Due from agents, railroad companies, etc.		108,285 81
Cash in U. S. currency		6,651 31
" C. S. "		20,832 04
		$17,132,321 05

President.—WMS. C. WICKHAM.
Treasurer.—J. GARRETT.
Superintendent.—H. D. WHITCOMB.

The National Finances.

REPORT OF THE SECRETARY OF THE TREASURY.

In his report under date of the 4th of December, 1865, the Secretary estimated, according to the data furnished him by this Department and by the other Departments, that the expenditures of the Government for the three quarters of the fiscal year ending June 30, 1866, would exceed the receipts $112,194,947 20. The result was widely different. The receipts exceeded the estimates $89,905,905 44; the expenditures fell short of the estimates $200,529 235 30. The following statement exhibits the items of increase of receipts and decrease of expenditures in comparison with the estimates:

STATEMENT *of the estimated and actual receipts and expenditures of the United States from October* 1, 1865, *to June* 30, 1866.

	Receipts. Estimated.	Receipts. Actual.	Excess of Receipts.
Customs	$100,000,000 00	$132,037,068 55	$32,037,068 55
Lands	500,000 00	532,140 40	32,140 40
Internal revenue	175,000,000 00	212,607,927 77	37,607,927 77
Miscellaneous	80,000,000 00	48,285,125 90	18,285,125 90
Direct tax		1,943,642 82	1,943,642 82
		$395,405,905 44	$89,905,905 44
Cash balance Oct. 1, 1865	$305,500,000 00	67,158,515 44	
	$372,658,515 44	$462,564,420 88	
	Expenditures. Estimated.	Expenditures. Actual.	Excess of Estimate.
Civil service	$32,994,052 88	$30,485,500 55	$2,508,551 33
Pensions and Indians	12,256,730 94	11,061,285 79	1,195,505 15
War department	307,788,750 57	119,080,464 50	188,708,286 07
Navy department	35,000,000 00	26,802,716 31	8,197,283 69
Interest on public debt	96,818,868 75	96,894,260 19	*80,391 44
	$484,863,462 64	$284,324,227 84	$200,529,235 30

* Deficiency in estimate for interest on public debt.

RECAPITULATION.

Actual receipts, including cash balance		$462,564,420 88
Estimated receipts, including cash balance		372,658,515 44
		$89,905,905 44
Estimated expenditures	$484,853,462 64	
Actual expendit's.	284,824,227 34	
		200,529,235 30
Total		$290,435,140 74

The following is a statement of receipts and expenditures for the fiscal year ending June 30, 1866:

Balance in Treasury, agreeable to warrants July 1, 1865		$858,309 15
To which add balance of sundry trust funds not included in the above balance		2,217,732 94
		$3,076,042 09
Receipts from loans		712,851,553 05
Receipts from customs		179,046,651 58
Receipts from lands		665,031 03
Receipts from direct tax		1,974,754 12
Receipts from internal revenue		309,226,813 42
Receipts from miscellaneous sources		67,119,369 91
		$1,273,960,215 20

Expenditures:

Redemption of public debt	$620,321,725 61	
For the civil service	41,056,961 54	
For pensions & Indians	18,852,416 91	
For the war department	284,449,701 82	
For the navy department	43,324,118 52	
For interest on the public debt	133,067,741 69	
		1,141,072,676 09
Leaving a balance in the Treasury on the first day of July 1, 1866.		$132,887,549 11

The following is a statement of the receipts and expenditures for the quarter ending September 30, 1866:

Balance in Treasury, agreeable to warrants July 1, 1866		$132,887,549 11
Receipts from loans		174,011,622 24
Receipts from customs		50,843,774 24
Receipts from lands		228,399 72
Receipts from direct tax		340,454 39
Receipts from internal revenue		99,166,993 98
Receipts from miscellaneous sources		7,981,764 24
		$465,460,557 92

Expenditures:

For the redemption of the public debt	$243,782,683 44	
For the civil service	11,893,736 44	
For pensions and Indians	11,787,975 66	
For the war department	13,833,214 03	
For the navy department	7,873,609 17	
For interest on the public debt	33,865,399 99	
		323,041,768 73
Leaving a balance in the Treasury on the first day of Oct., 1866		$142,418,789 19

The following statement exhibits the items of increase and decrease of the public debt for the fiscal year ending June 30, 1866:

Amount of public debt, June 30, 1865		$2,682,593,026 53
Amount of cash in Treasury		858,309 15
		$2,681,734,717 38
Amount of public debt, June 30, 1866	$2,783,425,879 21	
Am't of cash in Treasury.	132,887,549 11	
		2,650,538,330 10
Net decrease		$31,196,387 28

This decrease was caused as follows, by payments and *increase of cash in Treasury*:

Bonds, 6 per cent., acts July 21, 1841, and April 15, 1842		$116,139 77
Treasury notes, 6 per cent., acts December 23, 1857, and March 2, 1861		2,200 00
Bonds, 5 per cent., act September 9, 1850, (Texas indemnity).		283,000 00
Treasury notes, 7-30, act July 17, 1861		380,750 00
Certificates of indebtedness, 6 per cent., act March 1, 1862		89,381,000 00
Treasury notes, 5 per cent., one and two year, act March 3, 1863		38,884,480 00
Compound interest notes, 6 per cent., act June 30, 1864		34,743,940 09
Bonds, 5 per cent., act March 3, 1864		1,551,000 00
United States notes, acts July 17, 1861, and Feb. 12, 1862		200,441 00
United States notes, acts February 25, July 11, 1862, and March 3, 1863		32,068,760 00
Postal currency, act July 17, 1862		2,884,707 88
Cash in Treasury increased		132,029,239 96
Gross decrease		$332,525,658 61

From which deduct for increase, by:

Bonds, 6 per cent., acts July 1, 1862, and July 2, 1864, issued to Central Pacific Railroad Co., &c., interest payable in lawful money	$4,784,000 00	
Treasury notes, 7-30, acts June 30, 1864, and March 3, 1865, interest payable in lawful money	134,641,150 00	
Temporary loan, 4 5 and 6 per ct., acts July 11, 1862, and June 30, 1864	30,459,135 25	
Gold certificates, act March 3, '63	10,713,180 00	
Fractional currency, act March 3, 1863	4,949,756 08	
Bonds, 6 per cent., act July 17, '61.	146,050 00	
Bonds, 6 per cent., act March 3, '64	3,882,500 00	
Bonds, 6 per cent., act June 30, '64.	8,211,000 00	
Bonds, 6 per cent., act March 3, '65	103,542,500 00	
		301,329,271 33
Net decrease		$31,196,387 28

The following statement exhibits the items of increase and decrease of the public debt for the four months from June 30, 1866, to October 31, 1866:

Amount of public debt, June 30, 1866		$2,783,425,879 21
Amount of cash in Treasury		132,887,549 11
		$2,650,538,330 10
Amount of public debt, October 31, 1866	$2,681,636,966 34	
Add amount of old funded and unfunded debt, included in debt of June 30, 1866, not in statement	114,115 48	
Total	$2,681,751,081 82	
Am't of cash in Treasury.	130,326,960 62	
		2,551,424,121 20
Net decrease		$99,114,208 90

Which decrease was caused as follows, by payments:

Bonds, 6 per cent., act July 21, 1841, and April 15, 1842		$14,500 00
Bonds, 6 per cent., act January 28, 1847		1,672,450 00
Bonds, 6 per cent., act March 31, 1848		617,400 00
Bonds, 5 per cent., act September 9, 1850 (Texas indemnity)		175,000 00
Bonds, 5 per cent., act March 3, 1864 (Ten-forties)		149,750 00
Treasury notes, 6 per cent., acts December 23, 1857, and March 2, 1861		6,150 00
Temporary loan, 4, 5 and 6 per cent., acts February 25, March 17, July 11, 1862, and June 30, 1864		75,172,997 76
Certificates of indebtedness, 6 per cent., acts March 1, 1862, and March 3, 1863		26,209,000 00
Treasury notes, 5 per cent., one and two year, act March 3, 1863		500,000 00
Treasury notes, 7-30, act July 17, 1861		11,200 00
Compound interest notes, 6 per cent., act June 30, 1864		10,500,000 00
Treasury notes, 7-30, acts June 30, 1864, and March 3, 1865		82,237,250 00
United States notes, acts July 17, 1861, and February 12, 1862		3,804 00
United States notes, act February 25, 1862, July 11, 1862, and March 3, 1863		10,691,779 00
Postal currency, act July 17, 1862		691,031 75
Gross decrease		$208,652,312 51

From which deduct for increase of debt and *decrease of cash in Treasury*:

Bonds, 6 per cent., act July 17, 1861	$7,050 00	
Bonds, 6 per cent., act March 3, 1865	101,738,500 00	
Bonds, 6 per cent., acts July 1, '62, and July 2, '64, issued to Central Pacific R. R. Co., &c., interest payable in lawful money	3,840,000 00	
Gold certificates, act March 3, '63	183,800 00	
Fractional currency, acts March 3, 1863, and June 30, 1864	1,208,165 12	
Cash in Treasury, decreased	2,560,588 49	
		109,538,103 61
Net decrease		$99,114,208 90

The following statement exhibits the items of increase and decrease of the public debt from the highest point, August 31, 1865, to October 31, 1866:

Amount of public debt Aug. 31, 1865, as per statement		$2,845,907,626 56
Amount of old funded and un-		

funded debt		114,115 48
		$2,846,021,742 04
Amount of cash in Treasury		88,218,055 13
		$2,757,803,686 91
Amount of public debt Oct. 31, 1866, as per statement	$2,681,636,966 34	
Amount of old funded and unfunded debt	114,115 48	
	$2,681,751,081 82	
Am't of cash in Treasury.	130,326,960 62	
		2,551,424,121 20
Net decrease		$206,379,565 71

Which decrease was caused as follows by payments and *increase of cash in Treasury:*

Bonds, 6 per cent., act Jan. 28, 1847	$1,672,450 00
Bonds, 6 per cent., acts July 21, 1841, and April 15, 1842	144,039 77
Bonds, 6 per cent., act March 31, 1848	617,400 00
Bonds, 5 per cent., act March 3, 1864	1,700,750 00
Bonds, 5 per cent., act Sept. 9, 1850, (Texas indemnity)	455,000 00
Treasury notes, 6 per cent., acts Dec. 23, 1857, and March 2, '61	8,200 00
Temporary loan, 4, 5 and 6 per cent., acts Feb. 25, 1862, and June 30, 1864	62,146,714 27
Certificates of indebtedness, 6 per cent., acts March 1, 1862, and March 3, 1863	84,911,000 00
Treasury notes, 5 per cent., one and two years, act March 3, '63	31,000,000 00
Treasury notes, 7-30, act July 17, 1861	295,100 00
Compound interest notes, 6 per cent., act June 30, 1864	68,512,020 00
Treasury notes, 7-30, act June 30, 1864, and March 3, 1865	105,985,700 00
United States notes, acts July 17, 1861, and Feb. 12, 1862	134,610 00
United States notes, acts Feb. 25, 1862, July 11, 1862, and March 3, 1863	42,830,174 00
Postal currency, act July 17, 1862	3,029,739 63
Suspended requisitions	2,111,000 00
	$405,553,897 67
Increase of cash in Treasury	42,108,905 49
Gross decrease	$447,662,803 16

From which deduct for increase—

Bonds, 6 per cent., acts July 17, and Aug. 5, '61	$114,750 00	
Bonds, 6 per cent., act March 3,'64	3,882,500 00	
Bonds, 6 per cent., act June 30, '64	8,211,000 00	
Bonds, 6 per cent., act March 3,'65	205,281,000 00	
Bonds, 6 per cent., acts July 1, '62, and July 2, '64, issued to Central Pacific R. R. Co., &c., interest payable in lawful money	8,624,000 00	
Fractional currency, acts March 3, 1863, and June 30, 1864	4,273,007 45	
Gold certificates, act March 3,'63	10,896,980 00	
		241,283,237 45
Net decrease		$206,379,565 71

These statements are in the highest degree encouraging. They are conclusive evidence of the greatness of our resources, and they clearly indicate the patience of the people under self-imposed burdens, and their unwillingness that this debt should be a perpetual incumbrance upon the country.

The following is a statement of the public debt June 30, 1866, exclusive of cash in Treasury:

Bonds, 10-40s, 5 per cent., due in 1904	$171,219,100 00
Bonds, Pacific Railroad, 6 per ct., due in 1895 and 1896	6,042,000 00
Bonds, 5-20s, 6 per cent., due in 1882, 1884 and 1885	722,205,500 00
Bonds, 6 per cent., due in 1881	265,317,700 00
Bonds, 6 per cent., due in 1880	18,415,000 00
Bonds, 5 per cent., due in 1874	20,000,000 00
Bonds, 5 per cent., due in 1871	7,022,000 00
Bonds, 6 per cent., due in 1868	8,908,341 80
Bonds, 6 per cent., due in 1867	9,415,250 00
Compound interest notes, due in 1867 and 1868	159,012,140 00
7-30 Treasury notes, due in 1867 and 1868	806,251,550 00
Bonds, Texas indemnity, past due, not presented	559,000 00
Bonds, Treasury notes, &c., past due, not presented	3,815,675 80
Temporary loan, ten days' notice.	120,176,196 65
Certificates of indebtedness, past due, not presented	26,391,000 00
United States notes	400,891,368 00
Fractional currency	27,070,876 96
Gold certificates of deposit	10,713,180 00
Total	$2,783,425,879 21

Cash in Treasury, $132,887,549 11.

The following is a statement of the public debt, October 31, 1866, exclusive of cash in Treasury:

Bonds, 10-40s, 5 per cent., due in 1904	$171,069,350 00
Bonds, Pacific Railroad, 6 per cent. due in 1895 and 1896	9,882,000 00
Bonds, 5-20s, 6 per cent., due in 1882, 1884 and 1885	823,944 000 00
Bonds, 6 per cent., due in 1881	265,324,750 00
Bonds, 6 per cent., due in 1880	18,415,000 00
Bonds, 5 per cent., due in 1874	20,000,000 00
Bonds, 5 per cent., due in 1871	7,022,000 00
Navy pension fund, 6 per cent.	11,750,000 00
Bonds, 6 per cent., due in 1868	8,290,941 80
Bonds, 6 per cent., due in 1867	7,742,800 00
Compound interest notes, due in 1867 and 1868	148,512,140 00
7-30 Treasury notes, due in 1867 and 1868	724,014,300 00
Bonds, Texas indemnity, past due, not presented	384,000 00
Bonds, Treasury notes, temporary loan, certificates of indebtedness, &c., past due, not presented	36,604,909 21
United States notes	390,195,785 00
Fractional currency	27,588,010 33
Gold certificates of deposit	10,896,980 00
Total	$2,681,636,966 34

Cash in Treasury, $130,326,960 62.

The Secretary estimates that the receipts for the three quarters ending June 30, 1867, will be as follows:

Receipts from customs	$110,000,000 00
Receipts from lands	500,000 00
Receipts from internal revenue	186,000,000 00
Receipts from miscellan's sources	20,000,000 00
	$316,500,000 00

The expenditures, according to his estimates will be:

For the civil service	$37,405,947 39	
For pensions and Indians	12,262,217 21	
For the war department, including $15,000,000 for bounties	58,804,657 05	
For the navy department	23,144,810 31	
For interest on the public debt	105,551,512 00	
		237,169,148 96
Leaving a surplus of estimated receipts over estimated expenditures of		$79,330,856 04

The receipts for the next fiscal year ending June 30, 1868, are estimated as follows:

From customs	$145,000,000 00
From internal revenue	265,000,000 00
From lands	1,000,000 00
From miscellaneous sources	25,000,000 00
	$436,000,000 00

The expenditures are estimated as follows:

For the civil service	$50,067,342 08	
For pensions and Indians	25,388,489 09	
For the war department including $64,000,000 for bounties	110,861,961 89	
For the navy department	30,251,605 26	
For interest on the public debt	133,678,243 00	
		350,247,641 32
Leaving a surplus of estimated receipts over estimated expenditures of		$85,752,358 68

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Nov. 24th, 1866, were $140,242 00
Corresponding week of previous year.. 152,504 00
Decrease $12,262 00

The earnings of the Chicago and Northwestern Railway for the fourth week in Nov., 1866, were $281,565 00
Corresponding week of previous year,. 237,368 00
Increase $44,197 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Nov. 22d, 1866, were $35,911 00
Corresponding week of 1865 41,250 00
Decrease $5,339 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Nov., 1866, were $63,556 00
Corresponding week of previous year.. 68,161 00
Decrease $4,605 00

☞ It is stated that contracts to the amount of some forty millions of dollars are soon to be let for constructing the Union Pacific Railway, from the Omaha branch, its present terminus, to Salt Lake City; and also to build a railroad bridge across the Missouri River, between Omaha and Council Bluff.

☞ The Albany *Argus* says a survey ordered by the State of New York with reference to a ship canal from the Hudson River to Lake Champlain, has shown the project to be entirely practicable. It will open a communication for a large class of vessels between the Hudson River, Lake Champlain, the River St. Lawrence and the great lakes.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	6
Algomah ..... "	25	3	20,000	1
Alloues ..... "	25	1¾	20,000	4¼
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	20,000	8½
Aztec ..... "	25	4¼	20,000	4
Balt. and N. C. .... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13¾	20,000	11½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	----	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2¼	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	80c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	50
Champlain ..... Ca.	5	¼	20,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	4½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	50
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2¼	20,000	----
Dana ..... "	25	3¼	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1¼	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3¼	20,000	5
Edwards ..... "	25	1¾	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River .. "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd .. "	25	6	20,000	----
Francoeur ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	46
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	8½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	19½
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	2
Hungarian ..... "	25	1	20,000	4
Huron ..... "	25	19	20,000	42½
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	5	2¼	200,000	----
Isle Royal ..... L. S.	50	38	20,000	11
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California .. Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	2½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4¾	20,000	----
Massachusetts ..... "	25	----	20,000	----
Meadow ..... "	25	1½	20,000	----
Meadota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	2
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	16½
Mississquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	4½
North Western ... "	25	11½	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	5½
Pewabic ..... "	25	3½	20,000	31
Phila. & Boston... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	7½
Pittsburg & Boston "	25	5½	20,000	50
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	41
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	6
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	7½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	¾	20,000	1½
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	2
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1½	20,000	1
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauna Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	2	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa.	50	----	[illegible]	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	5	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River ..... "	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	35c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	1½
Wallkill ..... N. Y.	----	----	----	----
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	20	----	60,000	67
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	17
Atlantic & G. C .... Md.	----	----	----	90c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	100	12½	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2½
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou .. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1½
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	44
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	55
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	7
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	100
Franklin ..... "	100	----	5,000	5½
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	64½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	44½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein ..... "	----	----	----	2
Maryland Anth .... Md.	20	20	25,000	4½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	28½
Narraganett ..... R. I.	10	10	8,000	4½
N. Y. & M. C. Fl'da. Pa.	----	----	----	----
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	18½
Shamokin ..... "	----	----	----	----
Somerset L. & C. .... "	----	----	----	----
Spring Mountain ... "	50	----	----	75
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	65½
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	36

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore .... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	1
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag .... Col.	10	----	60,000	2½
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	5
Baltic ..... Col.	----	----	----	50c
Bates & Baxter ... "	----	----	----	2½
Benton ..... "	5	----	100,000	1½
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	85c
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	1½
Consol Gregory .... Col.	100	----	50,000	10½
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	8½
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	2
Downieville ..... "	1	----	300,000	15c
Eagle ..... "	10	----	100,000	15c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	50,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	75c
Gunnell ..... "	10	----	300,000	95c
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	95c
Holman ..... "	2	----	150,000	25c
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	1
La Crosse ..... "	10	----	100,000	1½
Liebig ..... "	5	----	200,000	1
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	12½
Do. preferred... "	100	100	57,744	31½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	500,000	----
Montana ..... Col.	4	----	100,000	50c
National ..... "	10	----	300,000	----
New York City .... Nev.	100	----	50,000	1½
New York ..... Col.	10	----	100,000	1½
N. Y. & Nevada... Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1½
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	3½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	3
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	7½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20 000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	25c
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1½
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125 000	----
L. California ..... L. Cal.	10	----	40,000	----
Madison ..... Nev.	100	----	90,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,002	----
Washington ..... "	100	----	22,500	10c
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	44½
Santa Clara ..... "	100	----	80,000	2
Miscellaneous:				
American Tin .... N. H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	21
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt. in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6	....	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350 000	—	7,297	144,680	10,130	5½	....	43½
30 Nov.'65	27.44	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93½
30 Nov.'65	2.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	....	....
30 Nov.'65	2.14	—	—	—	—	Lowell (Horse)	45,119	43 706	—	1,413	15,157	loss.	—	....	....
30 Nov.'65	12.50	—	29	6	—	Lynn and Boston	275,739	240,000	50.000	54.259	150,157	loss.	4	....	42
30 Nov.'65	3.41	—	197	32	—	Malden and Melrose	60,260	200,000	64.452	66 222	(Middlesex)		—	....	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov.'65	33.74	—	340	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	0%,	loss.	3	....	56½
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	174 882	2,577	—	....	48
30 Nov.'65	5.69	—	60	9	—	Quincy	154,283	71,600	58,400	56,500	62,583	loss.	—	....	....
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	36,168	1,975	—	....	....
30 Nov.'65	2.68	—	—	—	—	Somerville	50,000	50 000	—	—	(Middlesex)		5	....	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36.800	33,000	—	—	8,241	1.091	3	....	....
30 Nov.'65	6.74	—	—	—	—	Suburban	45 500	5,000	—	—	(Mal. & Mel.)		—	....	....
30 Nov.'65	—	—	362	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,950	13.600	—	—	8,955	loss.	3½	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60.000	—	500	3.600	2 922	4	....	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,762	75,800	61,500	1,826	19,667	loss.	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.6	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85.544	50,000	31,000	—	65,155	501	—	....	....
30 Sep. '65	17.50	—	—	26	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46 000	103,215	37,588	—	100	....
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	227,286	200,000	27,500	5,802	81,027	12.500	—	100	....
30 Sep. '65	14.38	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100 000	612,779	198,082	—	100	....
30 Sep. '65	7.76	—	—	19	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71.180	28 068	8,082	—	100	....
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	40,000	55,291	173,827	3 666	9	100	....
30 Sep. '65	56.18	1.90	—	136	29	Brooklyn City	1,333,460	1 000,000	170.000	—	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539.162	366.000	200.000	37,602	104 691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	147,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7 500	35,000	—	—	—	—	—	....
30 Sep. '65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N.Y.)	1,517,906	955,900	550,000	—	528.090	74 053	—	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	—	5 0	—	—	—	—	—	—	....
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34.102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1.260,915	1,000 000	100,000	—	627,153	90.670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227 662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Morisn & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	....
30 Sep. '65	19.10	—	—	80	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	....
30 Sep '65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1.200	—	—	—	—	—	—	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100 000	—	80.028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	138.970	388,298	106	—	100	....
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409 516	750,000	—	139 604	482,924	loss.	—	100	....
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope:by	T. & L. R. R.		—	—	....
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,825	124.500	100,000	—	30,752	loss.	—	—	....
30 Sep. '65	1 50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62.000	50,000	12,000	—	12,839	808	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	—	—	—	—	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	....
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300 000	20,950	105 358	29,450	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	53½
31 Oct. '65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100.000	56 3.0	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	49	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286.861	91 545	—	50	10½
31 Oct '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8 :27	—	—	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,963	150,000	100 000	—	158,803	39.721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49 561	—	—	2½
31 Oct. '65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9 000	6,726	3 562	—	25	....
31 Oct. '65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	—	—	183,600	75,131	153 813	39,179	—	50	14½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct. '65	....	—	....	....	....	Oakland (Pittsburg & E. L.)	....	....	....	....	....	....	....	....	....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	2.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,625	120,000	63,500	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	90½
31 Oct. '65	5.62	—	87	9	7	17th & 18th st. (Phila.)	114,368	120 000	—	—	51 6:3	9 187	—	50	13
31 Oct. '65	7.00	—	118	18	3	Spruce & Pine (P. il. & Gr'd F.)	249,411	217,697	15,000	10,000	84,900	2,545	4½	50	36
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,04	192,750	—	—	210.143	37 810	9½	50	70
31 Oct. '65	6.25	—	143	23	—	13th & 15th st. (Phila.)	—	—	—	—	143,038	38 435	5	50	29
31 Oct. '65	23.05	—	412	70	—	Union (Philadelphia)	527.185	291,475	80,000	263,128	2 6 593	5.800	—	50	40½
31 Oct '65	6.00	—	327	52	5	West Philadelphia	355,105	249.100	100,000	10,000	309,261	81 335	10	50	70
31 Oct. '65	1.00	—	9	4	—	Williamsport	—	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100 000	—	—	—	—	—	—	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50.000	—	—	—	—	—	—	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	....

PASSENGER RAILROAD BONDS.

Description.	Amount out. standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1864	....
Brooklyn, Bath & Coney Is'd: 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	124,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Morisn & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [read]	50,000	6	M. & S.	71-72	91½
Malden and Melrose: 1st Mortgage (un antied)	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex: 1st Mortgage	52,000	—	.....	.....	....
Malden & Melrose bonds	49,451	—	.....	.....	....
Real Estate	10,000	—	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mor gage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,500	7	J. & J.	1869	105
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1885	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1860	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Nov. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,125,400	6	Jan. & July.	1867	100
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	137
" " " " coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 ..... coupon	618,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	106½
" " " " coupon		5	" "	1874	106
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " " coupon		5	" "	1871	113
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108
" " " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108½
" " " " coupon		6	" "	1881	108
Loan of July 17, & Aug. 5, 1861 ..registered	264,308,750	6	" "	1881	108⅜
" " " " coupon		6	" "	1881	113
Loan of Feb. 25, 1862 (5-20s) ...registered	514,780,500	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	108⅜
Loan of March 3, 1864 (5-20s) ...registered	100,000,000	6	May & Nov.	1884	107
" " " (5-20s) ..... coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) ...registered	209,163,500	6	May & Nov.	1885	107
" " " (5-20s) ..... coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) ...registered	171,069,350	5	Mar. & Sept.	1904	99½
" " " " ..... coupon		5	" "	1904	100½
Pacific R. R. Bonds of (currency) ...registered	9,882,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	----------	Du	coupon
" June 20, '64 & Mar. 3, '65 1st series	724,014,300	7.3	Feb. & Aug.	1867	105½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	36,203,550	6	At maturity.	Due.	----
Gold Certificates of Deposit	16,896,980	---	----------	----------	----
Compound Interest Notes of 1864	14,512,140	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	390,195,785	---	----------	----------	----
Fractional currency	27,688,010	---	----------	----------	----
Navy Pension Fund	11,750,000	---	----------	----------	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ...	----------	---	----------	----------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July.	'78-'80	114
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	99½
" " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" " " " ..... "	2,271,750	6	" "	'68-'86	109
" " " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97½
" " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	100
" " ..... "	1,778,677	6	" "	1877	100
" " " ..... "	241,000	6	" "	1879	----
" " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" " " ..... "	2,058,173	2½	" "	1866	----
" " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	95
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
—War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" " " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	90
" —Fu de Coupons ..... "	----------	6	----------	----------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,500,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,903	5	quarterly.	var.	82
" " " ..... coupon	1 727,000	6	"	1870	101½
" " " ..... coupon	3,192,763	6	"	1890	----
" " " ..... inscribed		6	"	1890	----
" " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" " "	214,000	5	Jan. & July.	'70-'74	100
" " "	375,000	5	April & Oct.	'72-'74	100
" " "	220,000	5	May & Nov.	1880	100½
" " War Loan	6,429,000	5	" "	1894	100½
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " "	150,000	6	April & Oct.	1868	125½
" " "	1,024,000	6	Jan. & July.	'71-'75	110
" " "	2,080,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" " " " ..... "	1,750,000	6	" "	'78-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122 000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	93½
" " " (H. & St. R R.).	3,000,000	6	" "	'72-'86	83
" " " (Pac. R. R.) ... "	7,000.000	6	" "	'72-'87	92½
" —New Sinking Fund Bonds	----------	7	" "	1890	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds ..coupon	1,650 000	6	" "	'83-'85	99½
" " " Notes	2,306,000	3	var.	var.	----
New Jersey—State Stock ..... inscribed	95.000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	105
" " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	107½
" " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" " " ..... canal fund	702,000	6	" "	1866	----
" " " ..... general fund	500,000	6	" "	1868	100
" " ..... canal fund	3,050,000	6	" "	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98½
" " " ..... "	2,250,000	6	"	1874	99½
" " " ..... "	500,000	6	"	1875	100½
" " " ..... "	900,000	6	"	1877	----
" " " ..... general fund	800,000	6	"	1878	97½
" " " ..... "	909,607	5	"	pleas.	----
" " " ..... canal fund	192 585	5	"	1866	----
" " " ..... "	1,163,000	5	"	1868	----
" " " ..... general fund	442,960	5	"	1868	----
" " " ..... canal fund	167,000	5	"	1871	----
" " " ..... "	4,500,000	5	"	1874	93
" " " ..... general fund	900,000	5	"	1875	93
" " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	73
" " " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	65½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" " " ..... "	536,798	6	" "	1860	98
" " " ..... "	379,866	6	" "	1868	----
" " " ..... "	2,183,532	6	" "	1870	100
" " " ..... "	1,600,000	6	" "	1876	100
" " " ..... "	4,095,309	6	" "	1881	100
" " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds ..... "	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	98
" " " ..... coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" " " ..... coupon	1,499,000	6	" "	'77-'90	----
" " " (new) ... "	----------	6	" "	----------	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	----
" " " ..... "	239,167	5½	" "	'72-'79	----
" " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	872,813	6	" "	1892	70½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,388,398	6	Jan. & July.	'84-'95	38
" " " ..... coupon	11,108,000	6	" "	'86-'95	60½
" " (sterling). ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----------	6	" "	'76-'96	37½
" " " ..... coupon	----------	6	" "	'76-'96	45
West Virginia—State Bond ..... coupon	----------	6	----------	----------	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) ..... "	641,800	6	Jan. & July.	'77-'85	----
" " (") certificates ...	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" " "		6	"	1870	98
" " "		6	Jan. & July.	1873	97½
" " "	19,024,523	6	May & Nov.	1875	97
" " "		6	Jan. & July.	1886	97½
" " "		6	quarterly.	1890	98½
" " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	128½
" " "		5	"	'71-'76	105½
" " "	7,846,026	5	"	'76-'80	101½
" " "		5	"	'81-'86	101
" " "		6	"	'67-'76	101½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" " " (sterling)	1,940,711	4½	Jan. & July.	'77-'78	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	95
" —Improvement Loans ..... "		6	" "	'66-'95	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	94½
" " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	920,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " "	4,714,000	6	" " "	'76-'78	----
" " "	1,500,000	6	" " "	1883	100
" " "	5,149,271	6	" " "	1887	100
" " "	275,000	6	" " "	1898	----
" —Fire Indemnity Stock	402,783	5	Feb. & Aug.	1868	----
" —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " "	3,125,200	5	" " "	1870	94
" " "	319,000	5	" " "	1873	----
" " "	1,000,000	5	" " "	1874	----
" " "	334,700	5	" " "	1875	----
" " "	2,016,000	5	" " "	1876	----
" " "	2,375,000	5	" " "	79-'80	----
" " "	900,000	5	" " "	1890	----
" " "	674,300	5	" " "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" " " (new)	739,222	5	" "	'67-'82	----
" " " (old)	2,232,500	6	" "	'66-'93	96
" " " (new)	7,898,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,80,,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement donds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	94
" —Sewerage Loan ..... "	425,000	6	" "	'79-'89	85
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352,000	10	May & Nov.	1871	----
" —City and County B'ds. "	329,000	6	Jan. & July	1875	----
" " " " "	1,133,500	6	" "	1888	----
" " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,928	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,852	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	476,036	433 549	386,459	412,423	464,806	493,890	467,313	568,504	533,414	541,491	---- --	-- ----	---- ----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,945	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	164,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	268,480	322,278	355,270	336,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,278	326,870	381,559	318,549	347,097	---- --	---- ----	---- ----
Chicago and Rock Island:													
1861	82,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,492	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3.095.479
1865	305.554	246,331	289,403	196,580	234,612	321,818	244,121	306.231	389,489	307,523	270,073	201,779	3,318,514
1866	241,895	183,885	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	---- --	---- ----
Chicago and Northwestern:													
1863	---- ----	---- ----	---- ----	---- ----	---- ----	366,100	281.834	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,508	946,707	921,886	749,101	546,609	7,908,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	---- --	---- ----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26 762	26,834	25.461	211.077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,495	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	76,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118.610	116,293	91,564	1,108,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	108,037	126,998	---- --	---- ----	---- ----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756,421	885,186	902,906	963,859	8,400.334
1863	845,695	939,049	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,384	1,301,006	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,148	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	15,434,776
1866	...including Buffalo Division... 1,187,188	983,855	1,070,424	1,153,295	1,001,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	---- --	---- ----	---- ----
Illinois Central:													
1861	321,844	279,265	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236.637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661.391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,987	518,068	7,181,208
1866	582,828	512,628	516,822	406,778	507,830	560,026	467,115	586,074	551,021	639,196	---- --	---- ----	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	58,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	88,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,903	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107.525	104.608	115,184	125,252	116,495	116,146	105,767	1,234,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,333	111,444	-- ----	-- ----	---- ----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	1-5,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,589	146,943	224,838	217,160	176,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	282,172	179,795	116,224	160,989	245,701	---- --	---- ----	---- ----
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	136,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,169,077
1862	163,152	153,726	157,500	193,120	200,826	181,983	180,916	226,819	276,109	325,318	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	288,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	343,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 268	278,891	358,862	402,219	407,107	445,934	411,806	4,120,163
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 723
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	---- --	---- ----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,069	200,134	2,124,214
1862	230,159	159.658	151,902	175.696	186,039	174,002	172.189	216,624	296,956	322,360	307,474	258,634	2,660,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,063	329,105	413,501	460,641	490,694	447,670	323,969	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	---- --	---- ----	---- ----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,448	124,970	99,662	86,482	164,710	221,688	198,135	129,227	1,402,106
1865	98,181	86,523	95,905	105,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,536,931
1866	131,707	122,621	124,175	121,904	246,511	248,944	209,199	188,223	275,906	304,267	---- --	---- ----	---- ----
New York Central:													
1861	489,065	420,793	527,051	589,688	677,078	558,743	523,138	592,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9 603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	959,024	1,105,684	1,004,435	1,029,736	1,065,793	1,273,117	1,450.076	1,227,113	1,187,605	1,118,829	12,857,709
1865	957 869	613,381	955,659	1,846,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	---- ----	-- ----	---- ----	---- ----
Ohio and Mississippi:													
1864	210,829	260,466	309,261	269,443	224,957	222,242	268,176	362,596	332,400	278,009	246,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	258,924	247,262	305,454	278,700	310,762	---- --	---- ----	---- ----
Philadelphia and Reading:													
1861	161.106	160,538	191,266	252,154	268,917	270,051	289,987	265,358	234,456	276.209	291,763	278,219	2,906,859
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,088,339
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170 241	1,125,935	754,551	1,032,149	812,178	9,586,510
1865	653,058	605,305	116,216	922,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,283	1,196,965	-- ----	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,290	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,380	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	654,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,548	661 608	741,968	---- --	---- ----	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153.470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218.236	254,194	202,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,133	167,300	168,699	167,099	166,015	222,953	198,864	244,534	---- --	---- ----	---- ----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	127,086	92,574	1,172,109
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,058	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,439,795
1864	79,735	95,843	132,896	123,987	127,010	156,338	159,626	244,114	241,840	221,570	220,209	208,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271.799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,422	325,691	304,917	396,248	349,117	436,065	---- --	---- ----	---- ----
Western Union:													
1865	43.716	37 265	32,378	38,972	63,862	52,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	42,332	86,918	102,918	85,276	60,698	84,462	100,313	---- --	---- ----	---- ----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company . . default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	914,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju Oc.	London.	1839	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	98
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	96
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70–'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1972	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72)	200.000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $300,000	354,100	6	"	"	1870	98
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	98
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950.000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680.000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1907	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov	" "	1968	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov	" "	1883	94
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	71
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	82½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	85
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	83
4th Mort. (M. L.) or 3d Extension	1,108,128	6	Jan. & July.	" "	1892	77
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	114
2d Mortgage	2,622 000	7	" "	" "	1881	103
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,616,500		March & Sept.	" "	1891	99
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	83
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	98
1st M. (State) $75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Elmira and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	83
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1853	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	101
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. &] July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	97
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	" "	1870	91½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'80-'87	
Maine Central:						
Loan $1,100,000	1,092,000	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	86½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,691,900	6	Jan. & July.	New York.	1880	
1st Mortgage	1,264,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995 500	8	" "	N.Y. & Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1868	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	94½
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96½
2d General Mortgage	2,253,500	7	" "	" "	1877	96
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1898	92½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	190
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	$29,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,509.07[illegible]	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '68 and '85	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	97½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New. York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	586,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,090,120	6	May & Nov.	New York.	1883	95½
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,598,000	7	Feb. & Aug	" "	1876	106½
Exchanged St'ks [S. F.] B'ds	634,000	6	May & Nov.	" "	1883	91
" " ["]B. & N. F.	78,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	192,778	7	var.	" "	var.	
" " " "	46,560	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	95½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104
3d Mortgage	6,000,000	7	" "	" "	1883	97½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,815,952			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	93
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$329,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	due.	
Md. State Loan (irredeemable).	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'62–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (new stock)						76
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	92½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	91
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1866-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
" 1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	415,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Bonds and mort. on Real Estate	535,352					
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	165,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1868	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec	New York.	64–'74	
Quincy and Chicago,						
1st Mortgage	1,220,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	3,?2,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	123
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	78,942	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1900	
Saratoga and Whitehall:						
1st Mortgage	250,000	7?	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7?	March & Sept.	"	1858	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	89
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley: †						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	6	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	300,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,386	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109 6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
19 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104 894	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345.798	66,483	8,256	306,900	100.000	.....	.....	23.8	53,955	103,333	28,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3.992.356	302,511	...	2.037,940	1,936,740	.....	.....	122.4	319,433	644,745	166,186	—	----
31 Aug '66	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,737	254,000	1,256,328	3,000,000	927.000	132,497	4,794,586	75.2	498 002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439 775	*	347,819	2,000.000	292.500	150 848	2,787,594	124.0	192 980	478,065	68,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,065	..... —	62.0	159,074	419,469	13 ,942	10	—.
28 Feb '66	50.0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	..... —	..... —	62.0	.....	67,143	loss.	—	—
30 Nov. '65	76.2	8.2	9 3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	..... —	85.0	48,662	172.590	74,758	2	----
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861.135	*	10,607	700,000	132,814	18,745	871 742	86 0	202 567	308,766	53.204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5 000 000	2,000 000	140.755	8,081,181	117 4	629,209	1,982,213	549.834	9	117½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,231	2,952,861	66.4	329,934	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	188,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	----
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	80.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	..... —	..... —	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229 0	879 468	1,715,025	764.574	10	—
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102 5	226,241	404 618	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	.....	.....	.....	669,950	249,000	—	1,026 888	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	1	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	128.8	.....	.....	388,853	13	—
30 Sep. '59	188.0	—	----	—	52	24	706	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	439,226	10,008,224	280 0	1,450,280	3,540,092	1,833 517	8½	109
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10.193,010	5,754,496	204 507	17 518,440	400.0	2,083 580	3,175,553	2,799,435	31	124
31 May, '65	242.0	688 0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2 356,660	26,155,641	12,020,453	825,398	39,680,4 2	930.0	.....	6,820 75	1,802,272	—	80½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,832	6,500,000	1,448,000	—	10,315,784	228 4	1,234 851	3,154 236	1,442.781	10	103½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,541	*	—	1,648,561	2,350,000	..... —	4,214,542	180.0	.....	742,097	377,478	—	—
31 Dec. '65	454.8	252.6	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23.374,496	15.231.500	..... —	40,668 060	708.3	3,507,4 6	7,181,208	2,174,924	10	117½
31 Dec. '65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,164,654	1,600 000	114,962	4,970,931	111.0	224,563	880,333	250,189	—	—
31 Dec. '65	196.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	40
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	30
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142.824	1,240,000	4,562	2,726,187	132.0	246,145	659,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,382,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,622	1,372,000	997,000	106,879	2,975,878	84 0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	78.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,938,150	*	967,278	1,928.150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	598,671	12	154½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	215,796	1,541,804	1,902,110	7,717	3 451 713	75.5	125 325	466,745	151,417	—	—
31 Dec. '64	100.0	—	----	220.0	11	7	187	Dubuque and Sioux City	4 473.123	68,951	—	3,649,396	950,000	27,364	4,891,848	100 0	200,813	412,156	162,298	—	—
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	468,521	21,356	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,582	4,375,993	131.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729.257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	66.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319.519	20,447	1,675.258	66.1		389,171	108.903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	435,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	491,922	223,649	—	—
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	----	135.3	..	..	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	348,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	847.596	—	2,950,000	4,250.000	—	9,008,369	188.0	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	87 ,767	6,982.666	7,463,489	281,032	15,188,190	329.8	1,741 670	1,446,490	1,636,114	15	172½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,1 1,615	4,386,445	1,936,788	6	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	..... —	..... —	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,800	..... —	..... —	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '65	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,033	206,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,189	267,804	—	56½
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200.000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	1 ,6 5,011	1,504,015	439,157	8,881,599	9,200.000	1,150,743	15,628.18	283.0	831,433	1,794,356	400.8 26	—	—
28 eb. '66	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,819,490	119,738	—	—	4,500,0 0	62,042	4,939,22	114.0	.....	158,200	loss.	—	—
8 Sep. '64	86.5	5.6	8 2	—	16	13	219	*St. Louis and* [illegible] *on Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 553	6,352,109	90.1	286,189	399,291	2 3	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n: Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,881	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	678,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '66	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	238,767	6	108
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	807,839	36,811,376	236.8	2,638,010	6,509,945	4,544,097	3	112½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,186	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	48
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	12½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	112
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,567	973,490	4,076,974	—	326,388	5,386,291	164.3	747,272	1,521,159	393,812	9	130
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	768,740	5,913,789	83.6	669,234	1,697,164	537,067	10	146½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 50)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	155	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,155,000	1,796,800	414,208	5,568,837	89.0	622,202	1,277,076	490,768	6	110½
30 Nov. '65	51.0	42.5	75 8	—	27	28	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	5,950,961	98.4	457,261	993,694	514,255	8	114½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	391,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	879	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	651,500	1,467,841	7,043,139	145.0	.....	1,295,643	526,448	8	103½
30 Nov. '65	18.6	—	0 7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	15.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,058	166,507	1,700,000	—	76,618	1,776,616	44.4	238,512	543,935	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Op	er by B	& L Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49.555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,897	2	87½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	145
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	—	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	122½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101.259	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	161,868	8	65
31 Mar. '66	28.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	113
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,288	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,725	215,973	9	103
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,075	*	—	997,112	2,198,000	289,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,353	10	30½
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885 941	*	—	1,062,743	1,034 775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12	74.0	—	66	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10 685,940	1,509,000	838,636	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	130
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	58.0	314,000	680,456	166,670	7	80
31 Dec. '65	33.8	—	.....	—	55	98	180	New Jersey	3,903,171	738,164	1,798,064	5,000 000	805,000	—	6,434,399	33.8	654,192	1,875,981	808,323	10	180
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	280,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec. '65	65.0	16	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	684,885	4,684,385	81	.....	320,644	loss.	—	55
31 Dec. '65	18 2	—	.....	—	.....	.....	.....	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118 133	5½	46½
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588,400	400,000	288,000	1,376,400	—	—	265.893	56,598	—	—
								NEW YORK.													
30 Sep. '66	32.0	—	4.5	55.0	9	12	158	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 8.0	—	332	133	5,335	Erie	17,646,351	*	5,665,644	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,889,028	15,434,775	5,066,511	4	71
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	120½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	982,000	—	2,928,474	107.0	366,319	588,409	353,606	8	60
30 Sep. '65	297.8	258.1	421.0	—	258	284	6,336	New York and Harlem	27,296,542	6,305,377	1,379,791	24,591,000	14,627,442	—	44,075,497	664.9	5,804,048	13,975,524	2,694,714	6	110½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	76
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	38.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	35.7	57,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	23	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,262	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	8.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	—	"	"	"	—	—	6	.....
30 Sep. '65	13.0	—	3.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	356,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,896	50,106	22,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	80.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	320,500	5,996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	18	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	826,060	6,843,260	191.2	967,820	2 386,132	663,205	10	110
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,890,848	83,292	9,674,307	208.5	1,429,141	2,696,377	736,794	5	84½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,709	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	119½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	—
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,560	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,525,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	178.3	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.3	739,960	1,224,058	446,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,370,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,364	595 400	391,992	3,382,163	1,218,972	109,518	4,972,748	205.9	346,671	694,520	134,061	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	398,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,183	—	.....
31 Dec '64	142.4	—	—	—	48	18	689	Toledo & Wabash	9,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c	
								PENNSYLVANIA.														
31 Jan. '66	44.0	.....	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	856,277	123,891	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,050,780	4.0.0	2,647,709	5,811,228	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,415	370,222	149,587	—	37½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,356	74.0	180,698	4	140,779	8	80½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,461,500	742,585	14,481,135	204.5	1,437,353	1,783,329	38,671	15	144½
31 Oct. '65	86.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	38,743	201,07[illegible]	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.		302,872	680,972	loss.	5	30
31 Oct. '65	185	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	100,000	—	1,000,000	18.5	149,[illegible]38	454,488	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,698,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	499,220	199,200	—	—
31 Oct. '65	36 0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700 000	.....	1,882,550	54 0	(per. by	Penn.	R.R.Co.	7	56
31 Oct '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58 5	173,778	352,21[illegible]	76,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,643	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,[illegible]87	633,045	60,401	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6 632,250	1,477,000	.....	8,109, 50	87.5	647,080	3,049,860	1,851,630	10	67½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646.100	905.000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	35
31 Oct. '66	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	58½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	195,031	3,150,150	3,105,785	218,[illegible]86	6,529,193	69.8	318,861	875,064	412,3[illegible]	—	35½
31 Dec. '65	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	28,434,510	3,375,024	14,041,462	20 000,000	16 750 124	3,651,447	45,850,796	39 2	6,604,300	17 429 109	4 189,111	10	54½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1.139 079	238,439	—	1.476.300	1[illegible]3,000	—	1.659 300	24.0	311 [illegible]91	656.738	[illegible]36,76	8	6[illegible]
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,[illegible]69 450	13,000,000	2 000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	31½
30 Nov '65	93 0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,[illegible]87,353	20 240 673	6,900,663	—	30,608 075	471 3	3,[illegible]88,309	11,142,519	4,812,271	10	55½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,[illegible]38	345,591	10	95
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,8[illegible]6	10,669. 42	197 0	981,36[illegible]	1,884,[illegible]69	1,046 804	10	89
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 [illegible]64	198,820	—	1.774,773	1,500,000	64,209	3,784,101	72.0	272,658	394 365	180 301	—	9
31 Dec '65	468.3	15.0	138.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183 381	—	3,362,312	9,312,442	12,573,000	1,597,620	26,545 [illegible]63	485.3	4,62[illegible],073	8,489 062	3 2-3 547	10	104½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,59[illegible]	Lease'd t	o Northu	Cen.	144,006	316,498	116 006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	982,300	180,440	1,777,176	26.4	138,578	34[illegible],240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.														
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	.....	.....	62.0	340,600	625,641	169,823	12	102
								SOUTH CAROLINA.														
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	286,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North Eastern	2.011,652	*	—	985,743	960,410	108,172	2.057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150.142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,264	448,922	5,312,725	2,885 950	1,462,314	11,098,891	291.0	406,051	1,274,707	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259 267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	708,285	554,949	512,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	28,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,682,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.115	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,245	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.														
31 May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,963	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	490,577	175,993	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,795	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8.500,000	184.5	1,030,3[illegible]4	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	798,200	.....	.....	23.6	.....	90.273	34.358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	63,852	—	—
								VIRGINIA.														
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Peterasburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	845,427	248,004	loss	—	16½
30 Sep. '60	83.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326.554	213,852	—	7½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,699	*	2,318,432	2,[illegible]00,000	1,65[illegible],500	775,142	8,711,091	191.7	.....	1,183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	159,981	279.945	145,385	7	—
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,054	163,763	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,340	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21 3	7.0	27	19	228	Virginia Central	4,952,753	641,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	654,081	359,130	5	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	[illegible]2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.														
31 Dec. '64	198.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 [illegible]55	—	55
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402.000	951,880	8,755,527	285.9	915 288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,828	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.														
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236.796	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,46[illegible]589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible]10,345	*	—	15,123,430	54,750,510	7,338,406	77,210.345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,261,435	.....	26,084,180	367.0	.....	3,011,860	1,649,510	1[illegible]	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108 0	160,421	107,640	20,006	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,238	—	1,380,000	13,100	126,000	1,709,282	60 0	.....	132 [illegible]66	36,670	—	—
								NOVA SCOTIA.														
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	129,107	87,181	—	—
								NEW GRANADA.														
31 Dec 62	8.			—	11	22	120	Pan ma	9,900,000	*	648	5,000,000	75,000	—	10,763,728	48.5	.....	237,488	1,328,924	30	268

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	64½
Chicago & Alton (preferred)	2,425,400	7	7	110?
Chicago & Northwestern (pref.)	12,994,720	7	7	72½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,-73,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,975,866	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William-port (preferred)	500,000	----	----	44
Erie (preferred)	8,535,700	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	—	75½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,208,475	7	3	32
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	—	76½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Rama:o (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	----	----
" " " (2d pref.)	908 422	7	----	----
Troy & Greenbush (guarantied)	274.400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,40-,360	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	92
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	678,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	93½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	456,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	83½
Improvement	1,601,670	6	M. & N.	1876	75
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	66
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	57
Delaware and Hudson	100	10,000,000	10	155½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	56½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	95
" (preferred)	100	1,175,000	10	124
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	27½
" " (preferred)	50	2,888,988	—	34½
Susquehanna and Tide Water	50	2,043,260	—	14
Union	----	----	----	2
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	55½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1	(cash) per ton	52 — @ 55 —
Pig, American, No. 1		50 — @ 51 —
Bar, Refined, English		96 — @10b —
Bar, Swedes, assorted sizes	(in gold)	95 — @100 —
Bar, Swedes, assorted sizes		— @170 —
Bar, English & American, Refined		115 — @ — —
Bar, English & American, common		105 — @ — —
Scroll, English		145 — @195 —
Ovals and Half round		140 — @150 —
Band, English		— — @145 —
Horse Shoe		140 — @150 —
Rods, English		120 — @1'5 —
Hoop, English		150 — @215 —
Nail Rod	per lb.	— 9½@ — 10½
Sheet, Russia	per lb.	— 21 @ — 23
Sheet, English, Single, Double and Treble		— 6½@ — 8
Rails, English	(gold) per ton	55 — @ — —
Rails, American		85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 18½@ — 24
English Spring	(1st & 2d qlty.)	— 11½@ — 13
English Blister	(1st & 2d qlty.)	— 12½@ — 20
English Machinery		— 14 @ — 16
German		— 16½@ — 17½
American, Blister		— 11½@ — 17
American, Cast, Hammered		— 19 @ — —
American, Cast, Rolled		— 12 @ — 15
American Spring		— 15 @ — —
American Machinery		— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— — @ — 40
Sheathing, Yellow		— — @ — 32
Pig, Chile		— — @ — —
Bolts		— — @ — 42
Braziers'		— 43 @ — —
American Ingot	(cash)	— 28 @ — 28½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		6 62½@ 6 75
German Refined		6 62½@ 6 75
English		6 75 @ 7 12½
Bar	per lb.	— — @ 10 —
Pipe and Sheet		— — @ 10 75

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold). per lb.	— — @ — 23½
Straits	(gold)	— 21½@ — 22
English	(gold)	— 21½@ — —

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 37½@ 9 75	13 50 @ 14 —
Plates, I. C. Coke	7 25 @ 9 —	10 25 @ 13 —
Plates, Coke Terne	6 75 @ 7 —	10 — @ 10 25
Plates, Charcoal Terne	9 50 @ — —	13 50 @ 14 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d	(cash) per 100 lb.	6 75 @ 7 —
Clinch	(cash)	— — @ 8 50
Copper		— — @ — 48
Ausable Horse, Norway Iron, Forged		— — @ — 32
Zinc Nails	(6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 20 @ — —
Refined, free L. S. to White	— — @ — 50
Ref'd, in bond, prime L. S. to White	— 30 @ — 31
Ref'd, in bond, Standard White	— — @ — 32
Naptha, Refined (60@63 gravity)	— 25 @ — 27

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

	Th 29	F 30	Sat. 1.	M 3.	Tu. 4	W. 5
Atlantic M. S. S. Co	101	103	104	105	----	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	96	
California 7s	----	----	----	----	----	
Canton Co.	----	45	48	47½	----	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	109	----	109	----	----	
" " pref.	----	----	----	----	----	
" " 1 M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Ins. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	132½	----	----	----	134	
" " " 8 p.c.	----	----	----	111	----	
Chic. & Northwest'n	44	43	47½	57½	49½	
" " pref.	72	72½	69	69½	70½	
" " 1st M.	89	----	----	----	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " Consol.	----	83	----	83	----	
Chicago & Rock Isl.	103½	104½	104½	105½	103½	
" '1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	112	111	----	112	----	
Clev. and Pittsburg	82½	85½	86½	86½	85	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	113½	113½	114½	----	113½	
" " S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref	----	70	71	----	----	
Del. & Hudson Canal	155	155½	----	----	155½	
Del., Lack. & West.	----	----	----	144½	144½	
" " 1M. 8p.c. '71-5.	----	----	----	----	----	
" " 2M. 8p.c. '81	----	----	----	----	----	
Erie	71½	71½	72½	73½	72	
" pref.	----	----	----	----	84	
" 1 M. 7 p.c. '67	----	----	----	102½	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '83	97½	----	----	----	97½	
" 4 M. 7 p.c. '80	92½	----	----	----	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Hudson River	----	----	122	----	120½	
" scrip	----	----	----	----	----	
" 1M. 7 p.c. '69	----	----	----	----	----	
" 2M. S. F.	----	----	----	----	----	
" 3M. 7 p.c. '75	----	----	99	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	118	----	119½	----	118½	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	85	
Mariposa Mining Co.	----	----	----	13	12½	
Michigan Central	112½	----	112½	113	112½	
" S F. 8p.c. '82	----	112	----	----	110½	
" conv. 8p.c. '59	----	----	----	----	----	
Mil. S. and N. I.	81	81½	82½	82½	81	
" " guar'd.	----	----	----	----	----	
" " 1M. S. F.	96½	----	----	96½	----	
" " 2 M.	----	----	----	96	----	
Mil. and P. du Chien	----	----	----	----	----	
" " 1st pref.	----	97½	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Milw. and St Paul	55	55½	56	56	----	
" " pref.	----	69½	70½	70½	69½	
" " 1st mort.	----	----	----	----	----	
" " 2d mort.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	87½	----	90½	91	91	
" ins. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	87½	----	----	92	92½	
New York Central	113	112½	114	113½	112	
" Real Estate	----	----	----	----	----	
" 7s. S. F. '76	----	----	----	----	----	
" 7s. conv. '76	----	----	----	----	----	
" 6s, S. F. '83	95½	----	----	----	----	
" 6s, S. F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" 1M. 7 p.c. '73	----	----	----	----	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	----	----	----	----	----	
North Carolina 6s	----	----	----	----	----	
" ex-coupon	----	56?	55½	56	56½	
" new	57½	----	----	55	56½	
Ohio & Miss. cer.	29½	29½	30?	30½	29½	
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	172	173	172	174	172	
Panama	----	----	263	----	260	
Phila. and Reading	111½	112½	112½	112½	112	
Pitts. Ft. W. & Chicago	106	106½	106½	106½	106½	
" 1M.	----	----	----	----	103	
" 2M.	97½	97	----	----	----	
" 3M.	----	----	----	----	----	
Quicksilver Mining Co.	44½	44½	46½	46½	46½	
St. L., Alton & T. H.	----	----	----	40	----	
" " pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	----	----	
" " Ins. b'ds	----	----	----	78	----	
Tennessee 6s. 1890	----	----	----	----	----	
" ex-coupon	69½	69½	69½	70½	70½	
" new	69	69	69	69½	70½	
Tol. Wab. & Western	43	42½	43	44½	43½	
" Pref.	----	----	----	----	----	
" 1M. ex.	----	----	----	----	----	
" 2M.	----	----	----	76	----	
" Int. b'ds	----	----	----	----	----	
Virginia 6s	----	----	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

	Th.29	F.30	Sat.1	M.3.	Tu.4	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	----	----	99½	100	100¼	
U. S 5s, 10-40s, reg.	----	99½	----	----	----	
U. S. 6s, 1881, reg.	112¾	----	----	109	108¾	
U. S. 6s, 1881, cou.	113	112¾	----	----	113¼	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	130	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	108½	108¾	----	----	108¾	
U. S. 6s, 5-20s. c. 1864	106¾	----	106¾	----	106¾	
U. S. 6s, 5-20s, c 1865	107¼	107¼	107¼	----	107¼	
U. S 6s, " reg.	----	----	107	----	----	
7.30 Notes, 1st series.	----	----	105¾	105¾	----	
" " 2d series	105	105¼	105¾	105¼	105¼	
" " 3d series	----	105	105¾	105¼	----	
American Gold	----	----	----	----	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

	W.28	Th.29	F.30.	Sat.1.	M.3.	Tu.4
Cattawissa	----	----	----	----	----	----
" preferred	----	----	----	----	28¾	28¾
Camden & Amboy 130½	----	130	----	130	130	
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	57
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	----	56¼	55	56¼
" " 6s, '84 92¼	----	----	----	92¾	----	92¼
Lehigh Valley R. R. 67	----	----	----	----	67¼	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	59	58¾	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	124	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania 35¼	----	35¼	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central 48	----	48	48	48	----	
Pennsylvania R. R. 54¼	----	54¾	54¾	54¼	54¼	
" 1st m. 103	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State. 5s	----	----	96	----	----	96
" " 5s, coupon	----	----	----	95½	----	----
" " 6s, W. L.	----	----	----	----	103	----
Philadelphia City, 6s 99	----	----	----	----	96	96
" " new 102½	----	102½	----	----	99¼	99¼
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	----	61¼	----	----	61¼	----
Phila. & Reading 56¼	----	55¾	56¼	56¼	56¼	
" " 6s, '56	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie 31¾	----	31¼	31¾	31¾	----	
" " 6s	----	----	----	----	----	92
Philad. & Sunbury, 7s	----	----	----	----	95	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref. 35	----	34¾	----	35¾	34¾	
" " 6s '82	----	----	83¾	----	----	75
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal 14¼	----	----	----	----	----	----
" " 6s '78	----	66	66	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83 21	----	----	----	----	----	22
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	55¼	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse) 14¼	----	14¼	14¼	14¾	14¾	
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, " 90½	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

	W.28	Th.29	F.30.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	----	----	97	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890 99	----	----	99	----	99¼	99¼
Balt. and Ohio 112¾	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	97½	----
Northern Central	----	----	48	----	48	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

	Th. 29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	130	----	130	----	----	
Boston and Providence	140	----	----	----	----	
Boston and Worcest.	----	----	----	----	146½	
Cheshire, pref.	----	----	64	----	64	
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	111	----	110½	110¾	
Eastern, N. H.	----	----	----	110	----	
Fitchburg	----	114¼	----	114¼	114¼	
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	103	----	----	103	
Old Colony & Newport	103	103	103	103¾	103¼	
Ph., Wil. & Baltimore	59	59	----	58¾	59	
Portl'd, Saco & Porta.	103	----	----	103	----	
Vermont & Canada	----	98¾	----	100	100	
Vermont & Mass.	----	58	----	57¼	57¼	
Western	----	145¼	145¼	146	145	
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	93¼	----	----	----
Metropolitan "	----	56¼	----	----	----	----
Middlesex "	----	----	----	43	43	
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	44¼	46	48¼	49	50	
Franklin "	44	45¼	45¼	46¼	46	
Huron "	37½	38	40	42	42¼	
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	14¼	14¼	15	16¾	----	
Pewabic "	27½	28¼	30¼	31¼	31	
Pittsburg "	----	----	----	----	----	----
Quincy "	----	42	----	41	41	
Rockland	6¼	----	----	6	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 16th of November.

United States 5-20 yrs., 1882, 6 per cent	69¼@ 70¼
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	41 @ 43
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	68 @ 70
Do. Pennsylvania, 1st mort., 1877	69 @ 71
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	39¼@ 40
Erie shares, $100 (all paid), 8 p. c	49¼@ 50
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent., 1875	65 @ 67
Do. $100 shares (all paid)	77 @ 78
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	100 @102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	83 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, December 8, 1866.

Stock Exchange and Money Market.

The Annual Report on the National Finances by Secretary McCulloch just presented to Congress, is very favorably viewed in the street by all parties. Surprise is expressed that the actual national income of the last fiscal year has so far exceeded, and the actual public expenditures fallen so far short of, the estimates of the Secretary in his preceding annual report.

Next to the President's Message, and the Report of Secretary McCulloch, the report of Commissioner Rollins, of the Internal Revenue Bureau, has been of most interest to business people. From this report, it appears that the internal revenue of the Government, during the last fiscal year, which ended June 30, 1866, reached $310,-906,984, against $211,129,529 the preceding year, and $117,145,749 the year ending with June 30, 1864. These amounts include drawback upon goods exported and amounts refunded as erroneously assessed and collected, but are exclusive of the direct tax upon lands, and the duty upon the circulation and deposits of national banks. The income tax yielded $60,894,136 the last fiscal year, making the total amount received from the tax upon incomes since the passage of the law of 1862, and including the collections during the present fiscal year, already reported to the office, $164,865,018 05. The Commissioner expresses the belief that the receipts of the current fiscal year will reach the sum of $285,000,000. An earlier day for the making of returns, under the annual list, income, &c., is recommended.

The publication of the Message and documents has tended to reassure the public, and to revive confidence in commercial circles. The money market has been gradually relaxing in favor of borrowers, during the week, under an accumulating supply, available for temporary purposes. The demand for accommodation has been mainly for call loans, and from the Stock firms, whose wants have been pretty promptly supplied at 6@7 per cent.; while to the Government houses, capital has been quite freely offered, and only moderately availed of, at 5 per cent. In discounts the business has been on a restricted scale and confined almost exclusively to prime short date commercial paper, which passes at 6½@7 per cent. per annum. The last city bank statement was regarded as the most favorable, for some weeks past. It showed a reduction of $4,908,747 in the loan item, as an offset to the loss of $4,525,807 in the deposit line, $873,796 of legal tenders, and $245,858 in specie. The circulation increased $32,431. The city bank deposits are now $208,-889,177, against $228,484,370 week ending Oct. 6, 1866, and $175,523,894, week ending Dec. 2, 1865. Their legal tender reserve amounts to $61,485,458, against $48,220,805 same time last year. Their circulation now stands at $31,393,849 against $15,-867,400 same time last year. The loans are now $263,011,688, against $279,135,796 six weeks ago, and $229,197,844 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged only $108,180,240 a day, against a daily average of $152,906,000 the preceding week; and $140,429,216 the week ending with Nov. 18. The current week's exchanges average about $115,000,000 a day.

National Bank notes to the amount of $828,-190, were issued last week, making the total issue to 1,663 banks thus far $299,027,259, against $282,-555,440 at the close of the last fiscal year, June 30, 1866. From the total issued is to be deducted the currency surrendered and returned, which includes worn out notes, amounting at date to $2,-073,932, leaving the amount of national bank notes in actual circulation $296,953,327. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,354,650; and for the public deposits, $39,217,950—making a total of $379,572,-600. The Treasury Department, last week, redeemed and destroyed $247,200 of worn and mutilated fractional currency, and issued $178,667 worth of new. The Comptroller of the Currency, in his report, states that since the last annual report 62 national banks have been organized, of which 51 are new associations, and 11 are conversions of existing state banks to the national system, making the total number organized up to October 1, 1,663 of which 1,647 were in operation, with an aggregate capital of $417,245,154 07, and a circulation of $292,671,753, secured by a deposit of bonds to the amount of $332,467,700.

The U. S. Sub-Treasury receipts, week ending with Dec. 1, were $15,094,432, including $1,178,-

246 from customs duties; payments, $15,277,828; balance at the close of the week, $102,455,273. against $102,638,169 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday receipts, $5,025,720, and payments, $4,-909,979; Tuesday receipts, $3,000,928, and payments, $2,173,920. The balance at the close of business on Tuesday stood at $103,598,023, against $103,282,070 a week ago.

Government revenues were on a restricted scale, last week, partly owing to the occurrence of Thanksgiving, which lessened the number of business days. Excises yielded about $4,650,000, against $3,612,683 the preceding week; customs at the port of New York, $1,173,246, and at the outports, at least $391,000 (in coin) more, making the grand total income for the week equal to about $6,840,000 in currency, against disbursements of $3,275,000 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $148,000,000, or an average of over six millions a week.

The extremes of Gold, during the week, have been 142¼@138½, the lowest point having been reaching on Wednesday, under a pressure to realize, in apprehension of the gradual marketing of the surplus coin reserve of the National Treasury, as intimated in the proceedings of Congress, and the Washington correspondence of the city journals. The speculation at present is most decidedly adverse to the *bull* interest, and extensive *short* sales are being made. Cash gold is abundant, and a handsome commission is being paid by some of the more sanguine operations for a rise, to have their burdens carried for the present. A bill has been introduced into the House of Representatives, by Mr. Boutwell of Mass., recommending the public sale of two millions gold per week by the Treasury but serious doubts are expressed of its passage. The bill is now in the hands of the Ways and Means Committee, some of the members of which have already expressed their opposition to the measure. The sales of Treasury gold have been recently confined to small sums, amounting, since this day week, or thereabouts, to between four or five millions. It is said that the currency proceeds have been employed in buying some of the short-date obligations of the Government, such as the Seven-Thirties, and the Compound Interest notes. It is also stated that the Secretary does not contemplate making free sales of gold at present, and will only market such small amounts as the public interest will justify him in disposing of. The closing rate of Gold on Wednesday was 138⅞. The customs and export inquiry is very moderate at present. The total imports of specie from Europe, and other ports since January 1, have been $9,264,692. The customs demand for Gold last week, averaged $234,649 a day; thus far, this week, it has been equal to $217,274 a day, or equal to a weekly aggregate of $1,303,644. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached $90,900, and from California, $1,134,033. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $124,502,017, against $95,369,365 same time last year. The total receipts of California gold at this port since Jan. 1, have been $39,431,383, against $19,057,560 same time last year, showing an increase, in 1866, of $20,373,823. The exports of specie from this port, last week, were $636,571, making the total outflow of specie from the port, since Jan. 1, $58,-568,448, against $27,218,619 same time last year, $45,546,383 same time in 1864, and $67,804,733 same time in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, $147,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $46,957,971, against $37,621,026 same time last year. The specie exports from San Francisco from Jan. 1, to Nov. 8, reached $38,-499,629, against $38,266,275 same time last year.

Business in Foreign Exchange was rather active for Saturday's steamers and moderate for Wednesday's. The supply of prime bills was fair, but the leading drawers were quite firm in their views. The price of prime Sterling is now close up to the specie shipping point. Bankers' 60 day bills on London closed at 109¼@109½, and on Paris to 5.17½@5.13¾; sight bills on London to 110@110¼; and on Paris to 5.13½@5.11¼. The offerings of produce bills have been moderate this week, representing in part, direct exports of cotton from Southern ports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $3,480,885, making the exports since January 1, $175,383,922, against $160,805,868 same time last year.

Government securities have been in quite active request at buoyant prices, since our last, for home and foreign investment purposes. The chief inquiry has been for the later issues of the Five-twenties, and the first and second series of Seven-Thirties. The first issue of the Five-twenties of 1865 has been at length recognized at the London Stock Exchange as was anticipated by us, in this column, some weeks since, and these bonds are now as regularly quoted, as those of 1862, in the London telegrams. They are within one per cent. of the original issue, in the London market. U. S. sixes of 1867 closed here on Wednesday at 133; U. S. sixes of 1868, at 131½; U. S. sixes of 1881, 113@113¼; U. S. Five-twenties of 1862 at 108½@108¾, ex-coupon; U. S. Five-twenties of 1865 at 107¼@107⅜; U. S. Five-twenties of 1865, consolidated, 108⅞@109⅛; U. S. Ten-forties at 100@100⅛, and U. S. Seven-thirties at 105½@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116¼	May, 1865	111¾
July, 1864	115¾	August, 1865	110¾
August, 1864	115¼	September, 1865	110¼
October, 1864	114¼	October, 1865	109¾
December, 1864	113¼		

There has been some increase of activity in railway and miscellaneous share property, which opened with a rising tendency. For a day or two preceding Wednesday, there was considerable hesitation, equivalent to positive weakness in the market, and the *bear* element was very industriously laboring to depress values, by sinister rumors relative to impending Treasury negotiations, involving probable stringency in money, and a consequent forced realization on stocks, to the detriment of prices. These rumors, however, were entirely groundless, and designed exclusively to promote the schemes of their unscrupulous authors. At the close of Wednesday, there was a partial restoration of confidence, and of buoyancy in the market.

In produce and merchandise, there has been rather more doing, but generally on a reduced scale of prices. Breadstuffs and provisions have declined materially, and been more freely purchased at the reduced figures. Cotton has been in moderate request and without marked changed in value, closing with Middlings at 33@36 cents per lb. The stock of cotton now here is estimated at about 140,000 bales. The receipts at the port this week, have averaged over 4,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 166,000 bales, against exports of 75,419 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 417,000 bales against 616,000 bales same time last year; exports, 152,-000 bales, against 306,000 bales same time last year, estimated stock at latest dates, 420,000 bales, against 390,000 bales same time last year. A slight improvement in the demand for foreign merchandise is noticeable, chiefly in the dry goods line, but prices continue, for the most part, in favor of purchasers. The total imports of foreign dry goods, last week, were 902,839, and the total amount marketed $604,617. The value of foreign merchandise imported last week, was $2,024,841—making the grand total specie value of last week's imports of dry goods and merchandise, $2,927,680, and since January 1, $275,-965,871, against $190,398,696 same time last year. The ocean freight market is moderately active and rather firm with 567 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 20.	Nov. 27.	Dec. 4.
Consols	—@90¼	89¼	88½
U. S. 5-20's of 1862	—@70½	70½	70½
U. S. 5-20's of 1865	—@69½	69½	69½
Erie	—@50	47	46¼
Ill. Central	—@78	77½	77½

The New York exports, exclusive of specie, for the week ending Dec. 4, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,840,220	$3,480,885
Prev. reported	156,965,648	171,903,037
Since January 1	$160,805,868	$175,383,922

The New York imports for the week compare as ollows:

	1865.	1866.
Dry goods	$3,589,996	$902,889
Gen. merchandise	3,203,225	2,024,841
Total for the week	$6,793,221	$2,927,680
Prev. reported	183,605,475	273,038,191
Since January 1	$190,398,696	$275,965,871

The balance in the Sub-Treasury on Wednesday was $105,182,000 40

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. City 6s, 1887, 100; do., State 6s, 1868@1872, 100; do., 7s, Bounty Loan, reg., 107⅜; Virginia 6s, ex-coupon, 45½; Kentucky 6s, 96; Kings County 6s, 98; Dubuque and Sioux City 1st mort., 83; Chicago and North-

western, Appleton Ext. bonds, 88; Galena and Chicago 1st mort., 100; Chicago, Rock Island and Pacific 1st mort., 7s, 93; Morris and Essex 1st mort., 97¼; Chicago and Great Eastern, 30; do., 1st mort., 71; Indianapolis and Cincinnati, 87; Hannibal and St. Joseph, 56¾; New York and New Haven, 117½; Stonington, 102; New Jersey, 130; Wilkesbarre Coal, 63½; Union Navigation, 101; Mariposa pref., 31⅛; do., 1st mort., 43; Boston Water Power Co., 30¾; Rutland Marble, 21; South Am. Nav. and Marine R. R. Co., 110¾; Brunswick City Land, 7¾; Adams' Exp. Co., 75½; American Express, 81; Western Union Tel., 46⅝; do., Russian Extension, 96¾; Importers' and Traders' Bank, 117; Bank of Commerce, 118; Gallatin National Bank, 107½; 4th National Bank, 109½; Merchants' Bank, 114; Nassau Bank, 105; Continental Bank, 103; Irving Bank, 105; Shoe and Leather Bank, 115; Phœnix Bank, 109; Central Bank, 112; Bank of America, 138½; Alpine Gold, 1.40; American Flag, 2.25; Ayers' Mill and Manuf., 4.25; Bullion Consol., 2.75; Benton 1.25; Burroughs, 0.35; Columbian Gold and Silver, 1.50; Croydon, 3.10; Consol Gregory, 10.25; Deubo, Lead, 0.08; Downieville, 0.15; Davidson Copper, 1.00; Fall River, 0.70; Gunnel, 0.95; Hope, 0.95; Holman, 0.26; Hibbard G. and C., 0.95; Iron Tank, Storage, 64.00; Keystone Silver, 0.09; Kipp and Buell, 1.05; Liebig, 1.00; Long Island Peat, 4.055; La Crosse, 1.40; New York, 1.50; Nye, 0.11; Oak Hill, 0.75; Pah Ranegat Centre, 2.25; People's G. and S., 1.75; Quartz Hill, 3.10; Symonds' Fork, 1.75; Smith and Parmalee, 7.75; Walkill Lead, 1.45; Pit Hole Creek petroleum, 1.00; Bennehoff Run, 4.25; Central, 1.55; United States, 4.80; Clinton, 1.70.

Philadelphia.—Phila. and Trenton 6s, 98; Belvidere Delaware bonds, 85; West Branch Canal, 28½; Camden and Amboy scrip., 50; Ph., Wil. and Balt. R. R., 58; Allegheny Valley, 16; Clinton Coal, ½; Keystone Zinc, 1; Philadelphia Bank, 150; Farmers' and Mech. Bank, 131; Ocean Oil, 4⅛; Maple Shade, 2½; Feeder Dam, ⅜. The latest quotations are: City 6s, 96@96¼; do., new, 99¼@99⅜; State 5s, 95@95½; do., coupon, 95@96; do., 6s, W. L., 103@103¼; Phila., Wil. and Balt., 59; Reading, 55⅝@55¾; do., 6s, 1870, 95@96; do., bonds, 90@93⅞; do., con., 112@117; Camden and Amboy, 130@130¼; Penn. R. R., 54⅜@54½; do., 1st mort., 103@105; do., 2d mort., 97½@97¾; Little Schuylkill R. R., 33@36¼; Morris Canal, 87½@87; do., pref., 124@128; do., bonds, 90@95; Wyoming Valley Canal, 54¼@55¼; do., 6s, 86@90; Susquehanna Canal, 14@15; do., 6s, 65½@66½; Sch. Nav., 25@26; do., pref., 34¾@34⅞; do., 6s, 1882, 83@84; Union Canal bonds, 21¾@22½; Delaware Div. Canal, 56½@57; do., bonds, 90@95; Elmira and Williamsport, 28¾@30; do., pref., 42¼@45; do., 7s, 1873, 95@100; do., 5s, 65@67; Lehigh Coal and Navigation, 56½@56⅝; do., bonds, 1884, 92@92¼; North Pennsylvania, 37@39; do., 6s, 92@93; Philadelphia and Erie, 31½@31⅝; do., 6s, 90@93; Minehill, 58@58⅛; Catawissa, —@—; do., pref., 28½@28⅝; Lehigh Valley, 67½@68; do., bonds, 96@98; Fifth and Sixth streets, (horse,) —@45; Second and Third, 90@92; West Philadelphia, 72@75; Spruce and Pine, 37@37; Green and Coates, 22@—; Chestnut and Walnut, 58½@55; Thirteenth and Fifteenth, 19½@20; Girard College, 27@29; Tenth and Eleventh, 60@70; Union, 40@42; Hestonville, 14⅛@14¾.

Boston.—Vermont Central 1st mort., 120; do., 7s, consolidated, 76; Vermont Central and Vermont and Canada Chattel 8s, 1876, 103; Old Colony and Fall River 6s, 1867, 98½; Rutland and Burlington 1st mort., 123; Sandusky, Dayton and Cincinnati, 6s, 1900, 75¼; N. Y. and Boston Air Line 6s, 87; Ogdensburg and Lake Champlain, 75; Boston, Hartford and Erie, 12½; do., 7s, 45¾; Conn. and Pas. Riv. pref., 80¼; Boston Water Power Co., 31¼; Waverly Land, 2½; Cary Imp. Co., 12⅞; East Boston Co., 14; Massachusetts and Oil Creek, 0.10; Crescent, 0.12; Buchanan Farm, 0.26; Indian Spring, 0.12; Pepper Well Pet., 0.90; Central, 1.60; Stewart's Run, 0.15; Montezuma Gold, 1.50; Croydon Gold, 3.10; Peck Gold, 0.25; Caledonia Gold, 0,40; Tudor Lead, 2.85; Coal Hill Lead, 0.87½; Saba Sulphur, 50; Mt. Pleasant Coal, 23½; Boston and Mahanoy Coal, 9¾; Harleigh Coal, 50; Mammoth Vein Coal, 2; Short Mt. Coal, 13.50; Lackawanna Coal, 6.60; Adams' Exp. Co., 78¾; Boston Gas, 755; Maine 6s, 100; Massachusetts 5s, 1894, gold, 100½; do., 6s, 1872, 110; do., 1874, 110¾; Rhode Island 6s, 1883, 100; New Hampshire 6s, 1869, 99⅛; Cook Co. Ills., 7s, 98; St. Louis 6, 1886, '94; Cincinnati 6s, 1890, 86; Chicago 7s, sewerage, 100; Albany 6s, 1896, 97; Boston 5s, 1869, gold, 118; Hide and Leather Bank, 141½; Maverick Bank, 103½; Revere Bank, 132; Howard Bank, 102¼; Washington Bank, 120½; Fanuel Hall Bank, 125; Bank of Redemption, 110¼; 1st National Bank, 151¾; Old Boston Bank, 66; Merchants' Bank, 118½; Bank of Commerce, 117¾; Freemans' Bank, 121; Bay State, Mining Co., 11½; Concord, 4⅝; Canada, 80c.; Calumet, 65; Eagle River, 5; Hancock, 15¼; Humboldt, 2; Hanover, 1½; Mesnard, 2; Madison, 2⅝; Petherick, 3⅝; Phœnix, 7½; St. Clair, 7½; Winthrop, 1½.

Baltimore.—Virginia 6s reg., 36½; Marietta and Cincinnati 1si mort., 86½; Bare Hill, 0.50; Santa Clara, 2; Farmers' and Merchants' Bank, 46; 3d National Bank, 101½; Bank of Baltimore, 106⅛; Union Bank, 64¼. The latest quotations are: Balt. and Ohio, 113@114; do., 6s, 1867, 100@100⅜; do., 1875, 98@100; do., 1880, 98@99; do., 1885, 96½@97½; Northern Central, 48@48¼; do., bonds, 1885, 87@88½; N. W. Va. 1st mort., 1873, 95@96¾; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85@86¼; Central Ohio, 22@22½; do., 1st mort., 89@90; Western Md. bonds, 75@75½; do., guar., 96@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 97@98; do., 1873, 95¼@96; do., 1875, 96¾@97½; do., 1886, 97½@98¾; do., 1890, 99½@99; do., coupon, 100@100; Park, do., 96¾@97½; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R. R., 17¾@18; Canton Co., 34@50; Gardner, 0.70@0.75; Am. Gas Coal, 0.95@0.95; Maryland, 0.10@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@110; Santa Clara, 1⅝@3; Balt. Chrome, 0.35@0.40; Bare Hill, 0.50@0.65; Atlantic Coal, 0.70@0.95; Mineral Hill, 0.45@0.45; Baltimore Coal, 150@190.

☞ J. H. Strong has been appointed Superintendent of the Housatonic Railroad.

Union Pacific Railroad.

In the year 1860 the American people decided that a railroad should be built to connect the Atlantic States with the Pacific Coast. In the years 1862 and 1864 Congress passed the Union Pacific Railroad laws, providing for the building of a road running westward, to be called the "Union Pacific Railroad," and another running east, to be called the "Central Pacific Railroad," running toward each other. These are now building, and will probably meet near the city of the "Saints" in 1871.

The Union Pacific Railroad proper commences at the one hundredth parallel of longitude west from Greenwich, in latitude about forty degrees twenty minutes, or about that of Keokuk on the Mississippi, and two hundred and fifty miles west of the Missouri River. The original law provided for three branches which should connect with the main line, and granted subsidies, both in bonds and lands, to aid in their construction. These three branches are: The Omaha branch, popularly known as the main line, being built under the same organization as the Union Pacific; the other two branches are the Atchison and the Kansas Valley branches, distinguished as the "Central" and "Southern." In accordance with the acts above noted, the Southern branch should have commenced at Kansas City (connecting direct with St. Louis, by way of Jefferson City, Mo.,) and following along the Kansas River to Fort Riley, turned then northwest by north up the Republican River, connecting with the Union Pacific Railroad at the one hundredth parallel. The Central or Atchison branch was to start from the city of Atchison, on the Missouri River, and running in a westerly direction, strike the Southern branch on the banks of the Republican River, one hundred miles from Atchison. The law provided that the companies proposing to build these several roads and branches should file their assent, with the maps of the route chosen. The Hannibal and St. Joseph Company of Missouri, filed their assent with the maps, for the construction of the central branches, for one hundred miles in length next the Missouri River. The rights and privileges which they thus acquired were on June 9, 1863, transferred to the "Atchison and Pike's Peak Railroad Company," the act of July 1, 1862, giving to the "associates, successors and assigns" of the Hannibal and St. Joseph Company, all the rights and powers thereby conveyed to them. By virtue of this arrangement, therefore, the Atchison and Pike's Peak Railroad Company are entitled to the benefits of the Pacific Railroad act. They commenced to grade the road in the fall of 1865, and began to lay the iron in May last. The first twenty miles were completed and inspected about the beginning of August, and the subsidy of $10,000 per mile paid by the Government. About fifty miles are now completed, the second section of twenty miles is inspected and approved by the Government commissioners.

At the last session of Congress permission was given to the Southern Branch Company to refile the map of their road, by which they are permitted to pass westward by the Smoky Hill route, crossing the one hundredth meridian some ninety miles southward of the Union Pacific Railroad, and of course omitting to supply the required connection of one hundred and fifty miles be-

tween the Republican River and the eastern end of the Union Pacific Railroad, without which connection the Central branch would be inoperative as a through route. It is probably with a view to securing the important Santa Fe trade not only for itself, but for St. Louis, to which city the traffic of the Southern branch will be carried.

The Atchison and Pike's Peak Railroad Company remonstrated against the change, which would cut them off from the object of their work, but the permission was given, and they now claim that, having been deprived of vested rights by the change, they should be enabled by Congress to build the wanting section of one hundred and fifty miles, by having granted to them the full subsidy for that portion, as it is now allowed for the one hundred miles already authorized. They urge that unless that section be built, the one hundred miles will not be a portion of the Pacific Railroad system, but will be an isolated line of road. They claim that it would not be fair, nor indeed possible for them to build the extra road without the same allowance as that already granted for all the rest.

An effort will therefore be made to induce Congress at its next session to grant the subsidy referred to. The company will represent the incalculable value to the country at large of a railroad connecting Northern Missouri with the great Pacific coast. They urge, too, that it is but justice to the people of Atchison that the road should be carried through, as their trade has materially fallen off in consequence of the opening up of other roads, in the absence of railroad facilities through Atchison, which is the normal outlet for a large and important section. It is claimed, too, that this is much the most reliable route, as less snow falls along this line and in North Missouri (on the parallel of forty degrees,) than in two or three degrees either north or south of that parallel.

The second twenty miles of the Central branch being completed, the Government commissioners went out to inspect it previous to the payment of the subsidy of $16,000 per mile. The Commissioners are Brevet Brigadier General J. H. Simpson, President of the Corps of Civil Engineers at Washington; Dr. W. White, of New Haven, Connecticut, and General Curtis. The officers and stockholders of the road deemed it a good opportunity to go out and see what was being done with the money, and what kind of a country lay around it, and on the way to it. An excursion party was organized, which left New York on the morning of Tuesday, the 13th ult., and increased as it went westward. The excursionists arrived in Chicago on Wednesday evening, and left on Friday morning for Kansas, *via* the Chicago, Burlington and Quincy, and the Hannibal and St. Joseph Railroads.

The road over which the train bore the excursionists runs almost due west, turning a little here and there to suit the character of the ground, but without any extensive curves or steep gradients. The first twenty miles is marked by numerous cuttings and embankments, and a few bridges; after that the road departs but little from the natural surface. The direction of the road thus far is across the country, cutting the ridges and valleys at right angles. West of that the furrow lines of the route run in the other direction—across the meridian—and but little cutting or banking up is necessary. The road is well built, the ties being large and of hard wood, running two thousand seven hundred to the mile. The iron is from Troy, N. Y., and Pennsylvania, and a little from Cleveland. The bridges are well built, there being considerable quantities of gray limestone at several points along the route, and station houses are being erected of the same material. The commissioners pronounced it excellent work. It is being performed under the supervision of C. Gunn, Esq., Civil Engineer of the road. A single telegraph wire runs along the track, the beginning of a telegraph system which will ere long flash over the continent the wants, and thoughts, and actions of millions of people, whose homes will be on the boundless plains of the great West, its fertile soil yielding food not only for them but for other untold millions elsewhere.

As already indicated, the surface of the section passed through is rolling, most of it being prairie. It has a good natural drainage, and appears to be sufficiently watered, though that fact could not be well ascertained in a trip through it at this season of the year. The soil is deep, showing an average of perhaps a yard in thicknesss by the sides of the cuttings, and reaching the astonishing depth of seventeen feet eight inches in one bottom where a well was sunk, twenty-five miles from Atchison. It rests on a subsoil of hard pan, the clay being of good quality for making bricks, being free from limestone. This rests on a bed of gray limestone, and this again on shale. Coal is believed to underlie the whole. It is a remarkable fact that the different strata have little or no dip, they do not even follow the undulations of the soil, arguing an alluvial formation undisturbed by upheavals. At the depth of about twenty feet the well borers find a thin stratum of sand, containing numerous shells, showing that the whole has been at one time under water, perhaps for ages. The character of the soil may be inferred from the fact that the crop of 1850 was fully one-fourth of the average yield, though not a drop of rain had fallen for fifteen months.

There is but little timber along the road, a regular gradation in quantity being observable from east to west. Near Atchison it is moderately plentiful, grows scarcer to the limit of Atchison county, eighteen miles out, and on the Kickapoo Reserve shows but little except in thin strips along Nigger Creek, and a few smaller streams. Geological research develops the remarkable and encouraging fact that the vegetative growth is extending westward at the rate of about two miles per year. The whole country from the Missouri River to Denver was ages ago an arid desert. From four hundred miles to about five hundred and fifty miles west of Atchison it is still barren, and it is only for a few miles west of Atchison that the timber growth has succeeded in establishing itself above the influence of prairie fires. The timber is still creeping west, preceded some three hundred miles by the grasses. Before many years have elapsed the whole country will be grassed and susceptible to timber growth, a result which will be materially aided by the presence of man. In this connection we may state that the aridity of Denver produces a very large alkaline spring, which gives forth potash enough to supply the continent.

Climatologically the line of the Hannibal and St. Joseph and Central Branch Union Pacific Railroad, lying near the fortieth parallel of latitude, is much dryer than the country north or south. It is believed that it will be available for travel in winter often when the other roads are blocked up by snow, and in like manner be free from the disasters incident to heavy floods, especially as the line lies high and dry, being well drained from rain and exposed to a wind scouring process sufficient to forever keep it clear of snow.

The country is fast filling up. All the lands as far as the west line of Atchison county were entered by private parties before the road was decided on. These are now held at five to fifteen dollars per acre, good land near the county line selling at $1,000 the quarter section. To compensate for this, the company holds 125,000 acres of magnificent land in the famous Kickapoo reserve, which will soon be in the market at from three to ten dollors per acre. The land is at present unoccupied except by a few Indians of the Kickapoo and Potawottomie tribes. The road runs through the middle of the reserve, which occupies the greater portion of Brown, and parts of Atchison and Jackson Counties.

The Atchison and Pike's Peak Railroad Company has contracted with Colonel Osborne to build the whole line of one hundred miles. Sixty are now graded, and the iron laid on forty-five miles; the other fifteen will be covered by the iron rail by the 10th instant. The company has up to the present time expended about two millions of dollars, the capital stock being one million, with power to increase to an amount equal to the expense of building the road. It is the intention of the company, when the line completed to the junction of the Union Pacific Railroad, at or near Fort Kearney, to build a line connecting that point with the southern branch thus striking for the Santa Fe trade. This movement will largely benefit Northern Missouri and Chicago, as the trade of Santa Fe is a great and highly important one.

In this connection we may note that the "eastern" branch has now completed about one hundred and forty-six miles of its track from Wyandotte, and it is rumored, intends to make application to take up their track at the eastern end, connecting with the Missouri River at Leavenworth instead of Wyandotte, thirty miles distant, so as to make the road run between Leavenworth and Lawrence, instead of from Kansas City and Wyandotte to Lawrence, as now. The Leavenworth people are understood to be moving in this matter, deeming it of vital importance to their interests, as a proposed cut off from Lawrence to Pleasant Hill (about hundred and twenty-five miles,) would leave them "out in the cold" without the compensation of being with New England in that dread dilemma.—*Chicago Tribune.*

Journal of Railroad Law.

COMPETENCY OF A PARTY AS WITNESS.—THE COMMON LAW RULE APPLIED.

The case of Smith *vs.* North Carolina Railroad Company, which lately arose in North Carolina, was an action brought by a passenger on a railroad against the company to recover damages for the loss of his trunk and its contents. In North Carolina and in some other States, as Pennsylvania, the old common rule that a party cannot be a witness in his own behalf, prevails. In this case, which is of interest only to citizens of such States as still preserve the old rule, the Court held that the plaintiff, although he had no means of proving the loss of the trunk, except by his own testimony, could not be allowed to testify as to such loss in his own behalf.

The action was tried before Shipp, J., at the Fall Term of Macon Superior Court, 1863.

The plaintiff declared against the defendant as a common carrier for the loss of his trunk and its contents. It was admitted on the trial, that the trunk was put into charge of the defendant at Graham station on the road where the plaintiff took the cars, and that the trunk was put on the train as the plaintiff's baggage to be carried to Charlotte, a station on said road, that being the plaintiff's destination. The plaintiff tendered himself as a witness to prove by his own oath that the trunk was lost between Graham and Charlotte, and that he could not prove the loss otherwise, and also to prove the contents of his trunk, or for either of those purposes. The Judge was of opinion, that the plaintiff was not a competent witness in his own case, though he could not prove the loss of his trunk by other evidence than his own oath, and refused to permit him to be sworn and to testify in his own case. To which refusal the plaintiff excepted and submitted to a non-suit.

The following decision was delivered by BATTLE, J.—The question on the record by the bill of exceptions is one of much practical importance in these days of increased and increasing traveling in stages, railroad cars and other modes of conveyance. Though not a new question in some of the American States, it is now for the

first time brought before us, and we must decide it upon the principles of evidence settled and established in this State.

It is an ancient and fundamental rule of evidence in the common law, that "*Nemo in propria causa, testis esse debet.*" 1 Bla. Com., 443. Exceptions to this rule have, perhaps always, been admitted as to matters which are auxiliary to the trial, and which are in their nature preliminary to the principal subject of controversy, and are addressed to the Court. Thus a party may make affidavit to the materiality of a witness, of diligent search made for a witness, or for a paper alleged to be lost, of his inability to attend, of the death of a subscribing witness, and cases of the like kind. 1 Green. on Ev., Sec. 349. But upon the trial of the merits of the cause, on an issue before the jury, the maxim that "no one is allowed to be a witness in his own cause," has come down to us from the earliest period of the common law, almost intact. The first innovation made upon it arose out of the statute of Winchester, 13 Ed. 1 Ch. 1, commonly called the statute of hue and cry, which gave to a party robbed an action on the case for damages, against the hundred. In such action the plaintiff was allowed to be a witness on his own behalf to prove the loss. This testimony was said to have been admitted on the ground of necessity, and Lord Kenyon in Evans *vs.* Williams, 7 Term. Rep., 481, in a note, said that originally it was only in an action on that statute that it was admitted on such ground. It was no doubt thought that as the statute gave the action to the party robbed, and as he could very rarely prove his loss except by his own oath, a just and liberal construction of it gave him also the privilege of being a witness for himself. The change of the rule of evidence in cases of this kind may, therefore, very properly be considered as having been effected by statutory enactment, rather than by a deviation from it at common law. The breach in the integrity of the maxim being, however, once made, it was followed in course of time by at least one other innovation for which no statute can be held responsible. Thus, in 12 Vin. Abr., 24 pl., 32, it is laid down in a trial at *Bodmyn Coram Montague*, Baron against a common carrier a question arose about the things, in a box, and he declared that this was one of those cases where the party himself might be a witness *ex necessitate rei.* These are the only cases which have been called to our attention as having been decided by the English common law Courts; and of these it may be remarked that one was a decision at *nisi prius*, and the others were evidently the offspring of a statute. In some of the American States the decision made by Baron Montague has been adopted, and applied to the baggage of a traveler lost by the negligence of the carrier. (See Pettigrew *vs.* Barnam, 11 Maryland Rep., 434, Johnston *vs.* Stone, 11 Hamp. (Ten.) Rep., 419, Herman *vs.* Dinkwater, 1 Green. (Maine) Rep., 271, while in one State at least it has been rejected. See Snow *vs.* The Eastern Railroad Company, 12 Met. (Mass.) Rep., 44.)

In North Carolina the common law of evidence have been generally very strictly observed; and we are not aware that the maxim upon which we are commenting has been departed from as testimony intended for the jury, except in cases where the innovation has been introduced by statute. Thus in what is generally known as the book debt law, a party may prove by his own oath the items of his account to the amount of sixty dollars only. Rev. Code Ch., 15. In cases of this kind there was a very strong necessity for the admission of such testimony, but the Courts did not feel themselves at liberty to change a settled rule of evidence, and it remained unaltered until 1756, when the act entitled "an act to ascertain the method for proving book debts" was passed. (See Rev. Code of 1820, Ch., 57.) In admitting the witness to testify for himself, it is worthy of remark that the act has carefully guarded the other party against the danger of corrupt or perjured testimony. The account must be a book account, there must be no other means of proving the delivery of the articles than by the book and his oath; it must be for articles delivered within the last two years, and he must swear that the book contains "a true account of all the dealings, or the last settlement of accounts between them."

The necessity for admitting a plaintiff as a witness to prove the contents of his trunk in an action against a railroad company or other common carrier for its loss, is not greater than it was in the case of a book debt; and as in the latter named case the Courts felt themselves bound to leave it to the Legislature to supply a remedy for the mischief, so we must do in the case now before us. Our duty as a Court is, to ascertain in each case that comes before us what the law is, and then to decide accordingly; and if in the progress of society new circumstances or combinations of circumstances arise, to which there is no principle of the common law applicable, we cannot assume the functions of Legislatures to devise one.

That is the province of the Legislature, and we have neither the inclination nor the right to interfere with it.

The judgment of the Court below must be affirmed.

Richmond and York River Railroad.

The Fredericksburg (Va.) *Ledger* says that the President of this road has "not only succeeded in raising the money to buy iron to rebuild his road, which was destroyed by the war, but has also succeeded in inducing the Philadelphia, Wilmington and Baltimore Railroad Company to survey the routes to Urbanna and Piankitank respectively, with a view to building a branch road to one of the two places."

James River and Kanawha Canal.

The Richmond *Whig* solicits government aid to complete this canal to the Ohio River, as it is a work of national importance, "and will benefit not simply Virginia, but all the States touched by the Mississippi and its tributaries."

Interest and Dividends.

The Lehigh Coal and Navigation Company announces a semi-annual dividend of 5 per cent., or 2½ dollars per share, free of tax, payable on demand.

☞ The second annual election of 21 directors of the Atlantic and Great Western Railway Co., and 3 inspectors or judges of the succeeding election will be held at the office of the company in Meadville, Penn., on the 8th of January, 1867.

Proposed International Railway Uniting the Atlantic and Pacific Oceans.

The following highly interesting article on the proposed International Railway, uniting the Atlantic and Pacific Oceans, is taken from the London *Money Market Review*:

We have expended an enormous amount of capital upon the railways of Great Britain, indeed such an extravagant amount that, although the traffic upon all of them, almost without exception, is immensely greater than was anticipated in the first instance, very few of them can be considered paying lines. We have no railway paying dividends of 20 or 25 per cent. to its shareholders, and very few that pay so much as 10 per cent., but we have many, very many, in which the shareholders would be very thankful to get 5 per cent. The railway across the Isthmus of Panama also cost an enormous amount in its construction, but such is the traffic over it, and such the value of the monopoly it enjoys, that its shareholders have for several years received dividends of 20 per cent., and last year they received a dividend of 25 per cent. and a bonus of 40 per cent., making a total division of profits in one year of no less than 65 per cent. upon their capital. And this Panama line is a bad line, that is, it has had a bad port at each termini, and it passes through a country and under a climate about the worst in the world. The port at Aspinwall, on the Atlantic side, is exposed to the storm winds of the North so as frequently to render the approach of vessels dangerous, and the port on the Pacific side is in the midst of a calm-belt extending several hundred miles, in which the calm is so continuous and profound as almost to preclude the possibility of sailing vessels approaching. At one time coals could be delivered at $4 per ton at Aspinwall, whilst at the other end of the railway the price was $40 per ton. The company, therefore, was desirous of supplying the trade with coals from Aspinwall, and of bringing back cargoes of guano from Panama, by which they might have realized a profit of $70,000 a year, but they were obliged to abandon the attempt because, in consequence of the almost continual calm, the guano vessels could not get into the port of Panama. The climate of the country through which this line passes is said to be sultry and unhealthy almost beyond any other part of the world, and during the wet season the rains descend in a perfect deluge. The first thirteen miles of the line are carried over a deep swamp, covered with jungle, reeking with malaria, and abounding with wild beasts, noxious reptiles, and venomous insects. Further on it runs through a rugged country, over rapid rivers, and all sorts of impediments, and after passing the summit, descends rapidly to the Pacific. The distance is only 47½ miles, and the transit occupies about four hours, or at the rate of less than twelve miles an hour, but the exorbitant charges imposed by the company—£5 4s. 2d. each person—makes this the most expensive bit of railway traveling in the world. And yet, notwithstanding all the disadvantages of the ports, and the line, and the climate, and the exorbitant cost, the traffic is steadily increasing at the rate of 30 per cent. per annum, and the company have already as much passenger traffic as they can manage, and a great deal more goods traffic than they can undertake.

Here, then, we should imagine is a case, if any such case ever existed, in which a better line of transit, with better ports, and passing through a more favorable, as well as a more agreeable country, might enter into competition with a certainty of success pretty well assured. Such a line Commander Pim, of the Royal Navy, discovered several years ago through Nicaragua. The Republic of Nicaragua is situate about 300 miles further north than Panama, and, as the map will show, occupies as nearly as possible the central position of the New World. Its territories, containing an area of about 30,000 square miles, afford a ready means of access between the Atlantic and Pacific Oceans, which renders them of the highest degree of importance to the commerce and navigation of the world in general, and of England especially,

Its climate is varied; on the low coast lands the heat is great and the atmosphere humid, but in the interior the seasons are very uniform and marked. The scenery of Nicaragua, it is said, is most beautiful, and, taking it all in all, perhaps unrivalled in the world. The Constitution of the Republic is modelled upon that of the United States; the laws are liberal and well administered, and the State is now in a quiet, prosperous, and thriving condition. Captain Pim had six years' intimate acquaintance with the country, its government, and its people, and made himself thoroughly acquainted with its topography. There is a line of road running as nearly as possible parallel to the transverse valley of the Nicaragua Lakes, and this line, having been pronounced by competent engineers to be well adapted for the construction of a canal, seemed likely to offer no serious obstacle to the construction of a railway. It was, in fact, nearly the same line which the present Emperor of the French had pointed out many years ago as a feasible line for a ship canal. As a terminus on the Atlantic side, Captain Pim discovered, after a close examination of the coast, "the neglected and imperfectly known Bay enclosed within Monkey Point," and which has since been officially named after himself "Pim's Bay." And this really seems to be the only eligible port discoverable along that part of the Atlantic coast. Having carefully sounded and surveyed this bay, with the assistance of Mr. Armstrong, a master of the Royal Navy, Captain Pim found it admirably adapted for the purpose of the Atlantic port. On the Pacific side there was the port of Realejo, which had been surveyed by order of the British Admiralty some years before, and found to be everything that could be desired for a harbor.

The concession by the Government of Nicaragua is made for the term of ninety-nine years. Upwards of one million three hundred thousand acres of land, all situate within the three rich mineral districts of Chontales, Matagalpa, and Segovia, are ceded gratuitously; and, besides these, there are extensive land grants on each side of the line in alternate squares, one for the Government of Nicaragua and the next for the railway company, and so on all through the greater part of the line. Both the ports are to be free ports, and it is expressly stipulated that the Government shall have no sort of control over the working or management of the line. As the country abounds with such natural products, these concessions may become of great value. Large groves of india-rubber trees, with an abundance of cedar and mahogany, besides other valuable products, abound over the entire line. An examination of the gold and silver districts, it is said, has proved beyond dispute that "the gold and silver fields of Nicaragua are destined to a prominent place in supplying the precious metals to the world." Among its other manifold productions may be enumerated cochineal, indigo, sarsaparilla, vanilla, copal, cotton, cocoa, coffee, tobacco, hides, live-oak, balsams of various kinds, several dye-woods, pitch pine containing quantities of tar, lignum vitæ, a great quantity of hard woods, silk, grass, tortoise shell, &c. Some of these articles cannot be surpassed in quality by those of any other country. The indigo of Nicaragua, for example, has long been accounted the best; the cocoa is still unequalled; the coffee is equal to Costa Rican, and the cotton, when formerly exported, was superior to any of the New Orleans varieties. All these are advantages which may prove prolific sources of profit to the shareholders, but they are advantages which sink into comparative insignificance by the side of the great benefits which such a route will confer upon our commerce generally. By this railway a new road will be opened up from this country and from the United States to California and British Columbia, by which the distance will be shortened by six days, and the cost of the journey lessened by fifty per cent. Even distant China and Japan will be brought nearer than before, but New Zealand and Eastern Australia will be the greatest gainers. The former will be fifteen days nearer the greater marts of commerce, London and New York, and the latter will be nearer by several days, to say nothing of the comfort and security of making the voyage on an ocean seldom ruffled by storms and enjoying an exceptionally fine climate.

On Wednesday week a large and influential meeting was held at the London Tavern, at which several known city gentlemen attended, as well as several equally well known scientific and traveled gentlemen, who were well acquainted with the country. The chair was occupied by Admiral H. B. Young, and he was supported by Captain Bedford Pim, R. N., Captain M. F. Maury, D. C. L., Mr. Thomas Brassey, Mr. J. P. Gassiot, F. R. S., Mr. Hawkesley, C. E., Captain Charles Mangles, Lieut-Colonel Money, Mr. Moxon, Mr. J. H. Murchison, F. R. G. S., Mr. John Field, Mr. Charles Young, &c., &c. Captain Pim gave a full and lucid exposition of the nature of the project, its advantages and its practicability, which were further elucidated and confirmed by Mr. Thomas Hawkesley, who knew something of the country, and had been in communication with Captain Pim, on the subject for several years. Captain M. E. Maury, on being called upon by the chairman, said it was true that he had for many years devoted his attention to this subject, and had taken an active part in the formation of the Panama Company, and he entered into a variety of very interesting details, tending to show the vast superiority of the route propsed by Captain Pim. In the course of his address Captain Pim alluded to the "Central American Transit Company," which had established a line of communication across the Isthmus, almost parallel to the one now projected, and which was at the present moment in full working order. The company had the greatest difficulties to contend with in consequence of the silting-up of the San Juan River, which it was expected would soon compel the company to close that route. The Americans, however, prefer the Nicaragua route because it is more healthy, and much the shorter route to San Francisco; and, if such was the case now, although in the course of transit they had to change six times what would it be when the proposed line was completed? Only the other day, he said, his agent at New York informed him that, "in spite of the enormous difficulties of the route, 500 passengers had sailed for it from New York on the 29th September last." And Captain Maury, in allusion to the close opposition between the Central American Transit Company and the Panama Railway Company, stated that the former had carried 24,000 passengers against the 27,000 of the latter company; "so that the chance of traffic for the proposed company was not a matter of speculation, but a matter of fact, and showed the advantage of the Nicaragua route, so far as the communication between the east and the west coasts of America was concerned."

Captain Mangles proposed, and Mr. Moxon seconded, a resolution to the effect that "the proposed railway offers the best and cheapest means of connecting the Atlantic and Pacific Oceans, and that the time has now arrived when vigorous measures should be taken for its speedy realization." Colonel Money proposed, and Mr. J. P. Gassiot seconded, a resolution appointing a deputation to wait upon the Prime Minister and the First Lord of the Admiralty for their countenance and support, guaranteed by the Treaty of February, 1860; and Mr. Field proposed and Mr. Parke Pittar seconded a resolution appointing a committee with a view to carrying out the object. At length, then, we may hope that this great scheme will be promptly and vigorously undertaken and effectually carried out. Of late years, we fear, we have been lavishing millions and millions of capital upon many less worthy and less promising objects, and we do not think it will much redound to our credit that this one, so worthy and so promising, has been so long neglected.

Since the above was written an influential deputation, including representatives of the three large steam companies connected with the West Indies and the Pacific, have waited on the First Lord of the Admiralty concerning the Nicaragua transit route. They were most favorably received, all legitimate encouragement being promised on the part of the Admiralty. We understand that the Prime Minister is to receive the deputation on Monday next.

Maine Central Railroad.

This company will petition the next Legislature of Maine for permission to form a connection between their road and the Kennebec and Portland or to extend the former from its present terminus at Danville Junction to Portland, passing through the towns of New Gloucester, Gray, North Yarmouth, Cumberland and Falmouth. The illiberal management and inadequate facilities of the Grand Trunk Railway, on which these towns are now dependent, have aroused a very general feeling in favor of the proposed new road.

☞ At a meeting recently held at New Albany, Ind., in behalf of the projected New Albany and Indiana Railroad, it was proposed that the city should donate a fraction over $83,000 to the company, on condition that the road should be built to Lawrenceburg—connecting with the Indianapolis and Cincinnati line—by January, 1868. The meeting endorsed the proposition, which must be sanctioned by two-thirds of the freeholders of the city before the necessary bonds can be issued.

☞ It is proposed to extend the South Shore Railroad from Cohasset, its present terminus, through Scituate and Marshfield, to Duxbury.

Atlantic and Great Western Railway Co.
(CONSOLIDATED.)

SECRETARY'S OFFICE,
MEADVILLE, PA., DEC. 1, 1866.

NOTICE is hereby given that the second annual election of twenty-one (21) Directors of this Company, and also of three (3) Inspectors, or Judges, of the succeeding election, will be held at the office of the Company, in the City of Meadville, Pa., on Tuesday, the eighth (8th) day of January, 1867.

The poll will be open at 2 P. M. and close at 4 P. M.

The Transfer Books will close on the twenty-fifth (25th) day of December, and open the day after the election.

5149 J. C. CALHOUN, Secretary.

L. P. MORTON & Co.,

BANKERS,

30 Broad Street, New York,

OFFER FOR SALE THE

First Mortgage Convertible Bonds

OF THE

St. Louis, Jacksonville and Chicago Railroad Co.,

REDEEMABLE IN 1894.

INTEREST SEVEN PER CENT., FREE OF GOVERNMENT TAX, PAYABLE SEMI-ANNUALLY ON 1st APRIL AND 1st OCTOBER, IN NEW YORK.

Present Issue of Bonds $900,000,

LIMITED TO $15,000 PER MILE.

This Road is located in one of the most densely populated and most highly productive sections of Illinois.

The Company have completed and in operation ninety miles of road, and are constructing sixty miles, which will be completed within twelve months.

Under a perpetual agreement this line has been connected with that of the Chicago and Alton R. R. Co, thirty miles from St. Louis, and on completion of the work now in progress will connect with the same road one hundred and twenty six miles from Chicago. Under this agreement a bonus of ten per cent is paid to the St. Louis, Jacksonville and Chicago Co, on all traffic delivered to the Chicago and Alton Co., and harmonious action in conducting the traffic upon the two lines is effectually secured.

Price $90, and Accrued Interest.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 50.] SATURDAY, DECEMBER 15, 1866. [WHOLE No. 1,600, VOL. XXXIX.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 15, 1866.

Railroad Ties.

We would call the attention of our readers to the advertisement of Messrs. BRADFORD & RENICK in another column. These gentlemen are prepared to furnish Railroad Ties of every description, also timber for cars, bridges, &c. Office, No. 71 Broadway, New York.

New York Central Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Henry Keep, of New York; Le Grand Lockwood, of New York; Azariah Boody, of New York; David Crawford, Jr., of New York; H. Henry Baxter, of New York; Danforth H. Barney, of New York; Joshua Hanna, of New York; Erastus Corning, of Albany; John Butterfield, of Utica; Edward B. Judson, of Syracuse; John H. Chedell, of Auburn; Geo. J. Whitney, of Rochester; William C. Fargo, of Buffalo.

Mr. Henry Keep was elected President, and Mr. W. C. Fargo, Vice-President.

Tonnage of New York.

The number of vessels arriving at and departing from the port of New York, together with the tonnage and seamen employed, during the third quarter of the year 1866, is officially stated as follows:

Entered at New York from foreign ports for the three months ending Sept. 30, 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels....	497	258,101	7,912
Foreign vessels	794	437,580	16,596
Total.....	1,291	695,681	24,508
Same time in 1865...	1,407	642,005	22,565
Same time in 1864...	1,274	574,476	21,127
Same time in 1863...	1,330	624,426	21,539
Same time in 1862...	1,504	693,360	22,429
Same time in 1861...	1,182	584,027	18,600
Same time in 1860...	1,145	582,513	19,128

Entered at New York from foreign ports for nine months ending September 30, 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels ..	1,334	778,075	24,239
Foreign vessels....	2,503	1,375,919	50,212
Total	3,837	2,153,994	74,451
Same time in 1865..	3,604	1,653,514	58,194
Same time in 1864..	3,765	1,780,005	74,518
Same time in 1863..	3,798	1,832,129	61,256
Same time in 1862..	4,047	1,899,050	60,551
Same time in 1861..	3,582	1,768,505	56,446
Same time in 1860..	3,283	1,607,240	53,686

Cleared at New York for foreign ports for the three months ending Sept. 30, 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels	251	190,881	5,491
Foreign vessels	888	470,625	17,355
Total.....	1,139	661,506	22,846
Same time in 1865...	1,128	575,285	19,841
Same time in 1864...	1,349	662,333	21,711
Same time in 1863...	1,279	647,751	20,457
Same time in 1862...	1,409	702,708	21,263
Same time in 1861...	1,174	602,660	18,749
Same time in 1860...	995	533,943	17,905

Cleared at New York for foreign ports for nine months ending September 30, 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels ..	891	594,675	18,740
Foreign vessels....	2,530	1,397,601	50,637
Total.....	3,421	1,902,276	69,377
Same time in 1865..	3,182	1,556,491	53,451
Same time in 1864..	3,566	1,796,608	58,866
Same time in 1863..	3,560	1,838,602	57,649
Same time in 1862..	3,671	1,826,613	56,696
Same time in 1861..	3,267	1,628,793	53,976
Same time in 1860..	2,789	1,406,192	48,478

The following is a comparative statement of the arrivals under the American and foreign flags for the three months ending September 30, in each of the last seven years:

	American.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.
1860	772	417,824	373	164,689
1861	686	382,302	496	201,724
1861	670	370,503	834	322,857
1863	388	216,900	942	407,526
1864	486	220,267	788	364,208
1865	493	224,820	914	417,185
1866	497	258,101	794	437,580

The relative arrivals of American and foreign tonnage during the nine months ending September 30, in each of the last six years are as follows:

	American.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.
1861	2,362	1,192,921	1,220	575,584
1862	2,056	1,095,049	1,991	804,001
1863	1,443	808,305	2,345	1,023,824
1864	1,206	641,871	2,559	1,188,188
1865	1,143	574,389	2,461	1,079,125
1866	1,334	778,075	2,503	1,375,917

Coastwise commerce of New York for the three months ending September 30:

	Entered Coastwise.		Cleared Coastwise.	
	No. Vessels.	Tons.	No. Vessels.	Tons.
1860.....	374	116,848	1,139	424,534
1861.....	265	89,990	533	119,044
1862.....	512	190,120	767	168,280
1863.....	363	147,060	649	191,121
1864.....	317	112,154	730	199,757
1865.....	698	315,365	1,332	520,431
1866.....	630	342,908	1,173	484,660

Coastwise commerce at New York for nine months ending September 30:

	Entered Coastwise.		Cleared Coastwise.	
	No. Vessels.	Tons.	No. Vessels.	Tons.
1860	1,180	376,554	3,864	1,318,829
1861	916	294,085	2,397	690,948
1862	812	277,464	1,226	409,657
1863	1,256	490,003	2,162	630,419
1864	989	411,815	2,237	651,063
1865	1,465	672,538	2,761	1,049,503
1866	1,935	1,024,289	3,459	1,494,254

☞ The Green Bay *Advocate* has an article urging the importance of the Green Bay and Lake Pepin Railroad, and the necessity of speedy action in the matter. It says that the company at a recent meeting resolved to raise $2,000 for immediate use, in canvassing the subject. Wabasha has guaranteed $1,000 in cash, besides $100,000 in city and county aid.

Debt of Indiana.

The funded debt of the State of Indiana at this time is $6,953,889, of which $5,342,500 is in 5 per cents, and $1,611,389 in 2½ per cent stock; $465,070 of the 2½ per cents were redeemed last July, making $5,813 38 less interest to pay on Jan. 1 than was paid in July. The total amount of interest due in January is $153,704 87. Of this amount $138,856 55 is due to stockholders, the remainder being due on stocks held by the State Department Sinking Fund. The amount required to pay the January interest will be forwarded to New York by the Treasurer of State during the present month. It is supposed that the next redemption of the 2½ per cent stocks under the act of the last Legislature will take up the most of the certificates now outstanding.

Morris and Essex Railroad.

The receipts of this company for the year ending December 31, 1865, were:

From passengers		$457,161 92
" freight		192,147 17
" mails and sundries		31,147 01
		$680,456 10

Expenses, viz:

Repairs of road, bridges and buildings	$112,527 06	
Repairs of engines & cars	86,900 60	
Wood, oil and waste	116,531 42	
Operating the road, and transporting passengers and freight	160,421 10	
Salaries and insurance	17,926 90	
Government tax	19,478 67	
		$513,785 75
Earnings less expenses		$166,670 35
Paid interest on funded and floating debt of the company		112,160 30
Balance		$54,510 05

Two semi-annual dividends and one semi-annual interest have been paid during the year, amounting to $222,744 92; of which there was paid in stock of the company $97,650, and in cash $125,-094 92. The President, in his report dated June 19, 1866, says:

It was expected, at the last annual meeting, that the Phillipsburgh Branch would ere this have been in successful operation. But various causes have conspired to delay the completion of that work. It is now, however, nearly finished. Some grading yet remains to be done, on Sections 7, 20 and 21. The Directors recently went over the entire line, for the purpose of ascertaining the condition of the work, and the probability of its early completion. The grading will be entirely completed, and the permanent track laid and in use, at a very early day. It has already been* laid at all points of the line, except the sections above referred to. A temporary track has been put down at the unfinished parts, which has been used to a moderate extent for the transportation of coal, for nearly six months past; and which is capable, as soon as the requisite accommodations for disposing of coal on a large scale can be provided, of passing at least 2,000 tons a day. These accommodations are being pushed forward with all the energy which the work admits of, and the company will soon be in a condition to inaugurate this branch of traffic on an extended scale. The Board have steadfastly kept in mind, that the business of the line will receive its full development only when it fully participates, (as it soon will) in the vast commerce carried on between the City of New York and the Great West, including Pennsylvania. The coal beds and iron mines of that state, and the grain fields of the more Westerly States, must have an outlet to the Atlantic Seaboard. This outlet must necessarily be across New Jersey; and nothing can prevent this company from receiving its fair share of this great trade. At this moment, an amount of traffic stands waiting to precipitate itself upon the road, sufficient to fill the line to its utmost capacity. All that the company needs is adequate capital, to put the road in a condition to receive the business, and to furnish it with rolling stock sufficient to carry it on. This the Board, as will afterwards appear, are endeavoring to provide; and they have strong hopes of being able, without difficulty, to raise all that is necessary to put into profitable use the large amount of capital which is already invested, and much of which yet lies dead and unproductive.

The Board, in anticipation of the work to be done, have already provided a large amount of rolling stock, which is ready, or nearly so, for immediate use. They have purchased four hundred double coal-cars, capable of carrying ten tons each, and have, during the year, added thirteen locomotives to their propelling force, and have several more under contract; and have also been largely increasing their stock of freight and passenger cars. But a still larger stock is yet desirable, and it is of the highest consequence, that the works should not be allowed to remain idle, or to do less than they are capable of doing, for lack of the requisite rolling stock, fixtures, machinery, wharves, freight depots, and other conveniences, adapted to the road, with all its capacities and wants. One cause of the delay in the completion of the extension has been the rocky character of the excavations on the sections above mentioned. This, together with the increased price of labor and materials, has greatly enhanced the cost of the work beyond the original estimates. The road when completed will be one of the best in the country. Its grades will be easy, its curves slight, its tangents long and prevailing, and its capacity will be fully equal to that of any other road of equal length. Its cost will be much less than that of competing roads, which have proved highly successful and remunerative.

It should be added, that, besides the additional outlay which will have to be made in completing and furnishing the present line of the road, the Board also contemplates the speedy construction of a branch from Denville to Boonton, in order to accommodate the extensive iron interests that centre at the latter point. This branch will form part of the main branch, hereafter to be constructed through the Great Notch.

A double track is also being constructed from Roseville to South Orange, and it is proposed at once to extend the same to Millburn, and possibly to the Passaic River, near Chatham.

In addition to these extensions of the double track, large additions to the sidings of the whole line are being made, which, as long as the road consists of a single track, are absolutely essential to the introduction of an extensive coal and freight traffic, in connection with regular passenger trains. A double draw is also being made at the Hackensack bridge. Besides this, extensive repairs and improvements are going on at various points on the whole line of the road.

In view of the fact that the Pennsylvania system of railroads, with which our most important connection is to be formed, is constructed on the gauge of 4 ft. 8½ in., it was sometime since determined to adjust the road of this company to the same gauge. Accordingly, the track of the Phillipsburgh branch has been laid on this gauge; and measures are now being taken to alter the gauge of the remainder of the line to conform thereto.*

During the past year, several events of considerable interest to Stockholders have transpired, to which it is now necessary to advert.

It is known to the Stockholders, that, during the Fall of last year, an arrangement was made with The Atlantic and Great Western Railway Company for a lease to that company of the entire road and property of The Morris and Essex Railroad Company. The causes which led to the arrangement were briefly the following. The Atlantic and Great Western Railway Company have constructed a railroad, intended as a trunk road, from Dayton, Ohio, to Salamanca, New York, where it connects with the Esie Railway, and over that road, has a connection with the City of New York. At Dayton, it connects with another railroad, which extends its lines to Cincinnati and St. Louis. The proprietors of this trunk road were desirous of having a new outlet to New York; and made negotiations for that purpose with several railroad interests in Pennsylvania. A line was wanted across New Jersey to complete the series. Proposals were accordingly made to the Directors of The Morris and Essex Railroad Company, for a lease of the road of this company; and these proposals were of such a character as to make it the serious duty of the Directors to entertain them. The acknowledged high character and financial responsibility of the parties who made these proposals, consisting of Sir S. Morton Peto and his associates, who were on a visit to this country at the time, afforded, it was thought, a guaranty that any agreement entered into by them would be carried out. The result was, that an agreement was made on the first day of November last, whereby The Morris and Essex Railroad Company leased to The Atlantic and Great Western Railway Company, for 999 years, the entire road, property, and works, at a rent, which, considered as a certain and uniform income, without risk, tax or expense, was deemed an advantageous consideration for the stockholders of this company. This rent, after paying all interest on the bonds and obligations of the company, and all demands of every kind against it, was to be eight per cent. on the Capital Stock of the company, for the first year, nine per cent., for the second year, and ten per cent., annually, thereafter, for the whole period of the lease: with a further provision, that, if the lessees should realize more than the said ten per cent., The Morris and Essex Railroad Company should share such surplus, in proportion to their capital invested in the road and property, as compared with the capital to be invested therein by the lessees. The Lessees further agreed to construct a branch railroad from Denville to Bloomfield, or to some point on the main road, east of Bloomfield, by way of Boonton and the Great Notch; and were to expend at least $100,000, in improving the depot of the company at Hoboken, and to double-track the main road from Newark to Morristown, and from Denville to Phillipsburgh —all of which was to stand in the name of The Morris and Essex Railroad Company, and be operated under the lease, and to remain as security for its due performance. These outlays on the part of the lessees were to be made within the limited period of four years, or the lease to be void; but the agreement was to make them in less than three years. This lease was to commence on the 1st of February, 1866; but the road and property were to remain in the occupation of The Morris and Essex Railroad Company, for their greater security, until all the said outlays should be made by the leesses. The lease was duly executed by the parties, and, at the last session of the Legislature, a law was procured, validating and confirming it, and requiring a copy to be filed in the Secretary of State's office; which was done.

In pursuance of this lease, The Atlantic and Great Western Railway Company, in February last, entered upon the performance of the duties it imposed upon them, and expended a considerable amount of money, in preliminary arrangements for constructing the Boonton Branch, and in the erection of wharves, coal-trestles, &c., at Hoboken, which are of great importance to the early commencement of operations in the coal traffic. But, in March last, the financial difficulties in England, which largely affected The Atlantic and Great Western Railway Company, rendered it necessary for them to suspend their operations, and to request the temporary aid of The Morris and Essex Railroad Company. Their agents having represented, that they were not

* The gauge of the entire line has been changed to 4 ft. 8½ in., since the date of this report.

prepared to advance the moneys necessary to continue the construction of the road and works of the company, as provided by the agreement of November, 1865; and having requested this company to raise the same, on its own credit and resources, a supplemental agreement between the parties to that end was made, on the 3d day of April last, providing for the issue of additional bonds or stock of this company. In pursuance of this agreement, and, in order that no interruption to the progress of the works might ensue, the Board at once took measures to raise the necessary funds for prosecuting the same with renewed vigor. This has been done, by means of a temporary loan; but, in order to make a more permanent and extended provision for all wants of the company, in completing and furnishing the line, and organizing its operations, on a scale that will ensure an active realization of revenue, the Board resolved to make a permanent loan by the issue of convertible bonds, to the amount of one million and a half of dollars; and, to insure their prompt sale, resolved to offer them at 85 per cent. of their par value. As these bonds will be convertible into stock of the company, at any time before the last instalment becomes due, to wit., the 1st of February next, it was deemed fair and just to the Stockholders, that they should first have the refusal of them, in proportion to their interest in the company; so that, if any money was to be made by the purchase of the bonds, the Stockholders might have the opportunity of making it. The Treasurer was accordingly directed to issue to the several Stockholders the recent circular on this subject. Since this circular was issued, it has been suggested to the Board, that the time for the conversion of the bonds into the stock of the company should be extended and, also, in case a second mortgage should hereafter be made, to secure a further loan by the company, that such of these convertible bonds as might not have been converted into stock, should be placed on an equal footing with any bonds to be issued under such second mortgage.

At a recent meeting of the Board, this suggestion was fully considered, and resolutions were adopted to meet these views. The Treasurer was directed to send a supplemental circular to the Stockholders, informing them thereof. A copy of the circular and the supplements thereto are appended to this report. The Board, from information they have received, feel assured that they will have no difficulty in placing the whole loan. This operation cannot but be attended with favorable results. It will enable the company to put their works into profitable operation—so long desired; and will leave untouched a large residue of their first mortgage bonds, still to be disposed of, for the further uses of the company: the proposed convertible bonds not being issued under or covered by that mortgage. It is here proper to state, that the first issue of three and a half millions of dollars of bonds, under the first mortgage, has all been disposed of, and the Board, under a provision of the mortgage to that effect, have issued the remaining million and a half, provided for by the mortgage. A portion of the money thus realized will be needed to carry out the proposed arrangements herein referred to; the remainder, which will probably amount to nearly one million dollars, will remain in the Treasury of the company, and will be applicable to any demand which may hereafter arise for further facilities, should the same be required for the business operations of the road.

It is also proper to state, that, in February last, the Board, pursuant to an understanding had with the Lessees, at the time of the execution of the lease before mentioned, issued the residue of stock required to make the whole amount equal to three and a half millions of dollars. The charter of the Company, with the supplements thereto, authorized a capital of five millions; and, by the supplemental agreement made with the lessees, in April last, the Board were authorized to issue such further amount of stock as might be deemed advisable for attaining the objects of that agreement.

Should the proposed convertible bonds be changed into stock, the full complement of capital stock, authorized by the charter, will be filled.

The Stockholders will understand, that thus far all the ordinary operations of the Company, and all its funds, have been managed by, and kept under the control of their own Directors and agents, it being one of the terms of the lease made to the Atlantic and Great Western Railway Company, that the Morris and Essex Railroad Company were, for their better security, to remain in the occupancy of their own works, until the lessees should make the constructions and outlays provided for in the lease. Should any contingency, therefore, occur, by which the lease should fall through, or fail to be carried into effect, it will produce no change in the operations or management of the Company's works. Everything will go on, as it has done, under the care and superintendence of its own officers and directors. And it is provided by the lease and the supplemental agreement of April last, that, in case the lessees should not be able to proceed with the fulfilment of the contract, on their part, it will be in the option of this company to terminate it. Whilst, therefore, many advantages to the company have undoubtedly already accrued, by the connection formed with the Atlantic and Great Western Railway Company, at the same time, the terms of that connection are such that no disadvantage and no interruption in the operations of this company can ensue, should that connection, by any contingency, be dissolved. The intercourse of the Board and officers of this company with the officers and agents of the Atlantic and Great Western Railway Company has been of the most pleasant character, and every disposition has been evinced, on the part of the lessees, to conform to the spirit and terms of the agreement entered into with them; and the Board have no hesitation in expressing their conviction that those gentlemen have acted with entire good faith in all their transactions with this company.

Annexed hereto will be found tabular statements of the business of the company, showing its operations, during the year 1865, and also a comparative statement of the receipts for the first five months of the years 1866 and 1865, respectively. An inspection of the latter statement will show an increase in the company's business, during that period, of $105,385 85, or more than forty per cent. Of course, the large increase in the price of labor and material, and of all incidental railroad expenses, during the past year, without any corresponding advance in the prices of transportation render the net results to the company less favorable than they would be, if the business of the country were in a normal condition. It is believed, that this exceptional state of things has reached its limit, and that prices will gradually resume their proper relation to the business interests of the community. With the prospect of such a result in view, and when it is remembered that the increase of business and receipts, as above shown, has taken place, even with the present limited and partial operations of the company, with its most profitable sources of revenue yet to be developed, the Board cannot refrain from expressing their conviction that a prosperous future is opening to the road and property under their charge, and that the stockholders of the company will continue to realize adequate returns for their investments.

The following statement shows the financial condition of the company December 31, 1865:

Capital stock		$3,199,050 00
Funded debt		3,084,775 00
Floating debt		108,104 20
Contingent account		290,790 13
		$6,682,719 33
Cost of road and its appendages	$6,537,292 53	
Capital stock of Newark and Bloomfield Railroad Company	55,000 00	
Wood on hand paid for	38,395 00	
Cash and cash items	52,031 80	
		$6,682,719 33

Richmond and Petersburg Railroad.

The annual meeting of this company was recently held in Richmond, Va. The report of the directors for the fiscal year ending September 30 1866, was read and approved. We give the receipts and disbursements. Gross receipts, $167,880 80; operating expenses, $107,077 09; net income, $60,703 71. An election of officers was then held, and Chas. Ellis, the present incumbent, was unanimously re-elected president of the company, and Messrs. R. B. Haxall, Dr. D. W. Lassiter and Thomas H. Wynne directors on the part of the stockholders.

☞ We understand that the surveys for a railroad from Albany to New York, on the west side of the Hudson river, are progressing favorably. Two routes will be surveyed; one running a portion of the way in the interior, and the other close to the river. It has been already ascertained that a cheaper route near the river can be selected than the line upon which the Hudson River road is constructed. The project is considered entirely feasible, and there can be but little doubt of the construction of the road.

☞ The San Antonio (Texas) *Herald* says that the Supreme Court at Austin, has just given a decision in a railroad bond suit, which will largely involve San Antonio. More than fifteen years ago that town subscribed $50,000 towards the construction of the San Antonio and Mexican Gulf Railroad, for which bonds were issued. The road failing to comply with the railroad laws of the State, the city refused payment. Suit was instituted, and a decree has finally been rendered condemning the town of San Antonio to pay the full amount with costs.

☞ The directors of the Leavenworth, Lawrence and Galveston Railroad have entered into a contract with heavy western capitalists for the building of this road. Work was to have begun last week, and the directors promise to complete it beyond the southern boundary of Douglas county by midsummer, and within two years it is expected that the cars will run to the southern line of Kansas.

☞ Efforts are being made to rebuild the bridge over the Susquehanna at Columbia, Penn., which was destroyed in the summer of 1863. A meeting of the citizens of Columbia, and other towns interested in the movement, was to have been held on the 13th inst. It is supposed that an effort will be made to form a stock company for the building of a bridge, both for wagons and railroad cars.

☞ The award of the sale of the St. Louis and Iron Mountain and Cairo and Fulton Railroads to A. J. Mackay & Company, with the approval, was filed in the office of the Secretary of the State on the 8th inst.

☞ The Tunnel on the Albany and Susquehanna Railroad will be finished on the 1st of June next. Its whole length will be 2,200 feet, of which 1,500 are completed.

☞ A dispatch from Montgomery, Ala., states that a bill incorporating the New Orleans, Mobile and Chattanooga Railroad had become a law.

☞ The Delaware and Raritan Canal will be closed on the 18th inst.

☞ The Central Pacific Railroad is complete to Cisco, ninety-three miles east from Sacramento, and twelve and a half miles from the summit of the Sierra Nevada Mountains, and 5,911 feet above the level of the sea.

The Postal Service.

REPORT OF THE POSTMASTER-GENERAL.

The revenues of this department for the year ending June 30, 1866, were $14,386,986 21, and the expenditures $15,352,079 30, showing an increase of the latter of $965,093 09. Anticipating this deficiency, a special appropriation was made by act of Congress approved July 28, 1866.

The decrease of revenue compared with the previous year was 1 1-5 per cent., and the increase of expenditure 12 per cent. Including the standing appropriation for free mail matter, $700,000, as a legitimate portion of the revenues yet remaining unexpended, the actual deficiency for the past year is only $265,093 09—within $51,141 of amount estimated in the annual report of 1864.

That portion of the revenues accumulated in depository and draft offices, under the supervision of the "finance office" of this department, was $6,751,655 39; collected by the Auditor, $2 641,-074 88; and retained by postmasters for salaries and office expenses, $4,994,256 44.

The estimated expenditures for the year ending June 30, 1868, are	$17,583,000
The revenues, estimated at 5 per cent. over last year	$15,106,335
Appropriation for free matter	700,000
	15,806,335
Excess of expenditures	$1,776,665

For this deficiency no special appropriation will be required. The standing appropriations for free matter, unexpended for several years, are deemed sufficient. The following amounts will, however, be required from any money in the Treasury not otherwise appropriated, viz:

For overland mail transportation between Atchison and Folsom, and the marine mail transportation between New York and California.....	$900,000
For steamship service between San Francisco, Japan and China, for one year from July 1, 1867	500,000
For steamship service between the United States and Brazil, for the same period.	150,000
	$1,550,000

The number of postage stamps issued during the year was 346,734,325, representing $10,816,-661; stamped envelopes, 30,386,200, representing $921,500 50; stamped envelopes bearing printed cards and requests, 7,683,525, representing $230,-006 75; stamped wrappers, 1,025,000, representing $20,500; making in all $11,988,668 25; a decrease of $858,769 25, as compared with the previous year.

The aggregate of stamped envelopes and stamped wrappers issued during the year ending June 30, 1866, was 39,094,725, representing $1,-172,007 25, an increase of 12,888,550, representing $424,557 55, or nearly 50 per cent.; being largely in excess of issues during any previous year since the introduction of stamped envelopes.

The sale of stamps, envelopes, &c., during the past year amounted to $12,204,729 54, or $216,-061 29 more than the issues, showing the absorption to that extent of the stock, remaining unsold in the hands of postmasters, which amounted on the 1st of July, 1865, to $447,710.

The issues of postage stamps and stamped envelopes during the current fiscal year, from 1st of July to 1st of November, are $360,765 in excess of the issues for the corresponding period of last year, being at the rate of more than one million of dollars per annum.

There were in the service of the department on the 30th June, 1865, 6,069 contractors for the transportation of the mails.

Of mail routes in operation there were 6,930; aggregate length, 180,921 miles; aggregate annual transportation, 71,837,924 miles; aggregate annual cost, $7,630,474; including the compensation of route, agent, local agents, mail messengers, postal railway clerks, and baggage masters in charge of mails, viz: $779,710, the aggregate annual cost was $8,410,184. This service was divided as follows:

Railroad routes: length 32,092 miles; annual transportation, 30,609,367 miles; annual cost, $3,391,592, about 11 cents per mile.

Steamboat routes: length, 14,346 miles; annual transportation, 3,411,962 miles; annual cost, $440,844, about 13 cents per mile.

Celerity, &c.: routes' length, 134,483 miles; annual transportation, 37,816,485 miles; annual cost, $3,798,038, about 10 cents per mile.

The length of routes was increased over the preceding year 38,581 miles; the annual transportation, 13,624,420 miles; and the cost $1,393,-590, the increase arising principally from the restoration of service in the Southern States.

A table herewith annexed shows the rate of pay per annum for mail transportation in operation in late insurgent States on the 30th June, 1866, $1,-170,529, compared with the amount due for service actually rendered in those States in the year ending with that date $769,218; the difference, $401,311, resulting from the fact that much of the service was in operation only part of the year. The net postal receipts from those States for the same period being $693,835, the liabilities (without including the compensation of route agents, local agents, and mail messengers,) exceed the receipts by $75,383.

A table is annexed showing the mail service in operation in these States Sept. 30, 1866, compared with the condition of the service in the same States Nov. 1, 1865, the date to which the statements on this subject were made up in the last annual report. From this table, it will be seen that there are in operation in the States enumerated 90 railroad routes, with an aggregate length of 8,170¾ miles, at a cost of $587,581 per annum; 26 steamboat routes, with an aggregate length of 5,557 miles, at a cost of $195,565 per annum; and 1,137 "star service" routes (celerity, &c.,) with an aggregate length of 46,442¾ miles, at a cost of $1,062,477 54 per annum—making the whole service now in operation in these States, of all grades, 1,253 routes, with an aggregate length of 60,170½ miles, at a cost of $1,845,623 54 per annum. Compared with the service in operation on the 1st of November, 1865—viz: 71 railroad routes, with an aggregate length of 6,242 2-10 miles, at a cost of $437,257 per annum; 12 steamboat routes, with an aggregate length of 3,869½ miles, at a cost of $93,260 per annum; and 154 "star service" routes, with an aggregate length of 8,186¼ miles, at a cost of $177,743 per annum—there appears an increase of 19 routes, 1,928 55-100 miles, and $150,324 annual cost of railroad service; 14 routes, 2,971½ miles, and $102,305 annual cost of steamboat service; and 983 routes, 38,256½ miles, and $884,734 54 annual cost of "star service"—making a total increase of 1,016 routes, 41,872 55-100 miles, and $1,137,368 54 annual cost.

Another table is annexed showing the number, termini and length of Southern railroad routes not in operation September 30, 1866; the number being only fourteen, and the aggregate length 696 12-100 miles. Comparing this with ninety routes in operation, having an aggregate length of 8,170¾ miles, shows a remarkable progress in the resuscitation of the railroad system of the South. There being 2,250 routes in all the States enumerated, these statements show more than half the whole number to be in operation, comprising nearly nine-tenths of the railroad routes. All the routes in these States were duly advertised to be let to contract, a part from 1st January, 1866, and the residue from 1st July, 1866; but on a large number of them no proposals were received under the advertisement, and on many others the bids were extravagantly high. In the latter case, offers of the highest admissible rates were submitted by the department to the lowest bidders; and in some instances negotiations were opened through special agents, postmasters and leading citizens. By all these means combined, the amount of service here stated has been obtained.

The existing contracts in all the States named, except Tennessee, will expire on the 30th June, 1867. New advertisements, inviting proposals for four years' service from 1st July 1867, are now being issued, under which it is hoped all routes of real utility in the whole section will be let.

By a recent order of the department, the overland mail route to California, of which Atchison, Kansas, had been the initial point, has been changed so as to have two points of departure—one from Junction City, Kansas, on the Union Pacific Railroad route (eastern division,) running from Wyandotte, Kansas; and the other from Fort Kearney, Nebraska, on the Union Pacific Railroad route, running from Omaha City, Nebraska. The lines from these two points meet at Denver City, in Colorado Territory.

The Junction City road connects at Wyandotte with the Pacific Railway from St. Louis, Mo., making a continuous railway connection with the Eastern cities. By this route the stage travel is diminished 168 miles, and the time occupied in transit should be proportionally reduced. The mails to and from California, which before were sent *via* Chicago and St. Joseph, were consequently ordered, on the 15th of August last, to be sent *via* St. Louis, Wyandotte and Junction City. The reports so far received of the actual running of the mails since the change took effect do not show the average diminution of time in the performance of the through trip which the department was led to expect, though the capacity of the route for superior expedition is proved by the fact that in one or two instances the mails have been received at New York in 19 days from San Francisco, a day less than the shortest time ever made previous to the change. Subsequently, however, the extension of the Chicago and Northwestern Railway to Omaha City, which is necessary to form a continuous line by rail to Fort Kearney, has become so nearly completed, that, on the 13th of November instant, orders were issued to forward *via* Chicago, Omaha City and Fort Kearney, all mails destined for the overland route from the distributing offices at Portland, Boston, Hartford, Albany, New York, Philadelphia, Pittsburg, Buffalo, Cleveland and Detroit—the expectation being that mails from that portion of the country represented by these distributing offices will find their quickest transit by the Northern route.

The aggregate amount of postage, sea, inland and foreign, upon the correspondence exchanged with foreign countries, was $2,289,219 30, being an increase of $469,290 70, as compared with the previous year. Of this amount $1,840,800 92 accrued upon the mails exchanged with Great Britain, France, Prussia, Bremen, Hamburg and Belgium; $328,841 33 on mails exchanged with the British North American Provinces, and $120,-077 05 on the correspondence transmitted to and from the West Indies, Mexico, Central and South America.

The transatlantic mail steamship lines employed in the service of foreign Governments, conveyed mails, the postages on which amounted to $975,-109 23; and those employed in the service of this department conveyed mails, the postages on which amounted to $865,691 69.

The cost of transatlantic mail service performed by steamships employed by this department, under the provisions of the existing law, which allows the sea and inland postage to American and the sea postage only to foreign steamers, was $525,-307 46.

The cost of ocean transportation of mails to and from the West Indies, by steamers receiving different rates of compensation within the limit of the postages, was $57,871 69, being $29,742 32 less than the amount of United States postages upon the mails conveyed.

The amount paid for sea and isthmus transpor-

tation of the mails exchanged with Central and South America, *via* Panama, was $17,377 45.

The excess of postage collected in the United States upon the correspondence exchanged with Great Britain and the continent of Europe, was $500,627 76; causing balances against the United States on settlement of the international postage accounts, amounting in the aggregate to $278,714 19.

A liberal postal convention has been concluded with the Kingdom of Italy, which adopts the leading reforms in international postal intercourse, recommended by the Postal Conference held at Paris in May, 1863. It was negotiated and signed at Turin on the 8th of July, 1863, and the ratifications thereof were formally exchanged at Florence on the 14th of June, 1866. This convention, a copy of which is annexed, will be carried into execution as soon as notice is received from the post department of Italy of the route or routes of transit by which the exchange of correspondence in closed bags can be effected.

Notice was given by the British Government, under date of July 25, 1866, of its purpose to terminate the existing postal convention between this country and the United Kingdom on the 1st of January, 1868, simultaneously with the expiration of the mail subsidy contract with the Cunard line; accompanied with an assurance of the desire of that Government to conclude a new convention on a more liberal basis, reducing the present rates of international postage and granting enlarged mail facilities. The necessary steps were at once taken to accomplish that object, and I have the satisfaction of announcing that a preliminary basis for a new postal convention has been agreed upon by the two post departments, reducing the international charge on a single letter from 24 cents to 12 cents; admitting into the mails printed matter of every kind, and patterns of merchandise, at such rates as the dispatching country shall establish; and granting to each country, reciprocally, the right to transmit correspondence in closed bags, or in the ordinary mails, through the other, at the same rates of charge paid by the inhabitants of the country through which the coerespondence is forwarded.

The principal advantages of the new arrangement may be briefly stated as follows:

1. A reduction of the international letter postage to one-half of the existing charge.

2. The removal of all restrictions upon the exchange of printed matter in the mails at reduced postage charges.

3. The compulsory pre-payment of postage upon letters and other mail matter, avoiding entirely the keeping of complicated postage accounts upon international correspondence.

4. A reduction of postage with all other countries to and from which correspondence is transmitted in the British mail, or in closed bags through the United Kingdom.

5. The establishment of uniform and reasonable charges for the sea and territorial transit of correspondence in closed mails; and granting to each post department the right to make use of all mail communications established under the authority of the other for the dispatch of correspondence, either in open or closed mails, on the same terms as those applicable to the inhabitants of the country providing the means of transmission.

6. The postage of all international letters to belong wholly to the dispatching country, and no charge whatever to be made by the receiving country on delivery.

7. Each post department to make its own arrangements for the dispatch of mails to the other, by well appointed ships, sailing on stated days, and to pay the owners of such ships for the conveyance of the mails which it dispatches.

No time has yet been agreed upon for carrying the new convention into operation, but it is confidently expected that the British office will consent to name as early a date as practicable, that the public may receive, without unnecessary delay, the benefit of the reduced rates of postage, as well as of more frequent means of mail communication between the two countries.

The Pacific Mail Steamship Company of New York, to which was awarded the contract for the China mail service, authorized by the act of February 17, 1865, has executed a contract for that service.

The contract is for monthly trips between San Francisco and Hong Kong, touching at the ports of Honolulu in the Sandwich Islands and Yokohama (Kanagawa) in Japan, both on the outward and inward passages, by a line of first class American sea-going side-wheel steamships, of not less than 3,500 tons burden, Government measurement, and of sufficient number—not less than four—to perform the stipulated service.

The Great Republic, the first of the new steamships building specially for this service, was launched at New York on the 8th of November, is now receiving her machinery, and is expected to be ready for sea about the 1st of May, 1867. The second steamship is to be launched early in December, and will be prepared for service about the 1st of July, 1867; and the machinery for two others is in course of construction.

The company have tendered their first class steamship Colorado to take the mails from San Francisco on the 1st of January, 1867, the day named in the law.

The number of post offices established during the year	1,143
Number discontinued	636
Increase of offices	507
Number of post offices in operation on the 30th of June, 1865	20,550
Total number in operation on the 30th June, 1866	23,828
Number of post offices in the States not engaged in the Rebellion	20,550
Number in the late insurgent States, of which 2,778 were re-opened during the year	8,839
Number of offices subject to appointment by the President	709
Number by the Postmaster General	23,119
Number of offices re-opened in the Southern States up to Nov. 1	3,234

The free delivery system is in operation in forty-six of the principal cities. The number of carriers employed was 863, at an aggregate compensation of $589,236 41.

The whole number of dead letters received, examined, and disposed of during the year, was about 4,500,000, upward of 40 per cent. of which were from forty-seven of the larger post offices. About 600,000 other letters were received, being unmailable for want of pre-payment of postage, or on account of misdirection or illegible address.

During the year there were registered and remailed to the respective owners, as inclosing money in sums of $1 and upward, 32,814 letters, containing an aggregate of $244,589 99, of which number 27,948, containing $221,066 19, were delivered, being 90 per cent. The number of letters inclosing sums of money less than $1, remailed to the respective owners, was 13,834, containing an aggregate amount of $3,652 55. Of these, 11,175, containing $3,001 23, were delivered.

The number of letters containing papers of value other than money, as deeds, bills of exchange, drafts, checks, &c., received, registered and returned for delivery to the owners, was 26,610, and the nominal value of the inclosures therein was $7,826,881 68. The number of these letters delivered was 24,053, being 85 per cent.

The number of Congressional and official papers returned to the proper departments was 17,806.

The number of letters inclosing soldiers' discharges and other military papers sent to the Adjutant-General's Office, &c., was 8,918.

About 2,500,000 dead letters have been destroyed during the year.

The number of money order offices now in operation is 766, being 347 more than at the date of the last annual report, and measures have recently been taken to establish 67 additional offices in the Pacific States and Territories.

The number of orders issued during the year was 243,609, of the value of		$3,977,259 28
The number paid was 233,124, of the value of	$3,851,839 49	
To which is to be added amount of orders repaid to purchasers	52,050 73	
		3,903,890 22
Excess of issues over payments		$73,369 08

From the establishment of the system on November 1, 1864, to July 1, 1865, a period of eight months, the orders issued amounted to $1,360,122 52, and the orders paid and repaid to $1,313,577 08.

The average amount of each order issued during the year was $16 32.

The whole number of duplicates 1,432, of which 1,124 were issued to replace originals lost in the mails or otherwise, 296 were in lieu of orders invalidated by age, and 12 to replace orders illegally indorsed.

The sum of $2,710,685 53, being surplus funds accruing at the smaller offices from the transaction of the money order business, was transmitted to first class offices used as depositories, either by national bank drafts or in registered packages by mail. The receipts and expenditures for the last fiscal year, as adjusted and reported by the Auditor, were as follows, viz:

Receipts:		
Fees on orders issued		$35,799 98
Premium received on exchange		3 08
		$35,803 06
Expenditures:		
Commissions to postmasters	$11,432 49	
Clerk hire	14,910 50	
Books and stationery	1,224 59	
Premium paid on draft	25	
Miscellaneous, including furniture and fixtures	564 44	
Remittances lost in the mail	533 00	
		28,664 27
Excess of receipts over expenditures		$7,138 79
This sum represents the gross amount of revenue derived from the transactions of the money order business for the past year, and if we deduct therefrom the amount of the deficiency in the receipts as compared with the expenditures during the period of eight months ending July 1, 1865, as stated in the last annual report, viz		7,047 97
There remains the sum of		$90 82

As the proceeds of the system from its commencement up to the close of the last fiscal year.

☞ The Iowa extension of the Chicago and Northwestern Railroad is now completed within 25 miles of the Missouri River, at Omaha, where it connects with the main stem of the great Union Pacific road, which already carries freight and passengers 300 miles beyond the Omaha frontier. East of and between the Missouri and Mississippi Rivers the Chicago and Northwestern Company are now operating altogether 1,103 miles of road, soon to be increased to 1,128 miles.

☞ The Quincy and Palmyra railroad was sold on the 30th of November to the Hannibal and St. Joseph Railroad Company for a quarter of a million dollars, and now forms part of that road. The officers, in conjunction with the managers of the Wabash Valley road, have united to bridge the Mississippi at Quincy, and the work will be commenced at once.

☞ Subscriptions are being collected at Louisville for the purpose of building a railroad from Cincinnati to connect with the Frankfort Railroad near Eminence, Ky.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	6
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1¾	20,000	4¼
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	2,000	3¼
Aztec ..... "	25	4¼	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	10½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	80c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1¼	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	4
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	50½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3¼	20,000	2¼
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	4¼
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	6¼	20,000	16
Flint Steel River ... "	25	¼	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8¼	20,000	42½
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3¼
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	13½
Hanover ..... "	25	1½	20,000	----
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	2
Hungarian ..... "	25	1	20,000	4
Huron ..... "	25	19	20,000	39½
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	1	2¼	200,000	----
Isle Royal ..... L. S.	50	33	20,000	11
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Philip	25	3	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Maiden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	2½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	2
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	14½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	4½
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	34
Petherick ..... "	25	5½	20,000	28
Pewabic ..... "	25	3½	20,000	----
Phila. & Boston ... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	7
Pittsburg & Boston "	25	5½	20,000	50
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	38
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	6½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	7½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	6½	20,000	1½
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2¾
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1½	20,000	1
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	3½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	2½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa.	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y.	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	25	2½	100,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawanguik ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1½
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	64
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	10½
Atlantic & G. C. .. Md.	----	----	----	90c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	----	12½	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2½
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ..... N. S.	25	25	200,000	1½
Cameron ..... Pa.	50	----	60,000	----
Central ..... "	100	100	20,000	44
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	60½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	44
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein ..... "	----	----	----	2
Maryland Anth ... Md.	20	20	25,000	4½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	23½
Narragansett ..... R. I.	10	10	8,000	4½
N. Y. & M. C. Fds. Pa.	----	----	----	----
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	5
Short Mountain ... "	50	50	16,000	13½
Shamokin ..... "	----	----	----	----
Somerset I. & C. .. "	----	----	----	----
Spring Mountain ... "	50	----	----	73
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	65
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	30

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1½
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	5
Baltic ..... Col.	----	----	----	50c
Bates & Baxter ... "	----	----	----	1½
Benton ..... "	5	----	100,000	1
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	35c
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	1½
Consol Gregory .... Col.	100	----	50,000	10
Copalinache ..... "	50	----	250,000	----
Corvdon ..... "	25	----	100,000	2½
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	2
Downieville ..... "	1	----	300,000	10c
Eagle ..... "	10	----	100,000	18c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	75c
Gunnell ..... "	10	----	300,000	50c
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	80c
Holman ..... "	2	----	150,000	25c
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	90c
La Crosse ..... "	10	----	100,000	1½
Liebig ..... "	5	----	200,000	1
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	80,976	12½
Do. preferred .. "	100	100	57,744	32½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	10c
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	1½
New York ..... Col.	10	----	100,000	1½
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples ..... Col.	50	----	100,000	1½
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	2½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	3
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	6½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	25c
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1½
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	60,000	----
N Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	10c
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	47
Santa Clara ..... "	100	----	80,000	2
MISCELLANEOUS:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	21
Saginaw Salt .... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6	----	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,120	5½	----	43½
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union	n Co.)	9	----	93
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro	poli'n)	—	----	----
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,766	—	1,413	15,157	loss.	—	----	----
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,157	loss.	4	----	42
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middl	esex)	—	----	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middl	esex)	—	50	25
30 Nov.'65	33.74	—	840	161	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,100	65,	loss.	3	----	56½
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	17	2,577	—	----	48
30 Nov.'65	5.69	—	60	9	—	Quincy	154,233	21,600	58,400	58,500	6	loss.	—	----	----
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	----	----
30 Nov.'65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl	esex)	5	----	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	----	----
30 Nov.'65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal.	& Mel.)	—	----	----
30 Nov.'65	—	—	352	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	----	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,250	13,600	—	—	8,955	loss.	3½	----	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	----	----
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	----
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	----	----
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,666	900,000	610,000	46,000	103,215	37,588	—	100	----
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	22?,?86	200,000	27,500	5,802	81,027	12,500	—	100	----
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	120000 0	100,000	612,779	198,082	—	100	----
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	----
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	----
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	----
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	----
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	----
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	----
30 Sep. '65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74,053	—	100	----
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	----
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	----
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	----
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	----
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	—	----
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	----
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227 662	63,047	5	100	----
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	----
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	----
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,556	.....	.....	—	—	—	—	----
30 Sep. '65	19.10	—	—	80	—	Ninth Avenue	444,877	795,380	112,000	.....	74,514	loss.	—	100	----
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	----
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100 000	.....	80,028	29,616	—	100	----
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	----
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139 604	482.224	loss.	—	100	----
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115 000	1.02742	211,213	9	100	----
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	----
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	ope: by	T. & L.	R. R.	—	—	----
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	----
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100.000	.....	30,752	loss.	—	—	----
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	.....	12,639	808	—	—	----
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7.370	.....	.....	—	—	—	—	----
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	----	----
31 Dec. '62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	----	----
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300.000	20,950	105 358	29,459	—	50	----
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	.....	.....	.....	—	----	----
						PENNSYLVANIA.									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	.....	.....	.....	40	10	54
31 Oct. '65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56.300	10,318	114,721	34,877	10	50	----
31 Oct. '65	12.33	—	282	40	—	Frankford & Southw'k (Ph.)	765,589	491,620	200,000	—	286.861	91.545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	—	----	----
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	.....	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49.561	—	----	2½
31 Oct. '65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	28
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	.....	9,000	6.726	3 562	—	25	----
31 Oct. '65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75,131	153 813	39,179	—	50	24½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct. '65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	—	—	—	—	----
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	----
31 Oct. '65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	----
31 Oct. '65	2.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	----
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203.757	137,300	—	437 562	158,830	10	50	90
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120 000	.....	—	51.683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	36
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	.....	.....	210,143	87.810	9½	50	70
31 Oct. '65	6.25	—	143	23	—	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38.435	5	50	20
31 Oct. '65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80.000	263,128	206,593	5,800	—	50	40½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309.261	81.335	10	50	70
31 Oct. '65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,951	—	25	----
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	231,549	239,059	21,068	—	.....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brook yn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	.....	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	69
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J	1871	----
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	.....	.....	----
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	----
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	.....	----
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	----
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	.....	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	.....	----
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose:					
1st Mortgage [unattied	64,452	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	10,000	6	.....	.....	----
Middlesex:					
1st Mortgage	32,000	--	.....	.....	-
Malden & Melrose bonds	49,451	--	.....	.....	----
Real Estate	10,000	--	.....	.....	----
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mor. gage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1863	----
Philadelphia City:					
1st Mortgage	136,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb, Alleghy & Manch.:					
1st Mortgage	85,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	160,000	--	.....	.....	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
Utica City:					
1st Mortgage	100,000	7	.....	.....	----
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Dec. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,125,400	6	Jan. & July.	1867	100
Loan of March 31, 1848 ..... registered	8,712,512	6	" "	1868	137
" " " ..... coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000		" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	106½
" " " ..... coupon		5	" "	1874	103½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " ..... coupon		5	" "	1871	112
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108
" " " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	112
Loan of July 17, & Aug. 5, 1861 ..... registered	264,308,500	6	" "	1881	108
" " " " ..... coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,800	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	107
" " " (5-20s) ..... coupon		6	" "	1884	106½
Loan of March 3, 1865 (5-20s) ..... registered	246,868,500	6	May & Nov.	1885	107
" " " (5-20s) ..... coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) ..... registered	171,069,350	6	Mar. & Sept.	1904	99½
" " " " ..... coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ..... registered	10,302,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350			Due	----
" June 20, '64 & Mar. 3, '65 1st series	899,993,750	7.3	Feb. & Aug.	1867	105½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" 1865 ..... 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	22,454,444	6	At maturity.	Due.	----
Gold Certificates of Deposit	19,636,500				----
Compound Interest Notes of 1864	147,397,140	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	385,441,849				----
Fractional currency	28,620,360				----
Navy Pension Fund	11,750,000				----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "					----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	118½
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan & July.	'72-'90	99½
" " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" " " ..... "	2,271,750	6	" "	'88-'98	109
" " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97½
" " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" " ..... "	1,778,677	6	" "	1877	100
" " ..... "	241,000	6	" "	1879	----
" " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" " " War Loan ..... "	2,058,173	2½	" "	1866	----
" " " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	95
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	417,000	5	" "	'68-'73	----
" " " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,656,000	6	various.	'67-'90	90
" —Funded Coupons					----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " "	1,727,000	6	"	1870	101½
" — " " ..... coupon	3,192,763	6	"	1890	100½
" — " " ..... inscribed		6	"	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	100½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1883	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	110
" — " "	2,080,000	6	" "	'76-'78	111½
" — " War Loan	1,088,900	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1869	----
" — " " ..... "	1,750,000	6	" "	'73-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1907	105
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	90½
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	83
" — " " (Pac. R. R.) ... "	7,000,000	6	" "	'72-'87	91
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Stock ..... inscribed	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds ... coupon	1,650 000	6	" "	'83-'85	99½
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	105
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" — " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	100
" — " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... general fund	800,000	6	"	1877	----
" — " " ..... "	909,607	6	"	1878	97½
" — " " ..... canal fund	192,585	5	"	pleas.	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,900	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	93
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	74½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	64
Ohio—State Bonds ..... coupon	634,653	6	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	100
" — " " ..... "	4,095,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95
" — " ..... coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'04	100
South Carolina—State Bonds (sterling)	484,444	6	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "		6	" "	----	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct	'76-'90	----
" — " ..... "	239,167	5½	" "	'72-'79	----
" — " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	873,813	6	" "	1892	69½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,393	6	Jan. & July.	'84-'95	36
" — " ..... coupon	11,108,000	6	" "	'86-'95	60
" (sterling)	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----	6	" "	'76-'96	37½
" " ..... coupon	----	6	" "	'76-'96	45
West Virginia—State Bonds ..... coupon	----	6			----
Wisconsin—State Bonds ..... coupon	200 000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,500	6	Jan. & July.	'77-'88	----
" — " (") certificates ... "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — "		6	"	1870	97
" — "		6	Jan. & July.	1873	97½
" — "	19,024,523	6	May & Nov.	1875	95½
" — "		6	Jan. & July.	1886	97½
" — "		6	quarterly.	1890	99½
" — " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — "		6	Various.	'66-'70	128½
" — "		6	"	'71-'76	105½
" — "	7,846,028	6	"	'76-'80	101½
" — "		5	"	'81-'86	101
" — "		6	"	'67-'76	101½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — "	305,000	5	Jan. & July.	'77-'78	102
" — " (sterling)	1,949,711	4½	" "	'72-'78	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	95
" —Improvement Loans ..... "		6	" "	'66-'95	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	90½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — "	4,714,000	6	" "	'76-'78	----
" " — "	1,800,000	6	" "	1883	100
" " — "	5,149,271	6	" "	1887	100
" " — "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	6	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'89	----
" " — "	3,125,200	5	" "	1870	94
" " — "	319,000	5	" "	1873	----
" " — "	1,000,000	5	" "	1874	----
" " — "	334,700	5	" "	1875	----
" " — "	2,016,000	5	" "	1876	----
" " — "	2,375 000	5	" "	79-'80	----
" " — "	900,000	5	" "	1890	----
" " — "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	739,222	5	" "	'87-'82	----
" — " " (old)	2,282,500	6	" "	'66-'03	96
" — " " (new)	7,398,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	986,326	6	Various.	'66-'83	97½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct	'68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484,000	6	" "	'71-'83	94
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	86
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	133
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,138,500	6	" "	1888	----
" — " " ..... "	2,200,000	6	"	'77-'94	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	266,626	295.512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	476,036	433,549	386,459	412,423	464,806	493,690	467,313	568,504	533,414	541,491	497,250	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110.935	72,196	81,994	90,625	95,096	128,191	132,630	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	336,985	409,251	401,280	357 906	307,919	236,824	3,840,091
1866	210,171	207,913	304,585	270,859	333,432	368,273	326,870	381,559	318,549	347,037	322,749	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	116,763	1,261,050
1862	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,396	183,385	257,230	197,586	264,605	290,642	224,112	310,446	396,050	422,124	331,006	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565,145	430,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,598	946,707	921,886	749,101	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26.762	26.334	25.461	211,077
1862	24,343	24,344	22,273	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,904	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,356	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,576	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,564	1,108,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	338,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,606	963,859	8,400,134
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,158	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	1,411,347	1,480,251	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177.829	189,280	268,983	289,862	284,020	243.249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269.282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,879	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,286	661,391	657,141	603,409	6,329,447
1865	571,536	528,972	616,665	514,609	460,573	617,682	578,403	747,469	739,736	641,589	643,387	518,088	7,151,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,485	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,088,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,926	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,150	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,185	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,778	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,155
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,877	144,982	236,844	307,333	242,069	200,134	2.124,214
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295.956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,498	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,769	4,504.549
1866	282,438	265,796	337,158	343,787	365,196	335,083	324,986	359,645	429,160	493,640	414,694	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,948	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	360,841	395.579	346,717	171,125	2,535,601
1866	131,707	122,621	124,175	121,904	246,511	243,944	209,199	188,223	275,906	304,257	327,926	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1.255.521	1,132,701	1,162,024	1,495,752	1,524,424	1,528,819	1,436,356	1,717,853	14,575,128
1866	1,086,320	885,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,295.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	362,596	332,400	278,003	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,226	277,424	283,130	253,924	247,262	305,454	278,700	310,762	------	------	------
Philadelphia and Reading:													
1861	161.106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283.996	254,285	388,725	414.707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	746,955	526,009	6,324,082
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,022,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,895	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,390	487,642	5,132,034
1864	290,676	457,227	611,297	588,066	526,751	482,911	506,641	625,347	675,360	701,352	691,556	914,082	7,129,466
1865	660,144	678,504	857,583	738,866	637,186	646 935	584,523	712,495	799,938	858,501	712,363	580,964	8,489,062
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,543	661 608	741,963	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,170	144.736	143.748	162,221	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	178.722	167,513	218,546	216.763	222,736	207,201	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	165,699	167,099	166,015	222,953	188,884	244,834	212,226	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,628	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	205,154	2,050,272
1865	144,084	139,171	155,753	144,901	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,200	316,432	325,691	304,917	396,248	349,117	436,065	354,830	------	------
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,180	59,862	75,677	92,715	61,770	37,830	689,382
1866	45,102	36,005	39,301	43,282	86,913	102,918	85,276	60,858	84,462	100,313	75,248	------	------

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1851	75
1st Mortgage, Penn. "	2,324,500	7	" "	" "	1877	81
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	93
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	6	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850.	676,000	6	Jan. & July.	"	1880	98
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	98
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1885	
1st Mortgage	300,000	7	" "	New York.	1885	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,960	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6		New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	80
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	358,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	102
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93½
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	71
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	61,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1893	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	82
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,128	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1886	98½
Columbus and Xenia:						
Dividend	36,000		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	7	" "	" "	1881	103
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,220	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	848,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	84
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	90½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	90½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1889	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$800,000	7			1891	
Free Land, 2d Mortgage	200,000	6			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	83
Land Security	3,341.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1886	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	107½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1865	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	800,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	97
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	91½
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	100
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	86½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,274,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,486	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1859	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1862	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1868	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	94½
1st General Mortgage (S. F.)	4,856,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,253,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	93
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	80
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,778	7	May & Nov.	New York.	1915	97½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	800,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	100,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,966,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	666,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	95½
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	106½
Exchanged Stks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,025,000	6	June & Dec.	" "	1887	96½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104
3d Mortgage	6,000,000	7	" "	" "	1883	97½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	126,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		150
3d Mortgage	950,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	600,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100½
2d Mortgage (now stock)						74
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	91
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87-'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.		1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1843, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	415,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1872	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	1 9
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	931,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	66
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	91½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	39
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley: †						
1st Mortgage	336,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'65-'76	
Bonds not secured by mort	61,684	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'75	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1856	144,500	6			1863	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451. 36	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	4	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.8	13.5	.....	49.4	40	28	532	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point.	1,888,718	427,265	100,000	1,419,769	922,622	23,579	2,682,506	116.9	.....	606,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	511,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,433	8,256	306,900	100,000	—	.....	23.8	53,855	108,333	26,249	3	—
31 Jan. '60	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug '60	61.4	19.2	66.2	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	1,132,497	4,794,586	75.2	493,002	1,591,904	511,677	12	175
31 Dec. '60	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '60	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	185,922	10	—
28 Feb '60	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	—	67,143	loss.	—	—
30 Nov. '60	76.2	8.8	9.3	—	4	2	16	New Haven and Northampton	1,787,555	*	—	1,010,000	623,800	9,442	.....	85.0	48,662	172,590	74,758	2	—
31 Dec. '60	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '60	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,218	849,834	9	120
30 Nov. '60	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,468,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,059	268,396	9	115
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	188,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 200	36,500	22,721	1,296,541	86.7	.....	415,411	84,648	4	—
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,348	232.0	.....	1,159,158	528,048	8	.....
30 Nov. '60	102.6	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	383,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	84	110
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	130
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	826,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	84½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,622	6,500,000	1,448,000	—	10,315,784	228.4	1,234,851	3,154,236	1,442,781	10	105½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,089,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	262.6	.....	—	148	76	3,397	*Illinois Central*	30,529,844	—	—	23,374,400	13,231,500	—	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	118½
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	40½
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	40½
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	45
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,126	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	91
31 Dec. '64	84.0	—	.....	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,384	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845,827	371,40	—	86½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	15½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,304	1,902,110	7,717	3,451 713	75.5	125,325	466,745	181,417	—	—
31 Dec. '65	144.0	—	.....	176.0	13	9	151	Dubuque and Sioux City	5,091,8?1	*	151,155	3,660 932	960,000	438,415	5,248,316	100 0	282,384	618,205	180,692	—	—
1 Jun. '58	88.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	728,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,785	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	435,051	12,754,348	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	.....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	2,665,000	1,150,717	.....	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	58.7	—	.....	136.8	.....	.....	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	840,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,636,114	15	118½
31 Mar. '66	246.0	277.8	.....	—	93	100	1,600	Mich. S'th'n & N'th'n Indiana	14,911,153	1,844,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	534,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	466,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '65	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	515,063	206,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,189	267,804	—	56
31 Dec. '62	152.0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	46	31	645	*Pacific*	1,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '66	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,819,490	119,738	—	.....	4,500,000	62,062	4,930,225	114.0	.....	158,200	loss.	—	—
28 Sep. '64	86.5	3.0	8 2	—	16	13	219	*St. Louis and ...on Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 858	6,352,109	90.1	282,189	399,291	139	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,688	205,584	757,281	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	130,316	97,709	—	—
31 May, '66	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '66	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	460,222	236,767	6	168
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,388	3,621,755	11,896,283	16,151,962	10,112,584	897,839	36,811,376	288.8	2,988,010	6,509,945	4,544,007	3	113½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,660,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,390	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,495	Northern Central	9,247,186	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,316,510	1,828,793	8	48½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	96,008	110,047	—	—	12½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	428,218	752,605	172,232	6	112
31 May, '66	74.3	8.8	50.4	—	37	30	744	Boston and Maine	3,966,254	448,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	131
30 Nov. '65	47.0	7.0	32.5	—	28	29	809	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,338	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	60	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	53.6	669,234	1,697,164	537,057	10	146
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,818,980	*	303,289	1,591,100	250,000	104,138	2,117,219	52.4	221,748	553,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,985	762,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	111
30 Nov. '65	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	3,950,961	98.4	457,261	993,694	314,256	8	114
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Operated by Boston & Lowell)				6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,158	92,870	101,968	300,000	—	91,748	814,561	71.0	185,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,105	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,841	7,043,139	145.0	.....	1,296,643	526,448	8	103
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	482,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	8	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	462	Providence and Worcester	1,401,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	31,543	—	243,305	226,900	522	470,727	(Operated by B. & L. Co.)				1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,655	229,724	24,454	8	.....
30 Nov. '65	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '65	60.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,897	2	60
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,718	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	146
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	36,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	120
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,371	—	57½
30 Nov. '65	58.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	189,807	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	857,957	151,862	8	65
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	113
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	—	82.3	—	—	—	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	218,978	9	104
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	—
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,815,144	6,842,200	10,169,472	175,000	.....	124.2	.....	6,274,657	1,702,853	10	129½
31 Dec. '65	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,885,941	*	—	1,064,743	1,034,775	143,352	2,240,871	60.2	.....	288,638	94,067	—	10
31 Dec. '65	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,349,791	1,283,773	528,171	10 685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,086,390	1,287,966	10	130
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	5,537,292	*	146,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	58.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,783,064	5,000,000	805,000	—	6,434,399	58.8	654,192	1,875,981	803,323	10	130
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	280,000	64,521	483,321	21.2	103,815	186,032	26,874	—	.....
31 Dec. '65	65.0	16	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,644	loss.	—	65
31 Dec. '65	18 2	—	.....	—	—	—	—	Warren	2,008,800	—	—	1,406,300	600,000	—	2,008,300	18.2	.....	272,695	118,183	5½	46½
31 Dec. '65	38.5	—	.....	47	—	—	—	West Jersey	1,558,483	*	—	588.400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	158	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	8,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway		Co.	233,100	18½	108½
30 Sep. '65	58.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	*	516,576	660,000	2,200,000	1,200,000	—	3,400,000	88.3	499,443	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,839,028	15,434,775	5,066,511	4	78½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	122
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,408	383,606	8	62½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,524	6,521,377	9,985,992	26,530,000	12,866,804	815,170	44,119,904	692.2	6,607,261	14,396,786	3,201,112	6	110½
30 Sep. '65	130.8	2.1	45.0	—	43	63	537	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	899,920	707,521	44,810	—	74
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,820	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,760	135,041	—	482,400	311,500	19,876	979,810	36.7	57,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,059	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	36,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.8	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R.		6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"		"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,938	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,889	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,828	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	84	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,983	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,420	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,089	477,584	235,201	8	.....
15 Mar. '60	31.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750.000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,870	2 386,132	663,205	10	109
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,380,848	83,292	9,674,307	208.5	1,429,741	2,696,877	736,794	5	92½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,693	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	114½
30 Nov. '65	54.5	61.5	16.5	—	.....	.....	.....	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	operated w. Lit. Miami.			291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,385,042	3,572,400	1,400,000	2,020	5.120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,053	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,843,042	20,549,420	192.3	.....	829,382	119,032	—	.....
31 Jan. '66	183.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,995,364	595 400	391,992	3,382,168	1,218,972	109,813	4,972,749	205.9	346,671	694,520	184,081	—	.....
31 Dec. '65	118.0	9.0	.....	—	10	7	188	Sandusky, Mansfield & New'k	2,189,890	*	28,934	993,304	1,291,800	28,820	2,228,824	125.0	241,240	382,807	166,183	—	.....
31 Dec '64	244.0	—	—	—	68	18	760	Toledo & Wabash	9,969 913	*	—	3,457,000	5 652,958	—	10,248,015	250.0	1,244,558	3,050,892	946,493	8½	84

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	15
31 Dec. '65	387.0	103.0	—	117.0	139	98	3,059	Atlantic and Great Western	46,606,475	*	1,454,366	13,441,150	30,000,000	1,796,588	45,000,780	490.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	37½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,663,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,363	1,733,320	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,689	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	13.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,638	454,480	138,683	10	—
31 Oct. '65	31.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,228	*	—	685,130	1,436,082	389,318	2,510,530	58 5	173,778	352,213	78,702	—	15
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,639	10	68
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	58½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	55½
31 Dec. '65	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	26,434,310	3,875,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17 459 169	4,189,111	10	84½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	—	1,476,300	183,000	—	1,659,300	24.0	311 691	656.739	386,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069 450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	30½
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,661,353	20 240,673	6,900,663	—	30,608 075	471 8	3,688,309	11,142,519	4,812,271	10	65½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,586	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	98
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	107.0	981,468	3,854,609	1,046 804	10	89
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	195,820	—	1 774,773	1,500,000	64 208	3,784,101	72.0	272,658	898,363	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,188,381	*	3,862,312	9,312.442	12,573,000	1,597,620	26,545 693	483.8	4,623,073	8,489 062	3,288.547	10	104½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,800	130,340	1,777,176	26.4	138,578	347,240	200,586	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	—	62.0	340,600	625,641	169,823	12	111
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,272	250,000	706,365	196,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	334,000	—	—	109.6	—	253,363	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,151	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North Eastern	2,011,652	*	—	935,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,520,888	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	—	418,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	606,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187.466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149.167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 980	1,462,314	11,093,891	291.0	406,051	1,274,707	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23.808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734.118	337,284	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204.544	—	45.8	57,950	127,953	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	406,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	153.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 5	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,222,345	*	—	455,000	975,000	369,000	—	70.0	102,200	252,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,668	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	490,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	566,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,168	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	186,761	185,474	67,785	—	—
31 May. '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	75
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	oper	r. by Vt.	Central	180,000	8	100½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	—	—	23.6	—	90,273	34.368	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	oper	r.h.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,584,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,909,861	775,500	118,789	—	113.7	708,084	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,600,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,066	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	18	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365.300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,488,527	80.5	—	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,669	*	2,318,432	2,000.000	1,65 ,500	775,142	8,711,091	101.7	—	183,136	51,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	—	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,553	—	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	—	—	—	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '65	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	701,785	6 2 6 8 8	195.0	—	4 7,449	120,155	—	—
30 Jun. '60	204.7	9.4	13 6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	430,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	—	—	54	36	869	*Milwaukee and St. Paul*	9,650.000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,118,118	808 585	—	54½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,225	5,892,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,933,000	*	—	11,750,000	183,000	—	11,933,000	16.10	—	236,798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,482,389	*	15,311	1,931,130	911,029	22,934	2,863,376	49.0	—	242.798	117,842	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,899	Grand Trunk	2,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154.855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	28,933,760	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.5	—	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	100,421	107,640	20,065	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,385	—	1,380,000	13,100	136,000	1,709,282	60 0	—	132 556	36,670	—	—
								NOVA SCOTIA.													
Dec. '63	61.5	30.5	—	—	30	18	160	Nova Scotia	4,278,491	*	—	4,278,281	—	—	4,278,281	92.0	116,416	136,107	37,181	—	—
								NEW GRANADA.													
31 Dec 63	5.0				11	32	120	Panama	5,000,000	?	345	5,000,000			15,198,133	48.7		1,227,488	1,218,230	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	68
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	76
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,800	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	---	75½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	37
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	68½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	92
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	98½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	92
2d Mortgage	295,750	6			90
Boat Loan	99,852	6			93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	82½
Improvement	1,601,670	6	M. & N.	1876	75
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	66
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	$ 600,500	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	57
Delaware and Hudson	100	10,000,000	10	152½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	6,091,700	10	56
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	86
" (preferred)	100	1,175,000	10	124
North Branch	100			----
Sault Ste Marie	100			----
Schuylkill Navigation (consolid.)	50	1,908,207	—	24
" " (preferred)	50	2,888,988	—	33½
Susquehanna and Tide Water	50	2,048,260	—	14
Union				2
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	29½
Wyoming Valley	50	750,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton 50 —	@ 53 —
Pig, American, No. 1	49 —	@ 51 —
Bar, Refined, English	96 —	@105 —
Bar, Swedes, assorted sizes (in gold)	95 —	@100 —
	Store Prices.	
Bar, Swedes, assorted sizes	— —	@170 —
Bar, English & American, Refined	115 —	@ — —
Bar, English & American, common	105 —	@ — —
Scroll, English	145 —	@195 —
Ovals and Half-round	140 —	@150 —
Band, English	— —	@145 —
Horse Shoe	140 —	@150 —
Rods, English	120 —	@175 —
Hoop, English	150 —	@215 —
Nail Rod	per lb. —	9½@ — 10½
Sheet, Russia	per lb. —	21 @ — 25
Sheet, English, Single, Double and Treble	—	6½@ — 8
Rails, English (gold)	per ton 55 —	@ — —
Rails, American	85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. —	18½@ — 24
English Spring (1st & 2d qlty.)		11½@ — 13
English Blister (1st & 2d qlty.)		12½@ — 20
English Machinery		14 @ — 16
German		15½@ — 17½
American, Blister		11½@ — 17
American, Cast, Hammered		19 @ — —
American, Cast, Rolled		12 @ — 15
American Spring		15 @ — —
American Machinery		13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 8½ cents per lb.

Sheathing, New (suits)	per lb. —	40 @ — 43
Sheathing, Yellow		30 @ — 32
Pig, Chile		— @ — —
Bolts		— @ — 43
Braziers'		43 @ — —
American Ingot (cash)		26½@ — 28

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. —	@ — —
Spanish	6 75	@ 6 87½
German Refined	6 75	@ 6 87½
English	6 75	@ 7 12½
Bar	per lb. —	@ 10 —
Pipe and Sheet	— —	@ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb. —	23 @ — 23½
Straits (gold)	—	21½@ — 22
English (gold)	—	21½@ — 21½

	Gold.		Currency.	
Plates, I.C. Charcoal, p. box	9 25 @	9 50	13 — @	13 50
Plates, I. C. Coke	7 25 @	8 75	10 — @	12 75
Plates, Coke Terne	6 75 @	7 —	9 25 @	10 —
Plates, Charcoal Terne	9 25 @	— —	13 — @	13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d (cash)	per 100 lb. 6 75	@ 7 —
Clinch (cash)	— —	@ 8 50
Copper	— —	@ — 43
Ausable Horse, Norway Iron, Forged	— —	@ — 32
Zinc Nails (6 mos.)	— —	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	—	19 @ — —
Refined, free L. S. to White	—	46 @ — 47
Ref'd, in bond, prime L. S. to White	—	— @ — 30
Ref'd, in bond, Standard White	—	— @ — 31½
Naptha, Refined (60@63 gravity)	—	25 @ — 27

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

	Th 6.	F. 7.	Sat. 8.	M 10.	Tu. 11	W. 12
Atlantic M. S. S. Co.	103	103½	46½	103	105	107
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	118½	----	----	----	----	----
Canton Co.	46	----	----	----	46½	----
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	110
" " pref.	112½	----	----	----	----	----
" " 1 M.	102	----	101½	----	102	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	93½	----	----
Chicago, Burl. & Q.	----	----	150	----	----	----
" " " 8 p.c.	----	----	----	----	112	----
Chic. & Northwest'n	50½	51½	52	53	53½	54
" " pref.	70½	70	70½	71½	74	74½
" " 1st M.	89	89	----	89	----	88½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	97	----	----	----
" " Consol.	82½	----	----	----	82	----
Chicago & Rock Isl.	103½	103½	103½	103½	104½	105
" " 1st M. '70	----	----	----	----	----	----
Cleve., Col. and Cin.	110	109	----	----	109	----
Clev. and Pittsburg	84½	84½	85	85½	88½	92
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	112½	112½	112	112½	113	114
" " S. F. 7 p.c.	----	----	98½	----	----	----
Cumberland Coal, pref	----	----	----	69½	71½	67
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	101	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	71½	71	71½	72½	73½	72½
" pref.	----	----	----	----	83½	85
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	92½	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	----	----	----	121	122	122
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	102½	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	117½	----	----	118	----	118½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	106	----
Marietta & Cin. 1st pref.	----	----	----	88½	----	37
" " 2d "	----	----	----	----	20	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	12½	12½	12½	----	----
Michigan Central	111	----	----	----	111½	112
" S F. 8p.c. '82	110	----	112	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	80½	79	79½	80½	81½	81
" " guar'd	----	----	----	----	----	----
" " 1M. S.F.	96	----	----	----	96	----
" " 2 M.	90	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	99	----	----	98	99	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	----	----	----	65	----
" " pref.	67½	68	----	68½	69	----
" " 1st mort.	92	----	93	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	93½	93	92½	91½	91	90½
" ins. to H. & St. J. R.	----	----	83	----	----	----
" " Pacific	93½	93	92	91	91	----
New York Central	111½	110½	110½	111	112½	112½
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	105½	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '88	----	----	----	95½	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '72	100	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	74	----
" ex-coupon.	55	55	----	55	54½	----
" new	55½	55	55	54½	54½	----
Ohio & Miss. cer.	29½	29	29	29	29½	30½
" " pref.	----	----	----	----	80	----
Pacific Mail S.S. Co.	169½	171½	----	174	173½	171
Panama	----	----	----	261	260	----
Phila. and Reading	111½	103½	110½	110	110½	109½
Pitts. Ft. W. & Chicago	104½	104½	104½	105½	106	106
" 1M.	----	----	----	----	----	----
" 2M.	97½	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	44½	44½	----	45	46	46
St. L., Alton & T. H.	39	38	----	38	39	39
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	83	----	82	82
" " Inc. b'ds.	77	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	----	----	69½	70	70½	70
" new	70½	70	70½	----	70	70
Tol. Wab. & Western.	42½	----	42½	42½	43	43½
" Pref.	----	----	----	----	----	----
" " 1M. ex.	93	----	92	----	----	91½
" " 2M.	----	75	75	----	----	75
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	61	----	----	60	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	104	----	103⅛	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	----	100⅛	100	99⅞	----	----
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	108⅛	----	----	----	----	108
U. S. 6s, 1881, cou.	113	113	----	112⅛	112⅛	112⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	108⅛	----	108⅛	107⅞	107⅞	----
U. S. 6s, 5-20s, c. 1864	106⅛	106⅛	----	106⅛	106⅛	----
U. S. 6s, 5-20s, c. 1865	107⅛	107⅛	----	106⅞	106⅞	106⅛
U. S. 6s, " reg.	106⅛	----	----	----	----	----
7.30 Notes, 1st series.	105⅛	----	105⅛	105⅛	105⅛	105⅛
" " 2d series	105⅛	105⅛	105⅛	105⅛	105⅛	105⅛
" " 3d series	105⅛	105⅛	105⅛	----	105⅛	105⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Cattawissa	----	----	----	----	----	----
" preferred	----	28⅛	28	28	28⅛	28⅝
Camden & Amboy	130	----	130⅛	130⅛	130	129⅞
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	95⅛
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	92	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	95½	----	----	----	95⅛
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	57	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	56⅛	56⅛	56⅛	56⅛	----	56
" " 6s,'84	92	92	91⅛	92⅛	91⅛	92⅛
Lehigh Valley R. R.	----	----	68	68	67⅛	68
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	58	58⅛	58⅛	----	----	----
Morris Canal	----	----	87	86	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	92	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	48	47⅛
Pennsylvania R. R.	54⅛	54⅛	54⅛	54⅛	54⅛	54⅛
" 1st m.	----	----	----	----	----	----
" 2d m.	97⅛	----	99⅛	97⅛	----	----
Penn. State, 5s	95	95	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	----	----	----	102	103	----
Philadelphia City, 6s	----	----	96	96	----	----
" " new	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
" " muno	99⅛	99⅛	99⅛	99⅛	----	----
Philad., Germ. & Nor.	60	----	----	----	----	----
Phila. & Reading	55⅛	55⅛	55⅛	55⅛	54⅞	55⅛
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	31⅛	31⅛	30⅞	----	----	----
" " 6s	----	----	----	----	----	92
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	25	25⅛	25⅛	26	----	24⅛
" " pref.	34⅛	34⅛	33⅞	----	33⅛	33⅛
" " 6s '82	----	83	----	83	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	90	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	66	66	----	66
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	19
West Br. Canal 6s '75	----	----	----	----	----	----
Wyoming Valley Canal	----	----	54⅛	54	----	54
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14⅛	14⅛	14⅛	14⅛	14⅛	14⅛
Chestnut & Wal. "	----	----	54	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	97⅛	97⅛	----	97⅛	95⅛	----
" " 1886	----	----	----	----	----	----
" " 1870	97	----	----	----	----	----
" " 1890	----	99⅛	----	99⅛	99⅛	----
Balt. and Ohio	----	----	----	114	113⅛	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	98	----	----	----	----	----
Northern Central	48	----	48⅛	----	48⅛	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	18	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

	Th. 6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	130⅛	130	130⅛	131	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	146⅛	----	----	146	----	----
Cheshire, pref.	----	----	63	63	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	111	----	----	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	113⅛	114	----	114	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	103	----	----	104	----	----
Old Colony & Newport	103	103	----	----	103⅛	103
Ph., Wil. & Baltimore	58	58	----	----	58	58
Portl'd, Saco & Porta.	----	----	----	----	----	----
Vermont & Canada	100	----	100⅛	----	----	----
Vermont & Mass.	----	----	----	61⅛	62	60
Western	146	146	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	93	----	----	93⅛	93	----
Metropolitan "	56⅛	56⅛	56⅛	----	----	----
Middlesex "	48	----	----	----	48	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	48	48	50	49	50	50⅛
Franklin "	43	43	42⅛	42	44	42⅛
Huron "	40	40	39⅛	39	39⅛	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	15⅛	14⅛
Pewabic "	29	29	----	28	28⅛	28
Pittsburg "	----	----	----	----	----	----
Quincy "	40⅛	40	39⅛	----	39	38
Rockland "	6⅛	----	6⅛	----	----	6⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 23rd of November.

United States 5-20 yrs., 1882, 6 per cent	70⅛@ 70⅝
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	41⅛@ 42⅛
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	69 @ 71
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	42⅜@ 43⅛
Erie shares, $100 (all paid), 8 p. c	49½@ 50
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	78 @ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	83 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, December 15, 1866.

Stock Exchange and Money Market.

There is remarkable uniformity in the current workings of the Money Market. A steady accumulation of capital is reported at this centre. The banks are gaining rapidly in the line of national currency, the remittances of which from the West are quite liberal. There is some outflow of legal tender notes to the South, where national currency is not in as much favor as the plain greenbacks of the Government. Hence it is that while the city banks show a falling off in their legal tender reserve, they report an inconvenient increase in their supplies of national bank notes, for which, in the prevailing prostration of legitimate enterprises, it is difficult to find employment without cheapening the price of money, and helping to renew the speculative excitement of the autumn months. At present, the manifest tendencies of the market is wholly in favor of responsible borrowers, who are enabled to procure all the aid they temporarily require at the rate of five to six per cent. on Government and other strictly prime collaterals. Exceptional call loan negotiations are reported one per cent. above and below these quotations. The city banks keep up their rate to seven per cent., but find it hard to place any new loans of magnitude at so high a figure, while private capitalists are seeking controlable employment for their accumulating balances at the average price of six per cent. Prime short date commercial paper is in demand among the discount houses at 6@7 per cent., and long date do., at 7@8 per cent. per annum. There is no reliable market for other grades, rates on which are very irregular. Nobody seems to apprehend any action on the part of Secretary McCulloch, or the national legislature, likely to disturb the growing ease in money, so essential to the prosperous funding of the maturing obligations of the Government. So far as the Secretary is concerned, we know definitely from himself that, as in the past, so in the future, his object will be to keep the market steady and to work back to specie payments without a financial collapse. This is his judicious programme, as set forth in a letter of the 7th inst., addressed to the Hon. E. G. Spaulding, of the Farmers' and Mechanics' National Bank of Buffalo, N. Y. And it is more than probable that this will be the programme of all the truly wise and conservative elements in Congress. The Secretary in the same letter, announces that he will act in the future, as in the past, with great caution, and that he will attempt no impracticable thing. We have not the slightest doubt that, in such an aim, Congress will be one with him, seconding his efforts to maintain the public credit, by judicious legislation, relative to industrial and commercial interest of the country. The last exhibit of the public debt, brought up to Dec. 1, is regarded by business people as eminently favorable to an easy and unembarrassing Money Market, as far as depends on the policy and negotiations of Secretary McCulloch. The point in the debt statement of most immediate practical interest is the strength of the department in the way of currency reserve. The currency balance in the Treasury increased from $30,918,922 on the 1st of November, to $40,195,281 on the 1st inst, which large reserve, independent of the revenues, affords adequate means to the Secretary to pay off promptly all the maturing currency interest claims of the Seven-thirty note holders, and all of the unclaimed past due indebtedness of the Government, thus enabling him to abstain completely from any line of conduct likely to disturb financial or commercial values unnaturally. Another significant feature of the debt statement is the contraction of the legal tender issue, which amounted to six millions in November. The aggregate legal tender circulation, including plain greenbacks and compound interest notes, is $582,828,989, against $538,707,925 on the 1st ult. The plain greenback circulation on June 1, was $402,128,318; Aug. 1, $400,361,728; Sept. 1, $399,603,592; Oct. 1. $399,165,292; Nov. 1, $390,195,785; Dec. 1, $385,441,849, showing a contraction of about seventeen millions in six months. From the last weekly return of the city banks, it appears that there has been, during the week, a decrease of $2,391,641 in the item of loans, $5,212,355 in the deposit line, $538,601 in the legal tender reserve, and $374,957 in the specie reserve. The Croton National Bank having been admitted to membership, made its first report to the Bank Clearing House last week. The city bank deposits are now $203,676,822, against $228,484,370 week ending Oct. 6, 1866,

and $176,480,562, week ending Dec. 9, 1865. Their legal tender reserve amounts to $60,946,857, against $48,271,757 same time last year. Their circulation now stands at $31,794,653 against $16,570,613 same time last year. The loans are now $260,620,027, against $279,135,796 seven weeks ago, and $227,839,344 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged only $107,885,977 a day, against a daily average of $108,180,240 the preceding week; and $152,906,000 the week ending with Nov. 25. The current week's exchanges average about $113,000 a day.

National Bank notes to the amount of $83,672, were issued last week, making the total issue to 1,663 banks thus far $299,886,931, against $282,555,440 at the close of the last fiscal year, June 30, 1866. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,391,650; and for the public deposits, $38,883,,950—making a total of $379,275,600. The Treasury Department, last week, redeemed and destroyed $394,400 of worn and mutilated fractional currency, and issued $389,196 worth of new. Washington advices state that the Congressional Committee on banking and currency agreed to an amendment to the National Currency act, on Tuesday, requiring all National Banks to redeem their issues in New York, either through their Redeeming Bank in one of the seventeen cities now named by law, or directly. This is in accordance with the recommendation of Secretary McCulloch and the Comptroller of the Currency.

The U. S. Sub-Treasury receipts, week ending with Dec. 8, were $20,389,469, including $1,419,236 from customs duties; payments, $16,155,329; balance at the close of the week, $106,689,405, against $102,455,273 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday receipts, $5,138,544, and payments, $4,761,059; Tuesday receipts, $1,994,927, and payments, $1,318,583. The balance at the close of business on Tuesday stood at $107,743,233, against $103,598,023 a week ago.

Government revenues are again on the increase. Excises yielded, last week, $6,266,769, against $4,650,000, the preceding week; customs at the port of New York, $1,419,236, and at the outports, at least $500,000 (in coin) more, making the grand total income for the week equal to about $8,954,000 in currency, against disbursements of $4,224,319 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $156,000,000, or an average of about six millions a week. The current revenues from excises keep up to this average. The current customs revenues average about two millions in gold a week.

Gold has been as high as 139, and as low as 136⅞, since our last. There has been a moderate customs, and very limited export demand through the week. Of the coin balance in the Treasury on the 1st instant, amounting to $95,186,816, the sum of $75,550,316, was absolutely the property of the Treasury, as against $88,516,038 on the 1st of November; while the sum of $19,636,500 belonged to depositors holding gold certificates, as against $10,298,980 standing to the credit of the same parties on the 1st ult. The closing price of gold on Wednesday was 137½, on a dull, but steady market. The specie exports of that day were only $272,188 by the Scotia. Government held a coin reserve at the close of last week amounting to $93,722,000, including $22,160,389 on account of depositors. The aggregate issue of coin certificates by the United States Sub-Treasury up to the close of last week was $157,495,080, of which $135,336,700 have been redeemed, leaving $22,160,380 outstanding, as above. The total imports of specie from Europe, and other ports since January 1, have been $9,421,309. The customs demand for Gold last week, averaged $236,539 a day; thus far, this week, it has been equal to $266,000 a day, or equal to a weekly aggregate of $1,596,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week, reached $156,617, and from California, $1,263,113. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $125,963,017, against $97,121,260 same time last year. The total receipts of California gold at this port since Jan. 1, have been $40,694,505, against $19,057,560 same time last year, showing an increase, in 1866, of $21,636,945. The exports of specie from this port, last week, were $580,596, making the total outflow of specie from the port, since Jan. 1, $59,149,044, against $27,805,529 same time last year, $46,618,898 same time in 1864, and $68,480,430 same time in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, $555,600, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $47,513,371, against $37,773,196 same time last year. The specie exports from San Francisco from Jan. 1, to Nov. 14, reached $39,370,856, against $39,951,343 same time last year.

There has been an improved inquiry for foreign exchange, and with a rather short supply of bills available, there has been more firmness in the market. Business in Sterling for Wednesday's steamers was on the basis of an ⅛@¼ per cent. advance on the subjoined figures, which, however, were the nominally current rates after the closing of the foreign mails. Bankers' 60 day bills on London closed at 109¼@109½, and on Paris to 5.18¾@5.13¾; sight bills on London to 110@110¼; and on Paris to 5.13½@5.11¼. The offerings of produce bills have been less extensive this week, owing in part, to the tardy receipt of bills drawn against direct exports of cotton from Southern ports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $3,101,416, making the exports since January 1, $178,485,338, against $166,423,887 same time last year.

Government securities have lightly dealt in, during the week, by the heavy operators, and prices have yielded ½@1 per cent. on the gold-bearing bonds in sympathy with the depression in gold. The reduced figures made for these bonds are now eliciting increased orders from home investment buyers. On Wednesday, the execution of the investment orders steadied the market, and resulted in a handsome aggregate business, chiefly through private channels. The investment demand is mainly for the later issues of the Five-Twenty bonds. According to the last debt statement of Dec. 1, the outstanding Five-twenties of all issues now amount to $861,640,300, including 514,780,500 of the original or 1862 issue, $100,000,000 of the issue of 1864, $183,381,750 of the first 1865 issue (May and November), and $63,487,050 of the second, or consolidated, 1865 issue (July and January). The six per cents of 1881 now amount to $283,740,000, against $283,738,750 a month ago. These, with the $171,069,350 of Ten-forties, constitute the bulk of the coin-bearing portion of the debt. There is also a growing investment inquiry for the Seven-thirty notes, the conversion of the first series of which into the new 5-20s of 1865 it is believed will be vigorously resumed after the first of January next ensuing. The three series of the Seven-thirty currency loan have been, thus far, reduced, by conversions, to $696,933,750, making the total reduction in the Seven-thirty line (mainly of the first, or August issue, maturing in about eight months) more than one hundred and thirty millions from the aggregate issue of eight hundred and thirty millions through the Government Loan Agency. According to the statement of the 1st inst., the coin-bearing portion of the debt was increased $37,508,750 in November by the issue of consolidated Five-twenties of 1865. The currency-bearing portion of the debt was reduced $24,785,550 by the redemption of Seven-thirties and compound interest notes. U. S. sixes of 1867 closed here on Wednesday at 128; U. S. sixes of 1868, at 125; U. S. sixes of 1881, 112¼@112½; U. S. Five-twenties of 1862 at 107½@107¾,; U. S. Five-twenties of 1865 at 106@106¼; U. S. Five-twenties of 1865, consolidated, 108⅜@108½; U. S. Ten-forties at 99¾@99⅞, and U. S. Seven-thirties at 105@105¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....116½	May, 1865 .....111¾
July, 1864.....116	August, 1865....110¾
August, 1864....115½	September, 1865..110¼
October, 1864....114½	October, 1865....109¾
December, 1864..113½	

In railway and miscellaneous share property there has been renewed speculative activity, with increased firmness and buoyancy in prices, accompanied by the occasional relapses, inseparable from an advancing market. The demand comes more generally than of late from parties outside of the street cliques, and the opinion gains ground that for a month or so, the course of the market will be upward. The growing ease in money, which is an encouraging assurance of security and protection to the legitimate financial and commercial interest, is referred to by the sanguine operators at the Stoch Exchange, as likely to foster the speculative movement.

General business is tardily regaining life and buoyancy, at least in the domestic produce lines There is increased animation in Breadstuffs, Provisions, and other leading articles, resulting, in part, from export purchases, which are gradually increasing in volume. Prices, which were variable during the week, closed firmly, with an upward tendency on Wednesday. The cotton market derives some relief from the latest foreign advices, which have fostered the home export inquiry, and give holders the advantage. Middling grades of Cotton closed at 34@36 per lb., on a buoyant market. The stock of cotton now here is estimated

at about 150,000 bales. The receipts at the port this week, have averaged over 4,800 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 198,500 bales, against exports of 78,761 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 483,000 bales against 670,466 bales same time last year; exports, 179,000 bales, against 323,000 bales same time last year, estimated stock at latest dates, 452,000 bales, against 393,500 bales same time last year. There has been a partial rally in the market for imported articles, especially desirable styles of dry goods, which have been less eagerly pressed for sale, and which have accordingly shown more steadiness in prices. The total imports of foreign dry goods, last week, were $1,432,230, and the total amount marketed $1,134,696. The value of foreign merchandise imported last week, was $3,196,052—making the grand total specie value of last week's imports of dry goods and merchandise, $4,628,282, and since January 1, $280,594,153, against $195,542,325 same time last year. The ocean freight market is more active and firmer with 582 vessels of all classes in port. The main export movement is in breadstuffs, cotton, tobacco, provisions, and petroleum.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 27.	Dec. 4.	Dec. 12.
Consols.....—@89¼	88½	88¼
U. S. 5-20's of 1862—@70½	70½	71
U. S. 5-20's of 1865—@69½	69½	—
Erie.....—@47	46¼	47½
Ill. Central.....—@77½	77½	77½

The New York exports, exclusive of specie, for the week ending Dec. 11, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week.....	$5,618,019	$3,101.416
Prev. reported.....	160,805,868	175,383,922
Since January 1.....	$166,423,887	$178,485,338

The balance in the Sub-Treasury on Wednesday was $107,160,040 49.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Long Dock bonds, 100½; Virginia 6s, ex-coupon, 46; N. Y. State 7s, Bounty Loan, reg., 104½; do., 6s, 1878, 98½; San Francisco 10s, 133; Illinois 6s, 1879, 101; North Carolina 6s, subscription 92; Dubuque and Sioux City 1st mort., 84; Chicago and Northwestern, Interest bonds, 88; Great Western 2d mort., 70; Chicago, Rock Island and Pacific 1st mort., 7s, 93¾; Long Island R. R., 60; Indianapolis and Cincinnati, 88; Stonington, 111; New York and New Haven, 120; Hannibal and St. Joseph, 56; Chicago and Great Eastern, 45; Wilkesbarre Coal, 63; Burton Coal, 18⅝; Ashburton Coal, 10½; American Coal, 64; Mariposa pref., 32⅛; Boston Water Power Co., 30; Brunswick City Land, 7¼; South Am. Nav. and Marine R. R. Co., 112; American Express, 80; Adams' Exp. Co., 63; U. S. Express, 75; Western Union Tel., 50; do., Russian Extension, 96¾; Continental Bank, 103; Gallatin National Bank, 107⅞; 4th National Bank, 110½; Central Bank, 111½; Bank of Commerce, 118; 9th National Bank, 120; Am. Ex. Bank, 114½; Ocean Bank, 103; Shoe and Leather Bank, 115; Importers' and Traders' Bank, 116; East River Bank, 100; Bank of Commonwealth, 112; Bank of Republic, 117½; Bank of America, 138; Hanover Bank, 112; Ayers' Mill and Mining Co., 4.90; American Flag, 1.80; Atlantic and Pacific, 4.00; Boscobel Silver, 1.25; Benton, 1.00; Bates and Baxter, 1.75; Bullion Consol., 2.50; Consol Gregory, 10.00; Columbian Gold and Silver, 1.75; Croydon, 2.85; Davidson Copper, 0.64; Downieville 0.10; Eckla, 3.20; Gunnel, 0.50; Hope, 0.80; Holman, 0.25; Keystone Silver, 0.07; Kipp and Buell, 0.09; Long Island Peat, 4.00; La Crosse, 1.30; Montana, 0.50; New York, 1.50; Nye, 0.10; Oak Hill, 0.50; Pah Ranegat Centre, 2.60; Quartz Hill, 2.20; Smith and Parmalee, 6.70; Walkill Lead, 1.30; Brooklyn petroleum, 0.35; Central, 1.05; Bennehoff Run, 3.75; United States, 3.70; Webster, 0.10; Bergen, 0.30.

Philadelphia.—New Jersey 6s, 102; Pittsburg coupon 5s, 74½; Allegheny County coupon 5s, 76; Ph., Wil. and Balt. R. R., 58⅞; West Branch Canal, 28½; Germantown Passenger R. R., 31; 13th and 15th streets R. R., 19¾; Camden and Amboy scrip., 49; Locust Mt. Coal, 46; Hazleton Coal, 57; N. Y. and Middle Coal Fields, 3; New Creek, ½; Mechanics' Bank, 32; Bank of Northern Liberties, 100; Commercial Bank, 56; Western Bank, 97½; Union Bank, 63; Manufacturers' Bank, 31½; Farmers' and Mech. Bank, 135; Ocean Oil, 3⅞; Hyde Farm, ⅛; Maple Shade, 2½. The latest quotations are: City 6s, 96@96¼; do., new, 99⅛@99¼; State 5s, 94⅜@94½; do., coupon, 95@96; do., 6s, W. L., 103@103¼; Phila., Wil. and Balt., 58; Reading, 55@55¼; do., 6s, 1870, 95@97; do., bonds, 91¼@92; do., con., 112@117; Camden and Amboy, 129@130; Penn. R. R., 54⅛@54¼; do., 1st mort., 102½@103; do., 2d mort., 97@97¾; Little Schuylkill R. R., 33@36; Morris Canal, 86@86¼; do., pref., 124@126; do., bonds, 90@94; Wyoming Valley Canal, 53@55; do., 6s, 85@90; Susquehanna Canal, 13⅜@14⅛; do., 6s, 65½@66¼; Sch. Nav., 24@24⅛; do., pref., 33¾@33⅞; do., 6s, 1882, 82½@84; Union Canal bonds, 21@23; Delaware Div. Canal, 56@57; do., bonds, 90@93; Elmira and Williamsport, 28¾@30; do., pref., 42@45; do., 7s, 1873, 95@100; do., 5s, 65@67; Lehigh Coal and Navigation, 55¾@56; do., bonds, 1884, 91½@92; North Pennsylvania, 35@39; do., 6s, 92@92½; Philadelphia and Erie, 30¾@31; do., 6s, 91½@92; Minehill, 58@58¾; Catawissa, —@—; do., pref., 27@27¼; Lehigh Valley, 67¾@68; do., bonds, 96@98; Fifth and Sixth streets, (horse,) —@50; Second and Third, 90@92; West Philadelphia, 72@75; Spruce and Pine, 36@37; Green and Coates, 22@30; Chestnut and Walnut, 52½@53; Thirteenth and Fifteenth, 19¾@20; Girard College, 27@29; Tenth and Eleventh, 60@70; Union, 36@40; Hestonville, 14½@14¾.

Boston.—Ogdensburg 1st mort., 100¼; Vermont Central and Vermont and Canada Chattel 8s, 103½; Vermont Central 7s, consolidated, 76; Rutland and Burlington 1st mort., 120; Vermont Central 1st mort., 120; N. Y. and Boston Air Line 6s, 86; Conn. and Pas. Riv. R. R. Notes, 102; Old Colony and Neport 6s, 1875, 97½; Eastern R. R. 6s, 1874, 96¼; Essex R. R. 6s, 1876, 92¾; Vermont and Massachusetts 6s, 98; Ogdensburg and Lake Champlain, 74; do., pref., 102¾; Boston, Hartford and Erie, 10½; Worcester and Nashua, 120; Sandusky, Dayton and Cincinnati old stock, 10¼@12; Maumee Pat., 0.20; Buchanan Farm, 0.25; Pithole Creek, 1.00; New England Petroleum, 0.05; Pepper Well, 0.65; Massachusetts and Oil Creek, 0.11; Central, 1.25; Indian Spring, 0.15; Harleigh Coal, 50; Summit Branch Coal, 9; Tudor Lead, 2.85; Caledonia Gold, 0.30; Croydon Gold, 2.95; Wallace Gold, 0.13; American Express Co., 82½; Adams' Exp., 76¾; Boston Water Power Co., 29½; Cary Imp., 12; East Boston Co., 13⅞; Essex Land, 106; New Hampshire 6s, 1884, 100; Massachusetts 5s, 1893, gold, 100½; do., 1872, 113¾@113¾; do., 1874, 111½; Rhode Island 6s, 1883, 99½; Boston 6s, 1868, gold, 130¼; do., 1876, currency, 101½; do., 5s, 1871, gold, 103¾; do., 1877@1886, 101; Providence 6s, 1885, 99⅜. Albany 6s, 1879, 95; Bangor 6s, 96¾; St. Louis 6s, 1871, 93¾; Cincinnati 6s, 1880, 86; Chicago 7s, municipal, 99¼; Boston Gas, 745; Cambridge Gas, 100; East Boston Gas, 29¾; Maverick Bank, 102; Bank of Commerce, 118; Shoe and Leather Dealers' Bank, 135; Bank of Redemption, 110¼; State Bank, 111½; Market Bank, 109; Everett Bank, 101¾; Merchants' Bank, 118¾; Blackstone Bank, 127¼; Atlantic Bank, 119½; 1st National Bank, 152; Webster Bank, 100½; New England Bank, 123; Atlas Bank, 113¼; Eliot Bank, 118¼ Hide and Leather Bank, 140; Bay State Mining Co., 10½; Canada, 60c.; Concord, 4; Eagle River, 4¾; Hancock, 13½; Hanover, 1½; Humboldt, 2; Madison, 2½; Phœnix, 7; Petherick, 3½; Superior, 3; South Side, 1¾; St. Clair, 7¼; Seneca, 5; St. Mary's, 1⅛; Winthrop, 2⅝.

Baltimore.—Virginia 6s, reg., 36; do., coupon, 60½; Marietta and Cincinnati 1st mort., 85½; Susquehanna Canal bonds, 66; Gardner Hill, 0.90; Maryland Anthracite, 4; Santa Clara, 3; City Passenger R. R., 18; Farmers' and Planters' Bank, 33¼; Bank of Commerce, 29; Chesapeake Bank, 30; 3d National Bank, 101½. The latest quotations are: Balt. and Ohio, 113¼@114; do., 6s, 1867, 100@100⅜; do., 1875, 98@100; do., 1880, 98@99; do., 1885, 97¼@98; Northern Central, 48@48½; do., bonds, 1885, 86@88; N. W. Va. 1st mort., 1873, 95@95½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85@86½; Central Ohio, 22@22½; do., 1st mort., 89@90; Western Md. bonds, 74@74¾; do., guar., 96@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 95@98; do., 1873, 95½@96; do., 1875, 97¼@97½; do., 1886, 97¾@98¾; do., 1890, 98@98½; do., coupon, 100@100; Park, do., 97@97½; do., 1892, 93@99; do., 5s, 1838-'70, 83@83; City Passenger R. R., 17¾@18; Canton Co., 34@50; Gardner, 0.70@0.75; Am. Gas Coal, 0.95@0.95; Maryland, 0.10@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 101@110; Santa Clara, 2½@3½; Balt. Chrome, 0.35@0.40; Bare Hill, 0.50@0.50; Atlantic Coal, 0.50@0.80; Mineral Hill, 0.35@0.45; Baltimore Coal, 158@190.

☞ The engineer employed to lay out the Massachusetts part of the contemplated Sheffield and Millerton (N. Y.) Railroad estimates that the cost of building the road to the State line, a distance of five miles, will be $18,000 per mile, including the superstructure. Only about twenty-three miles of new road are required to complete the proposed through route from New York, via Pittsfield, to Montreal

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Dec. 1st, 1866, were $141,703 00
Corresponding week of previous year.. 154,916 00

Decrease $13,213 00

The earnings of the Chicago and Northwestern Railway for the first week in Dec., 1866, were $173,132 50
Corresponding week of previous year,. 167,867 83

Increase..... $5,264 67

The earnings of the Detroit and Milwaukee Railroad for the week ending Dec. 6th, 1866, were $29,818 00
Corresponding week of 1865..... 32,661 00

Decrease..... $2,843 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Dec. 1866, were..... $79,959 00
Corresponding week of 1865 ..... 86,890 00

Decrease $6,931 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in Dec., 1866, were..... $62,096 00
Corresponding week of previous year.. 62,815 00

Decrease $719 00

The earnings of the Western Union Railroad for the week ending Dec. 7, 1866 .. .. $9,467 48
Corresponding week previous year.... 9,462 42

Increase $5 06

The earnings of the Marietta and Cincinnati Railroad the 4th week in Nov., 1866...$37,968 00
Corresponding week previous year.... 36,575 75

Decrease $1,392 25

Railroad Earnings--Monthly.

The earnings of the McGregor Western Railway for Nov., 1866, were $32,973 00
Same time in 1865..... 36,938 00

Decrease $3,965 00

The earnings of the Minnesota Central Railway for Nov., 1866, were $39,588 00
Same time in 1865..... 19,718 00

Increase..... $19,870 00

Interest and Dividends.

The Philadelphia, Wilmington and Baltimore Railroad Company have declared a semi-annual dividend of five per cent., clear of Government tax, payable the 2d of January next.

A dividend of five dollars per share, on the capital stock of the Chicago, Iowa and Nebraska Railroad, free of government tax, will be payable January 1, 1867, at the office of the Treasurer, 22 Asiatic Building, Salem, Mass.; and at the office of the company, at Clinton Iowa.

The New York and New Haven Railroad Company have declared a dividend of five dollars per share, free from government tax, payable January 2, 1867.

The Boston and Lowell Railroad Company has declared a dividend of 4 per cent., payable Jan. 1. A scrip dividend of 20 per cent., payable at a future day either in stock or money, at the option of the Company, has also been declared, and stockholders are requested to present their certificates of shares at the office of the Treasurer, on and after Jan. 1, and receive a proper certificate of dividend.

Duties of Common Carriers by Water.—Damage to Goods in Carriers Warehouse.

The case of the owners of the Mary Washington against Ayers, just decided in the United States Circuit Court for the 4th district of Maryland, though not referring to Railways, contains an important discussion of the duties of common carriers, and is equally applicable to carriers by land as to carriers by water. The owners of the Mary Washington, appellants, agreed with the appellees, Ayres and others, for a certain compensation which was paid, to convey on their steamer certain merchandise from Baltimore to Hill's Landing, on the Patuxent river, and to deliver it there to Pumphrey. The merchandise was accordingly conveyed to respondent's wharf, at Hill's Landing, and Pumphrey not being there to receive it, was placed in the warehouse connected with the wharf. This warehouse was kept for the accommodation of the carrying trade in which the steamer was employed. Goods landed for delivery were temporarily placed in it when immediate and direct delivery was impracticable or inconvenient; and goods received for shipment were in like manner accommodated, when immediate shipment could not be made. No charge was made for the accommodation. It was an incident to the trade, and paid for in the freight. The goods in the present case were damaged after being stored in this warehouse.

The following opinion was delivered by

CHASE, C. J.—Under the circumstances of this case I think that the contract of affreightment bound the carriers not only to carry the merchandise to the landing, but to deliver it to Pumphrey, or excuse non-delivery by proof of equivalent action or waiver. The duty of a carrier by water is not fulfilled by simple transportation from port to port. The goods must be delivered, or at least landed, and a reasonable opportunity given to the consignee of ascertaining their condition. In order that an opportunity for inspection and for the removal of the goods may be given, the consignee must be notified of the arrival of the goods. This is the general rule. If exceptions are made by usage, circumstances, or special arrangements, they must be shown by proof.

In the present case the respondents allege that it was not their practice to give notice to consignees, but instead of giving such notice, to deposit goods in their warehouse, where the consignees were expected to call for them, on learning from their correspondents, or otherwise of their arrival. They insist that this arrangement was for the benefit of the owners of the goods, and was understood and agreed to by them. The evidence does not sustain this claim. It shows clearly enough the practice of the respondents, but it does not show any understanding, on the part of the owners of the goods, that the respondents were to be relieved from their responsibility as carriers until its actual delivery, or its equivalent deposit in their warehouse, with information conveyed to the owners, in some way, that their goods had arrived. The warehouse arrangement was rather for the convenience of the carriers than of freighters or consignees. The storage, with information of arrival, however obtained, may be regarded properly enough as a substitute for actual and direct notice; and it may be admitted that opportunity for removal, after such information, would discharge the carriers from responsibility as such, in the same manner as actual notice and like opportunity. But to hold that mere deposit in their own warehouse, under the circumstances of this case, terminated their special responsibility, would be a dangerous relaxation of the salutary rule on which the security of commerce so largely depends.

It is clear from the proof, that the merchandise was damaged after the landing, and while in the custody of respondents, before Pumphrey had information of its arrival, or opportunity to take it away. It seems, however, that the merchandise was not ordered by the libellants by Pumphrey, and that he declined to receive it, and it is alleged that the carriers, therefore, were not liable. And there was proof that no order for the merchandise was actually given, and that Pumphrey, on learning its condition, refused to have anything to do with it. But it is not easy to perceive the importance of this circumstance. It is plain enough that the libellants acted in good faith upon an expectation founded on a conversation with Pumphrey, that he would like to have the merchandise sent to him, and that he would receive and pay for it, if of good quality and in good condition, and the proofs show that this expectation was warranted. Whether warranted or not, the duty of the carriers was in no way effected. Their obligation both to shippers and consignees, was to convey and deliver, or at least offer to deliver safely. It is true that after Pumphrey had information of arrival, and declined to receive the merchandise because of its bad condition, the respondents could not be held responsible as carriers, to the libellants, for subsequent injuries in the warehouse; but their responsibility for prior injuries was not changed, and it is that responsibility only which is now in controversy.

In the present case the question whether the respondents were liable as common carriers or as warehousemen is of little importance, except as a question of jurisdiction. The proof shows a degree of negligence which would make them liable in either character. But if their liability were as warehousemen only, they would not be responsible in this court. A court of the Union has in general no jurisdiction of suits against warehousemen by citizens of the same state. Remedies for violation of these contracts must be sought by their co-citizens in state courts.

It is not questioned, however, that the judicial power of the United States extends to all cases of admirality and maritime jurisdiction. This is a provision of the National Constitution. Nor is it questioned that this whole jurisdiction is vested by law in the District Courts of the United States, and on appeal in the Circuit Courts.

This was expressly enacted by Congress in 1789. Nor is it questioned that a contract of affreightment, to be performed by traversing tide-waters, or other navigable waters, is in general a maritime contract, or that a suit upon such a contract makes a case of admirality jurisdiction. This is settled by repeated decisions. And it is insisted that the contract of affreightment in this case was to be performed wholly within the state of Maryland, and that this case, therefore, having arisen from an alleged breach of it, is not within the admirality jurisdiction Upon this I remark, in the first place, that there is nothing in the nature or his-

tory of admiralty jurisdiction which excludes from its cognizance contracts to be performed within the country or state in which it is exercised. On the contrary, such contracts, if maritime in their character, were constantly held before the organization of the Union to be proper subjects of that jurisdiction.

Within a comparatively recent period, however, doubts have been expressed whether such contracts can be enforced by national courts setting in admiralty. Such doubts were expressed in 1848 by Justice Nelson, speaking for a majority of the Justices of the Supreme Court of the United States in the case of The New Jersey Steam Navition Company *vs.* The Merchant's Bank, 6 How, 392. They were founded on the assumption that "the exclusive jurisdiction in admirality cases was conferred on the National Government as closely connected with the grant of commercial power," and were cautiously stated as follows: "It is a maritime court, instituted for the purpose of administering the law of the seas. There seems to be ground, therefore, for restraining its jurisdiction, in some measure, within the limit of the commercial power, which would confine it, in cases of contracts, to those concerning the navigation and trade of the country upon the high seas and tide-waters with foreign countries, and among the several states. Contracts growing out of the purely internal commerce of the state, as well as commerce beyond tide-waters, are generally domestic in their origin and operation, and would scarcely have been intended to be drawn within the cognizance of the Federal courts."

The principle thus intimated rather than asserted was applied ten years later in the case of Allen *vs.* Newberry, 21 How. 244, to a contract of affreightment to be performed on Lake Michigan, between two ports in Wisconsin; but the decision against the jurisdition over the contract was placed quite as much upon the Act of Congress of February 26, 1845, which restricts admirality jurisdiction on the lakes and interior navigable waters to contracts relating to vessels employed between ports in the different states, as upon the more general restriction derived from the limitation of the commercial power.

It cannot escape observation that this denial of jurisdiction to the national courts of affreightment contracts to be performed between the ports of the same state, but on navigable waters where, in cases of tort, the admirality jurisdiction is undoubted, rests wholly upon the assumption that the restriction upon the commercial operates as a constitutional limitation of the jurisdiction in admirality over contracts.

Now, without more than a mere reference to the difficulty of assigning a reason for such a limitation of that jurisdiction in matters of contract which would not require the like limitation in tort no such limitation exists, it is proper to observe that it has been more than once distinctly denied by the Supreme Court that any reference whatever in respect to the jurisdiction in admirality can be drawn from the constitutional provision concerning commerce. Thus in the case of The Genesee chief, 12 How. 452, the late chief justice, speaking for the court, and speaking with special reference to admirality jurisdiction said: "Nor can the jurisdiction of the courts of the United States be made to depend on regulations of commerce. They are entirely distinct things, having no necessary connection with one another, and are conferred in the constitution by seperate and distinct grants."

So too, in the case of The Propellor Commerce, 1 Black 578, in 1851, the supreme court, noticing an objection to its jurisdiction on the ground that it did not appear that the propeller was engaged in foreign commerce, or in commerce between the states, and speaking through Justice Clifford, said: "Admirality jurisdiction was conferred upon the Government of the United States by the constitution, and in cases of tort is wholly unaffected by the considerations suggested in the proposition."

This is the latest judgment of the Supreme Court, and unless it can be shown that jurisdiction in matters of contract is not as "wholly unaffected by the considerations" referred to, as jurisdiction in matters of tort, it seems to be my duty being fully satisfied that this court has jurisdiction under the constitution and the law over the contract of the respondents, to award to the libellants that justice to which the proofs clearly entitle them, without turning them out of this and requiring them to resort to another court. I do think this can be shown, and therefore.

Affirm the decree of the District Court.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Nov. 1, 1866.	Dec. 1, 1866.
Debt bearing int. in coin.	$1,333,558,841 80	$1,371,068,591 80
Debt bearing interest in currency..	882,408,440 00	857,622,890 00
Matured debt not presented	36,988,909 21	22,605,794 71
Debt bearing no interest.	428,680,775 33	433,698,598 93
Total...	$2,681,636,966 34	$2,684,995,875 44
Coin in Treasury.....	$99,413,018 55	$95,168,816 15
Currency....	30,913,942 07	40,195,821 07
	$130,326,960 62	$135,364,637 22
Debt less cash in the Treasury.....	$2,551,310,005 72	$2,549,631,238 22

The total debt shows an increase since the 1st of November of $3,358,909 10. The balance in the Treasury shows an increase, as compared with November 1st, of $5,037,676 60. Deducting the amount on hand from the aggregate debt, both on the 1st of November and the 1st of December, the decrease of debt would be $1,678,767 50. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of December, 1866, and the actual decrease in the Public Debt since that period has been $208,058,333 21.

☞ The Oregon Legislature has passed a bill extending aid to the Oregon Central Railroad, which is to be built from Portland to the northern line of California, connecting with the California and Oregon Railroad. By this bill the State agrees to pay 7 per cent. interest on $1,000,000 of the company's bonds for 20 years.

Illinois Central Railroad.

The statement of this Company for the month ending November 30, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold.....	17,979.23 for	$177,488 54
Acres Int. Fund Lands sold.....	321.92 for	3,805 86
Acres Free Lands sold..	6,111.43 for	62,750 46
Total sales during month of Nov., 1866.....	24,412.58 for	$244,044 86
To which add Town Lot Sales		325 00
Total of all.....		$244,369 86
Acres sold since Jan. 1, 1866.....	133,166.05 for	$1,415,597 03
Cash collected in November.....		243,214 72
Cash collected since Jan. 1, 1866...		1,780,300 05

TRAFFIC DEPARTMENT.

Receipts from	Freight	$373,545 00
do.	Passengers.....	136,581 28
do.	Mails.....	6,358 33
do.	Rent of Road.....	4,000 00
do.	Other Sources.....	50,000 00
Total Receipts in Nov., 1866.....		$570,484 61
Total Receipts in Nov., 1865.....		$624,968 30
Total receipts since Jan. 1, 1866....		$6,030,488 90

South Side (L. I.) Railroad.

This road is 35 miles in length, extending from Jamaica, in Queens Co., to Islip, in Suffolk Co. We learn that the whole line is graded and ready for the ties, which have been negotiated for, and will shortly be delivered. We learn, also, that the road is to be extended to Patchogue, in Suffolk Co., and eventually to Williamsburg, in Kings Co., or some other point on the East River. The whole length of the road will then be some 55 miles. The contractors are L. W. Myers and P. C. Shanahan.

Cleveland, Zanesville and Cincinnati R. R.

The projected railroad connection between Cleveland and Cincinnati, *via* Millersburg and Zanesville, is again receiving attention. It is said that a new company has been incorporated which will absorb the whole line, including the Cleveland, Zanesville and Cincinnati and the Cincinnati and Zanesville Railroads, and will supply the two links yet to be constructed, viz: from Millersburg to Zanesville, about 50 miles, and from Morrow to Cincinnati, about 36 miles. The former road is 61 miles in length, extending from Millersburg to Hudson, a point on the Cleveland and Pittsburg Railroad, 26 miles from Cleveland. The latter is 132 miles long extending from Zanesville, on the Central Ohio Railroad, to Morrow, on the Little Miami Railroad, 36 miles from Cincinnati. The only link absolutely required, therefore, is between Millersburg and Zanesville, a distance of about 50 miles. With this portion of the line constructed, trains can run through from Cleveland to Cincinnati without change—the northern and southern portions being supplied by the Cleveland and Pittsburg and Little Miami Railroad Companies, as now.

☞ Subscriptions to the capital stock of the Manufacturers' and Consumers' Railroad Company are progressing, and there is a determination to raise the sum required. The citizens of Pottsville have resolved to raise one-third of the amount, if not more.

Orange and Alexandria Railroad.

The annual financial report of the Orange and Alexandria Railroad shows debts due $300,665 06, with resources, $42,618—leaving a deficit of $258,047. The whole receipts of the company since it was turned over to the present managers have been $300,101, and expenditures $197,450. Next year the company expect a net revenue of $240,000.

☞ The Auditor of the State of Virginia will continue to fund, but not transfer the back interest on the Virginia registered bonds. These bonds bear interest from 1st January, 1866. Parties failing to fund before the 1st proximo will lose the interest from 1st January, 1866, to 1st January, 1867, on the bonds thus deferred.

☞ Arrangements are now being made to construct a railroad from Holmesburg to Bustleton, in Philadelphia county, Penn., a distance of two miles. It is to be connected with the Philadelphia and Trenton railroad at Holmesburg, and will also connect with the Philadelphia and Attleborough railroad, whenever completed.

☞ A despatch dated St. Louis, Dec. 9th says: Two surveying parties belonging to the Pacific Railroad Company have recently arrived at Salt Lake—one by the southern and the other by the northern route. Both routes are pronounced feasible. An excellent grade was also found along the Humboldt river.

☞ A bill was introduced in the U. S. Senate on the 10th inst., by Mr. Conness to grant aid for the construction of the San Francisco Central Pacific Railroad. Referred to the Committee on Public Lands.

☞ A bill was introduced in the House of Representatives on the 10th inst., by Mr. Higby, granting lands to aid in construction of a railroad from Stockton to Copperopolis, California. Referred to the Committee on Public Lands.

☞ The Commissioners of Washington county have refused the application of the President of the Western Maryland Railroad, to pay monthly instalments on the subscription of stock to the road.

☞ The first mortgage bonds of the Chicago, Iowa and Nebraska Railroad Company, have been all cancelled, the second mortgage bonds are now secured by the first mortgage on the road and equipments.

☞ Joseph H. Sherrard has been re-elected President of the Winchester and Potomac Railroad Company. The directors are: William B. Baker, R. Y. Conrad, John F. Wall and Philip Williams.

☞ John W. Garrett Esq., has been re-elected President of the Baltimore and Ohio Railroad Company, and John King, Esq., Vice-President.

☞ The Ohio and Mississippi Railroad Company propose to build a branch road from Vernon to Jeffersonville.

☞ Hon. John W. Van Valkenburgh has been appointed Assistant Superintendent of the Albany and Susquehanna Railroad.

☞ Street passenger cars will commence running in Charleston, S. C., on the 15th inst.

☞ The subject of a railroad from Bergen, in Genesee Co., N. Y., to Olean, in Cattaraugus Co., *via* Warsaw, in Wyoming Co., is eliciting considerable attention. It is understood, that if the towns through which the projected road is to pass, will give the right of way and do the grading, the Central Company will furnish the road and put it in running order.

☞ We learn that the suit for an injunction to prevent the consolidation of the Cincinnati and Indianapolis with the Indianapolis and Lafayette road has been withdrawn. The project for placing the whole line from Cincinnati to Lafayette, under one management and in one company, will be carried out upon the basis originally arranged.

☞ The Hagerstown *Mail* says that the contractors for the extension of the Western Maryland Railroad have commenced work on the section of six miles at Union Bridge, and have bought the lumber for their shanties, on all the sections from Hagerstown to Smithsburg, which are now being built. This looks encouraging.

☞ The Baltimore and Ohio Railroad Company have decided to run three trains a day on the Central Ohio line, one of which will be an accommodation between Wheeling and Zanesville.

☞ Another section of 30 miles of the Union Pacific Railroad was completed on the 5th inst., making the whole length of track constructed west of Omaha, 300 miles.

☞ The Tennessee Legislature have passed a resolution ordering the Comptroller to borrow $250,000 to aid in paying the interest on the State bonds falling due January 1st.

☞ The Georgia House of Representatives has passed the bill granting State aid to Muscogee for the Air Line Railroad.

RAILROAD TIES.

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SECRETARY'S OFFICE,
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NOTICE is hereby given that the second annual election of twenty-one (21) Directors of this Company, and also of three (3) Inspectors, or Judges, of the succeeding election, will be held at the office of the Company, in the City of Meadville, Pa., on Tuesday, the eighth (8th) day of January, 1867.

The poll will be open at 2 P. M. and close at 4 P. M.

The Transfer Books will close on the twenty-fifth (25th) day of December, and open the day after the election.

J. C. CALHOUN, Secretary.
5t49

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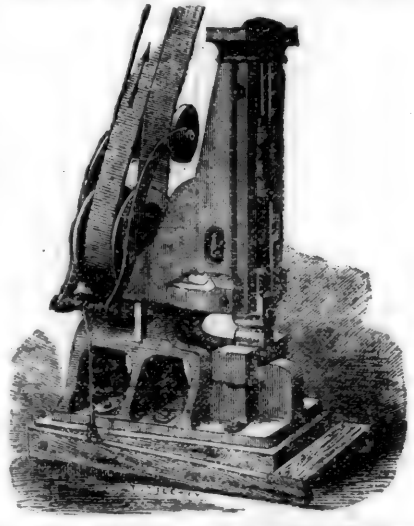
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 22, 1866.

Columbus and Indianapolis Central Railway.

The following gentlemen have been elected directors of this company for the ensuing year: B. E. Smith, and Hon. Wm. Dennison, of Columbus; John Gardner, Norwalk, O; S. R. Hilliard, Delaware, O; Hon. John S. Newman, Indianapolis; Hon. J. F. Thomas, Philadelphia, and J. T. Seeley, Wm. B. Thompson and Joseph Tuckerman, of New York. The officers are: B. E. Smith, President; G. Moodier, Secretary; J. M. Lunt, Superintendent; J. Alexander, Treasurer; W. F. Doggett, Auditor; C. W. Smith, General Freight Agent, and F. Chandler, General Ticket Agent.

Financially, the Columbus and Indianapolis Central Railway Company is in excellent condition, having been enabled during the past summer to make a handsome dividend to stockholders, and pay off on the first of the present month, when they became due, first mortgage bonds to the amount of $600,000. These bonds were negotiated 15 years ago, by Winslow, Lanier & Co., of New York, for the old Indiana Central, and were liquidated by the same house.

The tonnage of this road has increased 33 per cent. since the close of the war, the passenger traffic remaining nearly the same.

The company is now interested in the construction of two branch lines, one from Union City to Logansport, and one from Cambridge City to Rushville and Jeffersonville.

New York Central Railroad.

The annual statement of the operations of this company for the fiscal year ending September 30, 1866, was submitted at a meeting of the stockholders held at Albany on the 12th inst. The following is an abstract:

EARNINGS AND RECEIPTS.

From through passengers		$1,407,254 38
" way "		2,952,994 19
" through freight		6,050,535 15
" way "		3,462,184 51
" mail transportation		95,790 00
" express		159,200 00
" rents, storage, etc		468,827 45
Total		$14,596,785 68

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:		
For passenger business	$4,143,312 30	
" freight "	6,870,128 94	
		$11,013,441 23
For interest, including interest on Debt Certificates held for the sinking fund	$1,049,995 85	
For sinking funds	112,102 38	
For rent of Niagara Bridge and Canandaigua Railroad	60,000 00	
For U. S. tax on earnings	322,232 00	
		1,544,330 23
For dividends, viz:		
No. 25, Feb., 1866, 3 per cent	$739,230 00	
No. 26, Aug., 1866, 3 per cent	739,230 00	
U. S. tax on same	73,923 00	
		1,552,383 00

The transportation expenses for the year ending September 30, 1866, were 75.45 per cent. of the gross earnings for the same period.

The net earnings for the year ending September 30, 1866, were $2,039,014 21, equal to 7.83 per cent. (and U. S. tax thereon) on the amount of the capital stock of the company.

The following is a statement in detail of the cost of operating the road and maintenance of roadway and machinery:

COST OF OPERATING THE ROAD.

	Amount.	Allotted to Pass. Transp.	Allotted to Fg't Transp.
Office exp., stat'ery, etc.	$51,790 84	$20,716 33	$31,074 51
Agents and clerks	348,471 48	140,002 03	208,469 45
Labor, handling freight	463,102 75	.....	463,102 75
Porters, watchmen, etc.	306,696 28	122,678 51	184,017 77
Wood and water station attendance	97,470 54	38,988 21	58,482 33
Conductors, etc.	298,844 89	127,106 64	171,738 25
Enginemen and firemen	456,856 84	139,763 54	317,093 30
Fuel and preparing	1,893,011 21	757,204 48	1,135,806 73
Oil and waste	261,752 38	104,700 98	157,051 40
Loss & damage of goods	128,480 12	3,093 75	125,386 37
Damages for injuries of persons		47,847 01	88,277 61	9,569 40
Damages to property, including damages by fire and cattle killed.	11,867 98	4,747 19	7,120 79
Gen'l superintendence	88,667 78	35,467 11	53,200 67
Contingencies	300,122 29	156,048 91	144,073 38
Totals	$4,754,982 34	1,688,795 24	3,066,187 10

MAINTENANCE OF ROAD AND MACHINERY.

	Amount.	Allotted to Pass. Transp.	Allotted to Fg't Transp.
Repairs of road, etc.:			
Repairs of road bed and railway, except'g cost of iron	$1,435,999 54	$574,399 81	$861,599 73
Cost of road (including the cost of chairs and spikes) used in rep'rs	1,092,256 47	436,902 58	655,353 89
Repairs of buildings	689,962 74	275,985 09	413,977 65
Rep'rs of fences & gates	27,027 13	10,810 85	16,216 28
Taxes on real estate	387,199 44	154,879 77	232,319 67
R'p'rs of Moh'wk turnp.	4,158 32	1,663 32	2,495 00
Repairs of Machinery:			
Totals	$3,636,603 64	1,454,641 42	2,181,962 22
Rep. of engines & tend'rs	$1,199,300 94	$479,720 37	$719,580 57
Do. pass. and bag. cars	434,120 24	434,120 24	.....
Do. freight cars	773,346 48	.....	773,346 48
Do. tools, etc	136,371 60	54,548 67	81,823 02
Incidental expenses	78,715 91	31,486 36	47,229 55
Totals	$2,621,855 26	999,875 64	1,621,979 62

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
Graduation and masonry	$6,777,107	$6,777,107
Bridges	808,068	808,068
Superstructure, including iron	10,523,003	10,641,003
Passenger and freight stations, buildings, etc.	1,411,521	1,411,521
Engine and car houses, machine shops, machinery and fixtures	1,310,280	1,310,280
Land, land damages and fences	4,754,113	4,852,105
Locomotives and fixtures, and snow plows	2,648,966	2,864,966
Passenger & baggage cars.	923,128	923,128
Freight and other cars	2,733,283	2,733,283
Engineering and agencies.	603,529	603,529
Construction account of the Rochester and Lake Ontario Railroad Co	150,000	150,000
Construction account of the Buffalo and Niagara Falls Railroad Co	658,922	658,922
Construction account of the Lewiston Railroad Co.	400,000	400,000
Totals	$33,701,920	$34,133,911

The following is a comparative statement of funded debt and capital stock on the 30th September, 1865 and 1866:

	1865.	1866.
Debt certificates, less am't of sinking fund	$6,690,120	$6,450,439
Bonds payable in 1864	.....	.....
Debts of the former companies outstanding	100,000	100,000
Bonds for funding the debts of the former companies	1,398,000	1,898,000
Bonds for railroad stocks..	634,000	606,000
Bonds for real estate	165,000	165,000
Bonds to Buffalo and Niagara Falls R. R. Co	78,000	77,000
Bonds of Buffalo and Niagara Falls R. R. Co	.....	.....
Bonds and mortgages	238,323	185,365
Convertible bonds, payable in 1876.	2,399,000	2,189,000
Bonds payable in 1887 (to renew bonds due in 1864)	2,925,000	2,925,000
Total am't of funded debt.	$14,627,443	$14,095,804
Capital stock	24,591,000	24,801,000
Total	$39,218,443	$38,896,804

INCOME ACCOUNT.—*For the year ending September 30th*, 1866.

To expenses of maintaining and operating road		$11,013,441 24
Coupons and interest		1,049,995 85
Divid'd No. 25, Feb., 1866, 3 per cent.	$739,230	
Divid'd No. 26, Aug., 1866, 3 per cent.	739,230	
U. S. tax on same	73,923	
		1,552,383 00
Future income: am't of one year's contribution to debt certificate sinking fund, transferred to current income account		112,102 38
Rent of the Niagara Bridge and Canandaigua Railroad		60,000 00
U. S. tax on earnings		322,232 00
Balance, September 30, 1866		4,407,928 70
		$18,518,083 17
By balance, September 30, 1865		$3,921,297 49
Passenger receipts	$4,360,248 57	
Freight "	9,671,919 66	
Mail "	95,790 00	
Miscellaneous "	468,827 45	
		14,596,785 68
		$18,518,083 17

The following is a statement of earnings from passengers, freight and all other sources, for the years ending September 30th, from 1853, to 1866, both inclusive.

	Passengers.	Freight.	Other Sources.	Total.
1853	$2,320,669	$1,835,572	$122,279	$4,787,520
1854	3,151,514	2,479,821	287,000	5,918,335
1855	3,242,229	3,189,603	131,749	6,563,581
1856	3,207,378	5,328,041	171,928	7,707,348
1857	3,147,637	4,559,276	320,339	8,027,251
1858	2,532,647	3,700,270	295,496	6,528,413
1859	2,566,370	3,337,148	297,331	6,200,849
1860	2,569,265	4,095,934	292,042	6,957,241
1861	2,315,933	4,664,449	328,660	7,309,042
1862	2,389,724	6,607,331	359,773	9,356,828
1863	2,930,341	7,498,509	468,781	10,897,631
1864	3,923,152	8,543,371	531,367	12,997,890
1865	4,521,454	8,776,027	678,043	13,975,524
1866	4,360,248	9,671,920	564,617	14,596,786
	$40,857,892	71,451,700	4,727,126	117,036,719

BALANCE SHEET.

From General Ledger, September 30th, 1866.

Railroad and equipment		$34,133,911 35
Cash in banks	$21,617 88	
Passenger and freight ag'ts, balances, since remitted	530,311 80	
		551,929 18
Buffalo and State Line R. R. Co. stock	$542,300 00	
Troy Union R. R. Co. stock	75,750 00	
Hudson River Bridge Co. stock and bonds.	578,300 00	
Lake propeller stock	198,402 33	
Bonds of Erie & Pittsburg R. R. Co	76,080 26	
		1,470,832 59
Future income: Proportion of debt certificates, &c., chargeable to the income of the company, pursuant to the consolidation agreement, from September 30, 1866, to May 1, 1883		6,527,438 74
Fuel and supplies; surplus beyond $1,000,000		1,192,948 30
Bills receivable	$186,395 94	
General P. O. depart.	23,947 50	
Real estate (Buffalo and N. F. R. R. Co.).	32,500 00	
		242,843 44
		$44,119,903 60
Capital stock		$24,801,000 00
Debt certificates	$6,450,438 74	
Bonds for R. R. stock	606,000 00	
" real estate	165,000 00	
" funding debts of old companies.	1,398,000 00	
Funded debt of Sch. and Troy R. R. Co.	100,000 00	
Bonds to Buffalo and Niagara Falls R.R.	77,000 00	
Bonds, convertible due 1876	2,189,000 00	
Bonds and mortgages	185,365 60	
Bonds due 1887	2,925,000 00	
		14,095,804 34
Unclaimed dividends	$7,066 60	
Expenses of operating the road, paid in Oct.	388,284 03	
Coupons and interest; accrued to Sept. 30	363,006 48	
United States tax acc't.	56,813 45	
		815,170 56
Income account; balance September 30, 1866		4,407,928 70
		$44,119,903 60

The following is a detailed statement of the funded debt:

Debt certificates, or premium bonds, issued to stockholders in 1853, under the consolidation agreement, payable May 1, 1883, with interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$8,892,600 00	
Deduct the amount of the sinking fund provided for their payment under the consolidation agreement, consisting of $1,875,100 00 in said certificates duly cancelled, and amount temporarily uninvested $567,061 26	2,442,161 26	
		$6,450,438 74
Amount outstanding of the debts of the former companies, assumed under the consolidation agreement		100,000 00
Bonds for funding the principal of the debts assumed for the former companies, at consolidation, payable August 1st, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st of February and August	$1,780,000	
Less in sink'g f'd cancelled	382,000	
		1,398,000 00
Bonds to stockholders in Buffalo and Niagara Falls Railroad Company, under the lease of that Company's road, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$110,800	
Less in sink'g f'd cancelled.	33,800	
		77,000 00
Bonds for railroad stock, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$817,000	
Less in sink'g f'd cancelled.	211,000	
		606,000 00
Bonds for real estate purchased, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November	$235,000	
Less in sink'g f'd cancelled.	70,000	
		165,000 00
Bonds and mortgages, for real estate purchased, with interest at 7 per cent. per annum, excepting $45,550 50, the interest upon which is at 6 per cent. per annum		185,365 60
Bonds payable August, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August, with convertible privilege at par, till 1st August, 1869*	$2,990,000	
Less conv. into capital st'k	801,000	
		2,189,000 00
Bonds payable December, 1887, interest at 6 per cent. per annum, payable semi-annually on 15th June and December—issued in renewal of 7 per cent. bonds, due 15th June, 1864†	$3,000,000	
Less in sink'g f'd cancelled	75,000	
		2,925,000 00
Total amount of funded debt Sept. 30th 1866		$14,095,804 34

* Between the close of the fiscal year and the verification of this report, the further amount of $1,729,000 in these bonds was converted into capital stock—making the total amount of capital stock on the 11th December, 1866, $26,530,000, and leaving the amount in these bonds outstanding $460,000.

† Of these bonds $11,900 in amount had not been presented for payment at the close of the fiscal year—the funds to meet them having been appropriated, they are not included in the statement of debt.

The company has no floating debt.

The average rate per annum of interest on funded debt, is 6.21 per cent., and all interest, except on mortgages, is payable in the city of New York.

ADDITIONAL STATEMENTS.

The items charged to construction account, during the year, have been:

Land: principally at St. Johnsville, Syracuse, Rochester and Buffalo...	$97,991 79
18 locomotive engines added to equipment.....	216,000 00
11.80 miles of second track on the Syracuse and Rochester direct road..	118 000 00
	$431,991 79

Between the close of the fiscal year and the issuing of this report, the remainder of the second track on the Syracuse and Rochester direct road (1.29 miles) has been completed and brought into use, so that the entire main line (Albany to Buffalo) is now double tracked, except from Rochester to Churchville, 14 51 miles.

The amount charged to transportation expenses includes the cost of rebuilding the freight house and elevator at Buffalo which were destroyed by fire on the 17th of March last, and the erection of an iron bridge over the Erie canal at Canastota, besides the general repairs and improvements necessarily consequent upon the increased magnitude of the year's traffic.

The bridge across the Hudson river at Albany was opened for use on the 22d of February last, enabling through trains to and from New York and Boston, *via* Albany, to be run without the transfer of passengers or freight.

In June last this Company commenced operating the road of the Saratoga and Hudson River Railroad Company, from its junction with this Company's road, about 3¼ miles east of Schenectady, to Athens, on the Hudson river, a distance of about 37¼ miles.

The length of iron bridging now upon the line, reduced to single track, is 6,131¾ feet.

The renewal of iron rails during the year amounted to 20,375 tons, equal to 205.57 miles of single track. The number of ties renewed during the same period was 471,436.

Since the close of the fiscal year a part of the down track on the grade just west of Albany has been laid with steel rails, with a view to test, practically, the economy of using them to a greater or less extent instead of iron.

The capital stock has been increased during the year $210,000, by the conversion of an equivalent amount of 7 per cent. bonds due in 1876. In 1865, $205,000 of these bonds were converted; in 1864, $177,000; in 1863, $209,000—making the amount to date $801,000. The funded debt has decreased $531,638 43—making the decrease of capital stock and funded debt during the year $321,638 43.

The increase in gross earnings over the previous year has been $621,261 29; with an increase in expenses, exclusive of interest and sinking funds, of $114,863 30—making the increase in net earnings $506,397 99. The increase of fuel and supplies on hand is $1,019,315 12.

The company have 276 locomotives; 208 first-class passenger cars; 84 second class and emigrant cars; 83 baggage, mail and express cars; 4,876 freight cars; and 351 cars for gravel and other service.

Miles run by passenger trains 2,371,321; by freight trains, 3,833,454; by other trains, 402,486—total 6,607,261, an increase as compared with 1865 of 803,213. Aggregate miles run by passenger cars in passenger trains, 9,050,340; do., by baggage, mail and express cars 3,304,912—total, 12,455,252, an increase of 284,939.

Number of passengers carried eastward, 1,936,012, of which 97,674 were through, and 1,838,338 were way. Do., carried westward 1,778,722, of which 107,093 were through, and 1,671,629 were way. Aggregate both ways 3,714,734, of which 204,767 were through, and 3,509,967 were way. Total miles traveled by passengers 212,950,779—a decrease as compared with the previous year of 10,278,492.

Tons of freight carried eastward 1,108,675, of which 577,068 were through, and 591,607 way. Do., carried westward, 493,522, of which 226,772 were through, and 266,750 way. Aggregate both ways 1,602,197, of which 743,840 were through, and 858,357 way. Total movement of freight, or number of tons carried one mile, 331,075,547—an increase as compared with the previous year of 66,121,921.

Length of main line from Albany to Buffalo, 297.75 miles; length of side or parallel and branch lines 258.13—total length of main, side and branch lines owned by the company, 555.88; length of second track, on main line and branches, 280.51; length of sidings, turnouts and switches 152.27—total length of equivalent single track, 988.66 miles.

Length of Niagara Bridge and Canandaigua railroad (leased) 98.46 miles; sidings, turnouts and switches 3.42—total length of equivalent single track 101.88.

Length of Saratoga and Hudson river railroad, from junction east of Schenectady, to Athens (leased) 37.87 miles; sidings, turnouts and switches 5.32—total length of equivalent single track, 43.17.

Total length of equivalent single track on leased roads, 145.07. Do. on lines owned and lines eased, 1,133.73.

Baltimore and Ohio Railroad.

The regular monthly meeting of this company was held in Baltimore on the 12th inst., at which J. W. Garrett, Esq., was re-elected President, a position he has filled during the past eight years with signal ability. On taking the chair he delivered an address of which the following is an abstract.

At the annual meeting on the 19th of November, the 38th annual report, for the year ending Nov. 30, 1864, was presented; but owing to causes heretofore stated, viz: the difficulty of adjusting accounts with the Government, the subsequent reports have not been submitted. He then proceeds to state the leading acts, the progress of the works, and the developments of the policy of the company, and of its prospects.

During the past year, in addition to the regular force, more than 2,000 men have been employed in constructing second track, tunnels, bridges, water stations and buildings; the result of which has been the construction of 80 miles of first class double track, which are now in use, and the enlargement of the tunnel at Marriottsville to the requisite size for the admission of the large cars now in use. The tunnel at Paw-Paw is also being enlarged. A large amount of grading and other work has been done in the meantime upon the remainder of the line east of Piedmont; and it is confidently expected that the entire line from Baltimore to Piedmont, 206 miles, will be completed with a superior double track during the next year. A tunnel 800 feet in length is in course of construction near the Point of Rocks, where the Chesapeake and Delaware canal borders upon the Potomac River. This work, which was commenced in December, 1865, is already more than half accomplished, and it is expected the heading will be through by February next, and that by August following the double track can be laid through this tunnel, and the exposed line upon the banks of the canal be abandoned. Preparations are also being made to commence work upon another tunnel at Williams' Point, west of the tunnel above mentioned, the construction of which during the winter months can be easily performed without interference with the canal. Care is taken to straighten the line and improve the curves, wherever practicable, during the construction of the double track, by which decided improvements are being accomplished.

Since the close of the war, 12 first class iron bridges of an aggregate length of 3,475 feet with 27 spans varying from 78 to 205 feet in length, have been constructed and are now in successful use. A brick machine shop, two stories, 199 by 60 feet has been erected at Mt. Clair. Schroeder's Run has also been securely arched. A blacksmith shop 568 by 70 feet, and wheel house 50 by 100 feet, built of brick, are nearly completed. At Martinsburg an engine house and machine shop, 184 by 60 feet has been finished; and a car shop 100 by 200 feet is approaching completion. At Piedmont a new passenger station, engine house, blacksmith, car and other shops, have been erected. An engine house at Grafton is nearly completed. Additional buildings have been and are being constructed at Parkersburg, Wheeling, and other important points.

A large force is now employed in arching the tunnels upon the Parkersburg Branch, three of which will be completed during the present month; in addition to which 1,010 feet have been arched at Eaton's tunnel. The arching of three additional tunnels will be immediately commenced. It is the purpose of the company to press energetically the work of arching every tunnel upon the line as rapidly as it can be judiciously performed.

Upon the solicitation of the Winchester and Potomac Railroad Company, at the close of the war, this company undertook the re-construction of its bridges, and the construction of its road from Stevenson's station to Winchester, together with the necessary buildings. It also arranged with that company to supply the requisite machinery, and work the road. These arrangements have given great satisfaction, and the results are cordially appreciated by all parties interested.

Much work has been done upon the Washington County Railroad, leading from the Main Stem at Weaverton to Hagerstown, 23 miles. This company has thus far contributed to the payment for work done upon that road $180,000. It is expected that the road will be opened prior to the dedication of the National Cemetery at Antietam, on the 17th of September next. As this road passes through that classic battle ground, it is anticipated that its large facilities, in connection with the Baltimore and Ohio road, will enable the great concourse expected on that interesting occasion to reach the Cemetery with convenience and comfort. Upon the completion of this most desirable and important road, Washington County will have not only the benefit of transportation by the Chesapeake and Ohio Canal, and as at present a

route through the Cumberland Valley Railroad, and by the Northern Central and Pennsylvania Railroads to Baltimore and Philadelphia, but also economical transportation by this excellent and direct line over the double tracked Baltimore and Ohio road to Baltimore.

The President regrets the delay in the construction of the Pittsburg and Connellsville Railroad, caused by litigation; but for which, the direct communication by rail, between Baltimore and Pittsburg, would now be in actual operation. The work upon the road is, however, being gradually pushed forward, and the heaviest portion of it—the Sand Patch Tunnel, through the summit of the Alleghenies—is well advanced towards completion.

The company's engineers have located two routes from the Point of Rocks to Washington—one *via* Bladensburg, and the second directly into the city of Washington. By the latter route the distance will be but 42 miles, being a reduction of the distance, compared with that by the Relay House, of 49 miles. The latter location was made by the solicitation of the Mayor, and other leading citizens of Washington.

During its last session, Congress refused to authorize any additional lines of road from Washington to Baltimore, and after thorough examination, the Committee on the District of Columbia recommended the passage of an act, in July last, which became a law on the 25th of that month, authorizing the entrance of the Metropolitan Branch into the District of Columbia, and to the city of Washington, under an agreement to be made with that city. The authorities of Washington appeared desirous that the more direct route should be selected, instead of that *via* Bladensburg, and their Councils have now this subject under consideration. If they adopt satisfactory legislation, the Mayor of that city has been assured, in accordance with the views entertained by this Board, that the line which they prefer shall be adopted.

As it is very clear that, with the fact that the present double track road between Baltimore and Washington affords abundant facilities for more than twenty times the amount of transportation now offering or to be obtained for the route, that no public interest requires a parallel line to be built, it is still believed, as great public interests will be served by the construction of the direct line from Washington to the Point of Rocks, that Congress will maintain the views heretofore held, by refusing its authority for such lines, and continue thus to encourage the large expenditure of money by this company required to complete the Metropolitan Branch.

During the past nine months a large portion of the heaviest work upon this line at Parr's Ridge has been executed. The line has also been located, and arrangements perfected, should the authorities of Washington legislate satisfactorily for the entrance of the road into that city, to commence there at once, and prosecute the work with rapidity, so as to open this line from Washington to Rockville for local and other purposes at the earliest practicable period. It is also preparing to commence at various other points upon the line, so that the entire work can be vigorously prosecuted.

This company has not contributed to the construction of the line of railway from Harper's Ferry through the Valley of Virginia to connect with the Virginia and Tennessee Railroad, etc., for the reason that adequate legislation has not been secured in that State; and because this company has before it enterprises which will absorb all the means it can command. It is, however, ready and willing to co-operate with the State in developing the resources of this region, whenever the Legislature, considering the facilities which will be afforded the mining, manufacturing and agricultural interests thereof, by an outlet through this road, shall respond by such wise action as will serve the vast and important interests involved.

The lease of the Central Ohio Railroad, which went into operation on the 1st of the present month, is next alluded to. The line is now under the same government from Baltimore to Columbus. It is the design of this company at once to so strengthen and improve that road, and add to its equipment and facilities, as will enable it to transact, promptly and successfully, a largely increased business. It is believed that great advantages will result to the city of Baltimore, and to the Baltimore and Ohio and Central Ohio Roads, from this unity of management and perfect co-operation. The officers of the Baltimore and Ohio Company are making special arrangements to promote the local interests upon that road, as is the system upon its own line, and to furnish every practicable facility for the increase of its traffic and the development of its advantages. More intimate relations will be secured and maintained with the great lines of railway centering at Columbus, and it is designed to secure increased advantages for prompt transportation of freight, and in improved connections for passengers. The lines running in connection with the Central Ohio Road desired the arrangement which has been made, and this company is assured of their cordial and effective co-operation in increasing and improving the business and facilities of the route.

The equipment of the company has been continuously increased, especially in locomotive power, so that it is enabled not only to transact promptly all business offered, but also to furnish additional capacity for a largely increased business. The organization of the lightning express line has proved to be a marked success, and is most useful in advancing the special interests for which it was designed, viz: the transportation of costly and perishable articles between the west and east over the entire road at passenger speed. The arrangements of this line extend from Baltimore *via* Parkersburg, and the Marietta and Cincinnati Road to Cincinnati and the Southwest, and *via* Bellaire and the Central Ohio Road to Columbus, and all points in the West and Northwest.

Owing to unforeseen difficulties, the location of the bridges over the Ohio river has been delayed. It is hoped that such arrangements will shortly be made as will enable the company to progress rapidly with the building of these important structures.

It is the intention of the company in connection with the Marietta and Cincinnati Railroad Company, to establish, during the next season, an independent line for passengers and freight between Cincinnati and Baltimore and Washington.

The general business of the road has been large, and has been conducted with promptness and regularity. The coal business for a large portion of the year has been heavy. During May, June and July, it amounted to 265,152 tons, exclusive of that for the use of the company—showing a capacity at that time for shipment of more than a million of tons a year. The increase in equipment and in double track since that time has increased the capacity of the road to one and a half millions per year.

The establishment of the line of steamships between Baltimore and Liverpool has proved a decided success. The vessels have thus far made 14 voyages to, and 12 from, Liverpool with full lists of passengers and freight. It was also found necessary to charter an additional vessel, which is now loading at Liverpool for Baltimore. It has been determined also to establish a permanent line between Baltimore and Bremen, and arrangements are being made for the construction of two iron steamers for that purpose. This company have also joined in the formation of a line between Baltimore and Charleston, in connection with the Charleston Railroad Company, and the Savannah Railroad Company, and merchants and others of the two cities. The number of steamers connected with the port of Baltimore on the 1st inst., aggregated 99, of which 22 are ocean steamships.

The roads under the management of the Baltimore and Ohio Railroad Company now traverse 683 miles of territory, viz: the Main Stem, 379 miles; the Parkersburg branch, 104 miles; the Washington branch, 31 miles; the Winchester and Potomac road, 32 miles; and the Central Ohio, 137 miles.

Evidences are not wanting of the large prosperity of the regions traversed by the Main Stem and the Parkersburg branch, and which is doubtless attributable as well to the correctness of the policy and of the system of management furnished and acted upon by the company, as to the advantages and facilities afforded by the road. The connecting roads to be built, and which will doubtless be influenced by the principles of this management, will unquestionably yield to the territories through which they pass fruitions equally important and desirable and which will assure also there progress and prosperity.

The address, of which the above is but a faint outline, was fully endorsed and approved, and ordered to be printed in pamphlet form for general distribution.

Philadelphia and Reading Railroad.

The fiscal year of this company closed on the 30th of November. The total quantity of Anthracite coal transported over the Schuylkill County branch, was

In 1866	3,425,330 05	tons.
In 1865	2,802,892 90	"
Increase in 1866	622,937 15	"

This table does not embrace the Bituminous coal transported over the Lebanon branch, nor the Anthracite over the Schuylkill and Susquehanna Railroad, West, which is but a small quantity.

☞ The total coal tonnage of the Lehigh Valley Railroad for the year ending Nov. 30 was:

In 1866	1,730,474 12	tons.
In 1865	1,402,276 16	"
Increase in 1866	328,197 16	"

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool	$3,504,951	$1,268,329
" cotton ...	2,119,882	559,955
" silk	1,657,563	637,585
" flax	1,884,646	794,909
Miscellaneous dry goods..	669,515	527,761
Total entered for consump.	$9,836,557	$3,788,539

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool	$279,644	$793,884
" cotton ...	182,193	214,151
" silk	173,125	452,607
" flax	180,971	391,352
Miscellaneous dry goods..	37,668	93,672
Total withdrawn from warehouse	$853,601	$1,945,666
Add entered for consump..	9,836,557	8,788,539
Tot. thrown on the market.	$10,690,158	$5,734,205

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool	$885,896	$1,205,661
" cotton ...	815,253	447,210
" silk	588,726	655,221
" flax	533,740	985,066
Miscellaneous dry goods..	27,775	177,539
Total entered for wareh'g.	$2,851,390	$3,470,697
Add entered for consump..	9,836,557	8,788,539
Total entered at the port.	$12,687,947	$7,259,236

The imports of foreign dry goods at New York for eleven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.
Manufactures of wool ...	$24,984,172	$30,020,588
" cotton ..	10,182,582	14,067,285
" silk	15,144,984	15,988,324
" flax	9,981,948	12,227,239
Miscellaneous dry goods.	3,435,736	7,212,578
Total ent. for consump...	$63,729,422	$79,516,014

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.
Manufactures of wool ...	$9,038,085	$16,303,644
" cotton ..	2,789,585	5,594,897
" silk	3,622,757	7,298,861
" flax	4,057,070	4,991,555
Miscellaneous dry goods.	787,899	1,174,714
Total withdrawn from warehouse	$20,295,396	$35,363,671
Add ent. for consump...	63,729,422	79,516,014
Total thrown on the market	$84,024,818	$114,879,685

ENTERED FOR WAREHOUSING.

	1865.	1866.
Manufactures of wool ..	$7,409,031	$18,628,967
" cotton .	2,571,890	5,830,758
" silk ...	3,827,228	7,940,323
" flax ...	3,346,425	6,816,520
Miscellaneous dry goods	502,151	1,500,542
Total entered warehouse.	$17,656,725	$40,717,110
Add ent. for consumpt'n.	63,729,422	79,516,014
Total entered at the port.	$81,386,147	$120,233,124

☞ Gen. G. C. Wharton has been elected Chief Engineer of the Virginia and Kentucky Railroad, with power to appoint his assistants. The road has been located and partly constructed.

☞ The Connecticut and Passumpsic Rivers Railroad has been built to a point just over the Canada line, six miles beyond Newport, Vt.

Commerce of New York.

The foreign imports at New York for the month of November are officially stated as follows:

	1865.	1866.
Entered for consumpt'n.	$16,655,761	$10,688,544
Entered for warehous'ng	9,184,116	8,345,859
Free goods	1,159,248	873,514
Specie and bullion.....	236,526	802,937
Total entered at port ...	$27,235,651	$20,710,854
Withdrawn fr. warehouse	4,249,381	6,186,725

The foreign imports at New York for eleven months from January 1st, were:

	1865.	1866.
Entered for consumpt'n.	$113,966,549	$155,353,565
Do. for warehousing ...	73,234,644	110,127,920
Free goods	9,496,900	12,053,589
Specie and bullion	1,996,227	9,225,936
Total entered at port ..	$198,694,320	$286,761,010
Withdrawn fr. wareh'se	76,891,680	95,676,446

The duties received at New York from Jan. 1st, were:

	1865.	1866.
1st quarter.....	$14,415,083 83	$35,618,902 52
2d quarter.....	22,280,493 24	31,929,287 26
3d quarter.....	35,821,581 79	36,105,092 08
In October.....	10,973,513 01	11,002,048 08
In November....	9,933,483 76	7,716,883 67
Total from Jan. 1.	$93,424,155 63	$122,372,231 61

The exports from New York to foreign ports in the month of November, were:

	1865.	1866.
Domestic produce.....	$22,763,327	$13,651,464
Foreign mdse., free.....	109,155	268,600
Do. dutiable.....	208,091	64,001
Specie and bullion	2,046,180	3,766,690
Total exports	$25,126,753	$17,750,755
Do. exclusive of specie..	23,080,573	13,984,065

The exports from New York to foreign ports for eleven months from January 1st, were:

	1865.	1866.
Domestic produce	$151,684,620	$169,838,354
Foreign mdse., free....	914,570	662,218
Do. dutiable.....	3,201,804	4,415,445
Specie and bullion....	27,251,522	59,256,430
Total exports	$183,052,516	$234,172,447
Do. exclusive of specie.	156,800,994	174,916,017

Western Maryland Railroad.

We understand that the Board of County Commissioners unanimously refused to raise at this time the $150,000 subscribed by the county to the above road, on certain conditions and upon certain representations, the law authorizing the County Commissioners to subscribe the above amount, required as a condition precedent to the grading of the road to our eastern county limits, or the satisfactory assurances to the Commissioners that this would be done in a reasonable time. It seems the President and Directors of the road last fall, Mr. Irwin being then the President, came before the Commissioners with a statement that the road could be built at a cost in no case exceeding $1,200,000, and assured them that over $1,100,000 had already been subscribed, leaving only about $75,000 necessary to complete the entire road to Hagerstown. Upon this statement of facts, and relying upon the absolute truth thereof, the Commissioners subscribed the sum of $150,000 in behalf of the people of this county. Subsequently Mr. Irwin, and his Board of Directors let the making of the road for the sum of $1,659,000, without having obtained any additional subscriptions, thus falsifying the statement made to the Board and entering into a contract for the payment of about $400,000 more than the company could command, thus demonstrating conclusively that the road could not be made to our eastern limits with the funds now at the command of the company. Under this state of facts, and not wishing to sink $150,000 of our people's money in this end of the road years before it could or would, in all probability, be made available by the completion of the entire road, the Commissioners declined to authorize the commencement of work on the road in this county. We have not the slightest doubt but that their action will be heartily endorsed by all our people. What has been done by our County Commissioners involves no hostility to the road whatever, but what was eminently proper and necessary to save our people from having to pay $9,000 annually as interest on $150,000 expended for five or ten years before the road could or is likely to be made available. We hope the company will press on its work and bring the road to our eastern county borders; *then* will the Commissioners commence *our* part of the work and speedily complete the same, but *not* before this happens.—*Hagerstown Herald.*

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 7th Dec., inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865..	934,300	9,998,400	18,166,700	4,269,100
1866..	450,800	6,852,700	24,193,100	6,801,600
Dec.	483,500	3,145,700	*6,076,400	2,532,500

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,112,640 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 7th of Dec., in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1.
Flour, bbls.....	1,184,300	934,300	450,000
Wheat, bush....	15,465,600	9,998,400	6,852,700
Corn, bush.....	10,352,400	18,146,700	24,193,000
Barley, bush....	3,045,900	4,249,100	6,801,600
Oats, bush.....	12,177,500	10,489,900	10,240,300
Rye, bush.....	620,300	1,289,900	1,521,800
Malt, bush.....	.....	505,100	427,000
Beef, bbls	70,700	9,864	2,200
Pork, bbls.....	58,400	15,109	43
Bacon, lbs.....	579,600	1,273,100	10,000
Butter, lbs.....	1,327,800	1,239,900	1,255,000
Lard, lbs.....	2,614,800	1,999,600	1,241,400
Cheese, lbs.....	4,398,900	16,671,000	9,807,000
Wool.....	1,302,100	635,500	519,800

☞ The Hanover Branch (Mass.) Railroad Co. have contracted with J. B. Dacy & Co., of Dorchester, to build their road. It will be commenced in a few days, and by the opening of summer the road bed will be far advanced towards completion.

☞ The Senate of Alabama, on the 6th inst., passed a bill authorizing the City Council of Montgomery to issue bonds to the extent of $1,000,000 in aid of the South and North Alabama Railroad.

☞ Mr. A. Altman of the Stock and Banking House of Messrs. Smith, Martin & Co., No. 11 Broad street, has been admitted a member of the Open Board of Brokers.

☞ Mr. Charles O. Russell has been appointed Superintendent of the Western (Mass.) Railroad, *vice* Mr. Henry Gray, resigned. Mr. J. B. Chapin, has been appointed Assistant Superintendent.

☞ The Governor of Georgia has vetoed the Air Line Railroad Bill.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1½	20,000	4½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3½
Aztec ..... "	25	4½	20,000	4
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	10½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	----	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	62½c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	¾	----	80,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	4
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	51
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	4½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River .. "	25	6½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd .. "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	43
Franklin ..... L. S.	25	8½	20,000	30c
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ..... L. S	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	12½
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	2
Hungarian ..... "	25	1	20,000	4
Huron ..... "	25	19	20,000	37
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	18
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California .. Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	6½	20,000	2½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Meadota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	2
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	14
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	5
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	----	20,000	----
Petherick ..... "	25	50	20,000	2½
Pewabic ..... "	25	5½	20,000	27½
Phila. & Boston .. "	25	3½	20,000	----
Phœnix ..... "	25	15	20,000	6
Pittsburg & Boston "	25	15	20,000	45
Pontiac ..... "	25	5½	20,000	1½
Prescott ..... Ariz. T.	100	10½	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	42
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	6½
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	7½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1½
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societas Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	2½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1½	20,000	1
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point .... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire . N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1½
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	64
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	10½
Atlantic & G. C. .. Md.	----	----	----	90c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	50	12½	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2½
Big Mountain ..... Pa.	----	----	----	4½
Boston & Picton. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N.S.	----	----	----	----
Cape Briton ..... N. S.	25	25	200,000	1½
Cameron ..... Pa.	50	----	60,000	----
Central ..... "	100	100	20,000	50
Columbian ..... "	----	----	----	----
Coal Brook ..... "	50	50	20,000	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	68½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	44
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	1½
Maryland Anth .... Md.	20	20	25,000	4½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	21
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fida. Pa.	----	----	----	3½
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	13½
Shamokin ..... "	----	----	----	----
Somerset I. & C .... "	----	----	----	----
Spring Mountain ... "	50	----	----	70
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,760	68
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	36

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	¼
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag .... Col.	10	----	60,000	1½
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	4
Baltic ..... Col.	----	----	----	50c
Bates & Baxter .... "	----	----	----	1½
Benton ..... "	5	----	100,000	1
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	35c
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	2½
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	1½
Consol Gregory ... Col.	100	----	50,000	9½
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	4
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	2
Downieville ..... "	1	----	300,000	11c
Eagle ..... "	10	----	100,000	18c
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	75c
Gunnell ..... "	10	----	300,000	85c
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	90c
Holman ..... "	2	----	150,000	28c
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	98c
La Crosse ..... "	10	----	100,000	1½
Liebig ..... "	5	----	200,000	1
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	12½
Do. preferred .. "	100	100	57,744	31½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	10c
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	1½
New York ..... Col.	10	----	100,000	1½
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	15c
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1½
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	2½
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	3
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	6½
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	25c
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1½
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	90,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City .... "	100	----	60,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	10c
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	44½
Santa Clara ..... "	100	----	80,000	2
Miscellaneous:				
American Tin .... N. H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	21
Saginaw Salt .... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2 horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6⅔	....	41⅔
30 Nov.'65	4.52	—	208	31	..	Broadway, Boston	324,225	350,000	—	7,297	144,660	10,150	5½	....	43½
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,071	727,800	150,000	94	(Union Co.)		9	....	93
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	....	—
30 Nov.'65	2.44	—	29	6	..	Lowell (Horse)	45,119	43,706	—	1,413	15,157	loss.	—	....	—
30 Nov.'65	12.50	—	197	32	..	Lynn and Boston	275,739	200,000	50,000	54,259	160,157	loss.	4	....	42
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middlesex)		—	....	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov.'65	33.74	—	340	151	..	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	65 dl	loss.	8	....	56⅔
30 Nov.'65	3.87	—	255	41	..	Middlesex (Boston)	487,441	400,000	32,000	75,952	17 8	2,577	—	....	47
30 Nov.'65	5.69	—	60	9	—	Quincy	154,338	71,600	58,400	55,500	6 .. 2	loss.	—	....	—
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	36,108	1,975	—	....	—
30 Nov.'65	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	—
30 Nov.'65	6.74	—	—	—	—	Suburban	95 500	5,000	—	—	(Mal. & Mel.)		—	....	—
30 Nov.'65	—	—	352	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90⅝
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,250	13,600	—	—	8,955	loss.	3⅔	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	....	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	....	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	....
30 Sep.'65	17.50	—	—	25	—	Bleecker St. & Fulton Ferry	1,585,966	900,000	610,000	46 000	103,215	37,588	—	100	....
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	222,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71.180	28 068	8,282	—	100	....
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173.827	3 666	9	100	....
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539.162	366,000	200,000	37,662	104 691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164.000	20,000	3,200	—	—	—	100	....
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7 500	35,000	.....	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N.Y.)	1,517,606	955.900	550,000	.....	528,090	74 053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1.260,915	1,000,000	160,000	.....	627,153	90,670	5	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	982,521	750,000	260,000	2,698	227 662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep.'65	—	10.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep.'65	19.10	—	—	80	—	Ninth Avenue	444.877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	.....	.....	—	—	—	—	....
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	186,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139 604	482.224	loss.	—	100	....
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,300000	115 000	1,024742	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope:by	T.& L. R. R.		—	—	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	.....	30,752	loss.	—	—	....
30 Sep.'65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	—	....
31 Dec.'65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,000	20,950	105 358	29,459	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	.....	.....	.....	—	—	....
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	.....	.....	.....	40	10	52
31 Oct.'65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	....
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	.....	286,861	91,545	—	50	19½
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8.227	—	—	....
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	.....	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	395,169	112,245	250,000	.....	197,195	49 561	—	—	32½
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	.....	.....	122,866	36,832	4	50	29
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	.....	9,000	6.726	3 562	—	25	....
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75,131	153 813	39,179	—	50	18⅝
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	59,200	16,000	72,460	14,007	—	25	15½
31 Oct.'65	....	—	—	—	—	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	—	—	—	—	....
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.08	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,000	.....	67,040	14,278	14	50	....
31 Oct.'65	2.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	.....	149,978	59,722	7½	50	....
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	.....	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	.....	41,737	6,903	—	50	14
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203.757	137,300	.....	437 562	158,830	10	50	90½
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	.....	.....	51 663	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Ph.il. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	36
31 Oct.'65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	.....	.....	210,143	87,810	9½	50	70
31 Oct.'65	6.25	—	143	23	—	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	19
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	4½
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81 335	10	50	70
31 Oct.'65	1.00	—	9	4	—	Williamsport	.....	15,150	.....	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31 549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st M rtgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	6,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortga, e	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	93,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71–75	91½
Malden and Melrose: 1st Mortgage [un antied]	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex: 1st Mortgage	32,000	..	.....	.....	..
Malden & Melrose bonds	49,351	..	.....	.....	....
Real Estate	10,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mor gage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	85,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1879	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1909	..

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Dec. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,125,400	6	Jan. & July.	1867	100
Loan of March 31, 1848 ..... registered	8,712,542	6	" "	1868	137
" " " ..... coupon		6	" "	1868	125
Texas Indemnity, of Sep. 9, 1850 ..... coupon	334,000		" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	102
" " " ..... coupon		5	" "	1874	103½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " ..... coupon		5	" "	1871	108
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108
" " " " " ..... coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108½
" " " ..... coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ..registered	264,308,500	6	" "	1881	108½
" " " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ....registered	514,780,500	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) ...registered	100,000,000	6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	106½
Loan of March 3, 1865 (5-20s)....registered	246,868,800	6	May & Nov.	1885	107
" " " (5-20s)..... coupon		6	" "	1885	106½
Loan of March 3, 1864, (10-40s)...registered	171,969,350	5	Mar. & Sept.	1904	99½
" " " " ..... coupon		5	" "	1904	100
Pacific R. R. Bonds of (currency) ...registered	10,302,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350			Du.	----
" June 20, '54 & Mar. 3, '65 1st series	699,993,750	7.3	Feb. & Aug.	1867	105½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" " 1865 ..... 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	22,454,144	6	At maturity.	Due.	----
Gold Certificates of Deposit	19,636,500				----
Compound Interest Notes of 1864	147,337,140	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	385,441,849				----
Fractional currency	28,620,250				----
Navy Pension Fund	11,750,000				----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	----	----	----	----	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July	'78-'80	117
" —War bonds ..... "		7		1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	92½
" " " (free.) .... "		6		1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" — " " ..... "	2,271,750	6	" "	'88-'86	109
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97½
" — " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" — " ..... "	1,778,677	6	" "	1877	100
" — " " ..... "	241,000	6	" "	1879	----
" — " War Loan	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" — " " ..... "	2,058,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	95
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	96
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	90
" —Funded Coupons	----	6		----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,903	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	"	1870	101½
" — " " ..... coupon	3,102,763	6	"	1890	100½
" — " " ..... inscribed		6	"	1890	----
" — " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " " ..... "	244,000	5	Jan. & July.	'70-'74	100
" — " " ..... "	375,000	5	April & Oct.	'72-'74	100
" — " ..... "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	100½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " " ..... "	150,000	6	April & Oct.	1868	125½
" — " " ..... "	1,024,000	6	Jan. & July.	'71-'75	110
" — " " ..... "	2,030,000	6	" "	'70-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'73-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	93½
" — " " (H. & St. R R.).	3,000,000	6	" "	'72-'86	85
" — " " (Pac. R. R.)... "	7,000,000	6	" "	'72-'87	93½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98½
" —War Fund Bonds...coupon	1,650 000	6	" "	'83-'85	99½
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	96,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	105
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " " ..... general fund	1,199,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	100
" — " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	98½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	93
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,355,500	6	Various.	'66-'91	74½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	50½
Ohio—State Bonds ..... coupon	634,553	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	100
" — " " ..... "	4,095,300	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95
" — " ..... coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling)	481,444	6	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	----	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	----
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	92
" —Funded Interest ..... "	873,813	6	" "	1892	69½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	86
" — " " ..... coupon	11,108,000	6	" "	'86-'95	60
" " (sterling). ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----	6	" "	'76-'96	86
" — " " ..... coupon	----	6	" "	'76-'96	45½
West Virginia—State Bond ..... coupon	----	6		----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates.. "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	97
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	97½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98½
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'73-'79	----
" — " "		5	Various.	'66-'70	128½
" — " "		5	"	'71-'75	105½
" — " "	7,846,028	5	"	'76-'80	101½
" — " "		5	"	'81-'86	101
" — " "		6	"	'67-'76	101½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " " (sterling)	305,000	5	Jan. & July.	'77-'78	102
Brooklyn—Municipal Bonds ..... coupon	1,949,711	4½	" "	'72-'73	----
" —Public Park Loan ..... "	3,036,200	6	Jan. & July.	'66-'71	99
" —Improvement Loans ..... "		6	" "	'81-'97	95
" —Water Loans ..... coupon	5,500,000	6	" "	'66-'95	----
Chicago—Municipal Bonds (old)	371,000	6	" "	'81-'97	98½
" — " " (new)	956,000	7	Various.	'67-'81	99½
" —Water Loan ..... coupon	1,464,000	6	Jan. & July.	1876	98½
" —Sewerage Loan ..... "	1,786,000	6	" "	1888	100
Jersey City—Water Loan ..... coupon	650,000	7	" "	'79-'87	100
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	7	Jan. & July.	'79-'81	93
New York City—Municipal Stock	3,478,000	4	June & Dec.	1894	----
" " — " "	4,734,000	6	F., M., A. & N.	'73-'75	----
" " — " "	1,500,000	6	" "	'76-'78	----
" " — " "	5,149,271	6	" "	1883	100
" " — "	275,000	6	" "	1887	100
" " —Fire Indemnity Stock	402,763	6	" "	1898	----
" " —Municipal Stock	150,000	5	Feb. & Aug.	1868	----
" " — " "	3,125,200	5	F., M., A. & O.	'67-'69	----
" " — " "	319,000	5	" "	1870	94
" " — " "	1,000,000	5	" "	1873	----
" " — " "	334,700	5	" "	1874	----
" " — " "	2,016,000	5	" "	1875	----
" " — " "	2,375,000	5	" "	1876	----
" " — " "	900,000	5	" "	79-'80	----
" " — " "	674,300	5	" "	1890	----
" " — " "	552,700	5	" "	1898	----
Philadelphia—City Bonds (old)	739,222	5	Jan. & July.	'67-'81	----
" — " " (new)	2,232,800	5	" "	'67-'82	----
" — " " (old)	7,898,717	6	" "	'66-'93	96
" — " " (new)	1,009,700	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds ..... coupon	1,803,000	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	985,326	6	" "	1913	----
Portland—Municipal Bonds	1,500 000	6	Various.	'66-'83	97½
" —Railroad Bonds ..... coupon	1,496,100	6	April & Oct.	'68-'71	97½
Sacramento City—Municipal Bonds	2,643,000	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	484,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	425,000	6	" "	'71-'83	94
" —Sewerage Loan ..... "	1,161,000	6	" "	'79-'88	86
" —Railroad Loans ..... "	1,352,600	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	329,000	10	May & Nov.	1871	133
" — " " ..... "	1,133,500	6	Jan. & July.	1875	----
" —City and County B'ds. "	2,200,000	6	" "	1888	----
" — " " " "		6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,823	3,236,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	476,036	433,549	386,459	412,423	464,806	493,690	467,313	568,504	533,414	541,491	497,250	------	------
Chicago and Alton:													
1861	81,531	75,621	73,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,093,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,278	328,870	381,559	318,549	347,087	322,749	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,489
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198 639	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.096.470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,606	290,642	224,112	310,446	396,050	422,124	331,006	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,947	702,691	767,508	946.707	921,886	749,191	546,609	7,958,960
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,254	989,053	1,210,654	1,005,680	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,666
1863	33,829	33,804	33,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,864
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,183
1862	699,097	601,595	538,000	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1.438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,320	1 411,347	1,480,251	1,417,327	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	239,282	261,079	352,786	414,543	410,336	372,593	353,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,387	618,088	7,181,208
1866	582,828	512,628	516,822	406,773	497,830	560,025	467,115	586,074	551,021	639,195	570,485	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,637	46,452	51,229	55,257	43,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,998	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107,526	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,313	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,215	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,833	217,160	170,555	228,020	310,595	226,840	110,664	1,986,712
1866	121,776	84,997	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,162	153 728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,589	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,155
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 723
1866	312,846	277,234	412,398	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,641	490,694	447,670	328,860	4,504,549
1866	282,438	255,706	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	------	------
Milwaukee and St. Paul:													
1864	51,965	43,474	64,993	83,202	131,648	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	131,707	122,621	124,175	121,904	246,511	243,944	209,199	189,223	275,906	304,257	327,926	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,756	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,460	1,079,561	1,041,522	1,045,401	1,157,818	11,069,863
1864	921,831	936,587	069,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,459.076	1,227,113	1,187,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,182,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,576,128
1866	1,086,360	896,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,228	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,763,005
1866	287,541	246,109	326,236	277,424	283,180	263,924	247,262	305,454	278,700	310,762	302,426	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	295,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	866,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,876	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,985	584,523	712,495	795,938	858,501	712,363	580,964	8,489,052
1866	555,431	474,788	654,890	606,078	672,828	644,573	564,828	641,848	661 608	741,968	681,552	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,373	153,470	144,736	148,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,854	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,076
1865	170,079	153,674	202,771	167,300	177,626	173.722	167,513	218,546	216,783	222,786	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,854	244,834	212,226	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,696	151,062	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,628	244,114	241,840	221,570	220,209	265,154	2,060,372
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354 830	------	------
Western Union:													
1865	43,716	37 265	32,278	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	689,381
1866	45,102	36,005	39,801	43,332	86,913	102,918	85,276	80,893	84,462	100,813	75,248	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	'69-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1845	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $300,000	354,100	6	"	"	1870	98½
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort a. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	71
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	"	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	88½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	84½
Equipment Bonds	270,488	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	98½
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connecticut and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	7	" "	" "	1881	103
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,280	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,616,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	84
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	85
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1863	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	106
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	92
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	100½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	85½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,591,980	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	94½
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,258,500	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	93
2d Mortgage	1,500,000	7	April & Oct.	" "	1894	80
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,880	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,025	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	100
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '68	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opeloua, and Gt. West.:						
Louisiana State Loan	641,000	8				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug.	" "	1876	105½
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104
3d Mortgage	6,000,000	7	" "	" "	1883	99
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'78-'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	300,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100½
2d Mortgage (new stock)						78
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	91½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6		London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	651,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	6			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
* " 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	416,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,230,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	767,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1875	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	1 9
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1858	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	89
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley: †						
1st Mortgage	336,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond.		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	600,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1863	144,500	6			1863	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
		M.	M.	M.	M.	No	No	No.	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
	ALABAMA.																				
30 Jun. '60	*Alabama and Florida*	65.0	—	.....	50.6	...	...	.....	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	—
28 Feb. '59	*Alabama and Mississippi*	30 8	—	58.1	2	2	19		461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	*Ala. and Tennessee Rivers*	109.6	—	57.8	11	9	102		2,261,927	184,906	—	1,067,006	777,777	240,486	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	*Mobile and Girard*	57.0	—	171.3	.....	.....	.....	.....	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 May, '61	*Mobile and Ohio*	469.3	13.5	.....	49.4	40	28	502	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	—
29 Feb. '60	Montgomery and West Point	88.5	28.4	.....	—	23	14	283	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	280,269	6	.....
	ARKANSAS.																				
3 Nov. '58	Memphis and Little Rock	38.5	—	.....	107.5	...	...	.....	553,377	*	—	351,524	446,000	10,725	511,949	—	—	—	—	—	—
	CALIFORNIA.																				
30 Dec. '60	Sacramento Valley	22.5	—	.....	—	...	...	.....	1,498,850	*	—	798,850	700,000	—	1,498,850	22.5	.....	230,261	104,894	—	—
	CONNECTICUT.																				
31 July '60	Danbury and Norwalk	23.8	—	1.9	—	6	5	47	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	52,855	108,333	26,249	3	—
31 Jan. '60	Hartford, Provid. and Fishkill	122.4	—	17.7	75.1	18	20	310	3,902,356	302,511	—	2,037,940	1,986,740	—	.....	122.4	319,433	644,726	166,186	—	—
31 Aug '60	Hartford and New Haven	61.4	10.2	66.9	—	25	32	425	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '60	Housatonic	74.0	—	8.9	—	10	12	261	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	66,463	—	—
31 Dec. '60	Naugatuck	57.0	—	2.0	—	8	11	188	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '60	New Haven and Northampton	50.0	—	2 6	—	8	10	80	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '65	New Haven and Northampton	76.2	5.8	9.3	—	4	2	16	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	—
31 Dec. '65	New London Northern	66.0	20.0	5.9	14.0	8	12	84	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	58,204	8	85
31 Mar. '66	New York and New Haven	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,384	9	120
30 Nov. '65	Norwich and Worcester	59.4	7.0	8.2	—	18	17	392	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
	DELAWARE.																				
31 Oct. '60	Delaware	84.3	—	10.7	—	—	—	—	1,552,257	—	—	406,132	870,000	271,877	1,607,634	84.3	136,631	138,970	41,466	—	—
21 Oct. '62	Newcastle and Frenchtown	16.2	—	.....	—	—	—	—	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
	FLORIDA.																				
... .. '62	*Florida*	154.2	—	.....	150	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	Atlantic and Gulf—M. Trunk	32.0	—	3.0	13.0	3	1	6	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
.. .. '62	*Fla., Atlantic and Gulf Central*	59.9	—	5.0	.....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	*Pensacola and Georgia*	100.0	3.9	10.0	153 5	...	...	.....	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
	GEORGIA.																				
30 Jun. '66	Atlanta and West Point	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,751	1,296,541	86.7	.....	415,411	54,648	4	.....
.. .. '62	Atlantic and Gulf—M. Trunk	92.6	—	8.7	70.9	...	...	.....	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	Augusta and Savannah	53.0	—	.....	—	...	...	.....	1,032,200	*	—	738,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	Brunswick and Florida	43.5	—	23.7	—	...	...	.....	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	Central of Georgia (and Bank)	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	Georgia (and Bank)	171.0	61.0	.....	—	...	...	.....	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	Macon and Western	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,858,976	102.5	226,241	404,618	212,676	10	.....
31 July '59	Muscogee	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	Savannah, Albany and Gulf	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	South Western	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,858	18	.....
30 Sep. '59	Western and Atlantic	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
	ILLINOIS.																				
31 Dec. '65	Chicago and Alton	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,228	10,008,224	280 0	1,450,280	3,540,092	1,833,517	8½	110
30 Apr. '66	Chic., Burlington and Quincy	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,858	2,799,435	31	151
31 May, '65	Chicago and Northwestern	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	—	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	52½
31 Mar. '66	Chicago and Rock Island	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	—	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	104½
31 May, '63	Great Western	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '65	*Illinois Central*	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,456	7,181,208	2,174,924	10	117½
31 Dec. '65	Toledo, Peoria & Warsaw	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	St. Louis, Alton & Terre Haute	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,568	—	41
	INDIANA.																				
— — —	Chicago and Great Eastern	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	34
31 Aug. '65	Evansville and Crawfordsville	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	Indiana Central	72.4	—	.....	—	19	17	266	Indiana Central	1,867,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	Indianapolis and Cincinnati	89.8	20.2	.....	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	88
31 Dec. '64	Ind., Pittsburg and Cleveland	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	Jeffersonville	78.0	11.0	—	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	238,156	—	—
31 Mar. '64	Indianapolis and Madison	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,768	132 0	.....	315,172	117,941	6	100
— — '58	Louisv., N. Albany & Chicago	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40 .	—	86½
30 Nov. '65	Terre Haute and Indianapolis	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	186½
	IOWA.																				
30 Apr. '66	*Burlington and Missouri River*	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451 713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '65	Dubuque and Sioux City	144.0	—	.....	176.0	13	9	151	Dubuque and Sioux City	5,091,841	*	151,455	3,650,992	960,000	438,415	5,248,816	144.0	282,584	618,206	180,962	—	.....
1 Jun. '58	Keok.. Ft. Desmoines & Minn.	38.5	—	.....	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,087,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	Mississippi and Missouri	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
	KENTUCKY.																				
31 Oct. '59	Covington and Lexington	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	337,582	4,875,993	111.8	.....	423,408	227,584	—	.....
30 Jun. '66	} Lexington and Frankfort	29.0	—	3.1	— }	14	13	225	} Lexington and Frankfort	606,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	} Louisville and Frankfort	65.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	106,903	5	66
30 Jun. '66	Louisville and Nashville	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,056	8	.....
	LOUISIANA.																				
31 Dec. '60	*N. O. Opelousas and Gr. West'n*	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	*N. O. Jackson and Gr. Northern*	206.0	—	.....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	*Vicksburgh, Shreveport & Texas*	53.7	—	.....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....
	MICHIGAN.																				
30 Sep. '62	Chic. Detroit & Can. G. T. Junc.	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—
30 Jun. '62	*Detroit and Milwaukee*	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '66	Michigan Central	284.8	28.4	.....	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	113
31 Mar. '66	Mich. S'th'n & N'th'n Indiana	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	81½
	MINNESOTA.																				
31 Dec. '62	*Minnesota and Pacific*	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	*Southern Minnesota*	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	—
31 Dec. '62	*Minneapolis and Cedar Valley*	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	—
31 Dec. '62	*Minnesota Transit*	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	—	.....	—	—	—	—	—	—
	MISSISSIPPI.																				
30 Apr. '60	*Mississippi Central*	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	*Mississippi and Tennessee*	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,980	1,974,444	59.7	.....	176,462	116,423	—	.....
21 Dec. '58	*Southern Mississippi*	88.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	88.2	.....	250,047	121,650	—	.....
	MISSOURI.																				
31 Aug. '63	*Hannibal and St. Joseph*	206.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	.....
28 Feb. '66	*North Missouri*	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,025,361	182.0	.....	1,020,089	287,804	—	59
31 Dec. '62	*Platte County*	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	*Pacific*	283.0	—	14.4	—	48	31	645	*Pacific*	13,695,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	.....
28 Feb. '66	*South-Western Branch*	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,819,490	119,738	—	.....	4,500,000	62,062	4,939,228	114.0	.....	158,200	loss.	—	.....
28 Sep. '64	*St. Louis and* on Mountain	86.5	3.0	8 2	—	16	13	219	*St. Louis and* on Mountain	5,497,063	260,029	—	1,971,212	3,501,000	40 559	6,352,109	90.1	230,185	399,291	229	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	.....
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	.....
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	140,597	4,301,457	109.2	171,568	489,592	219,302	—	.....
31 May, '66	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,050	450,222	236,767	6	166
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,896,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,186	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	47½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,008	110,047	—	—	9½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,448,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	428,218	752,605	172,232	6	142
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	131
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,600	—	4,218,927	61.8	450,096	1,221,104	366,332	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,418,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	146
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¼	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,818,980	*	303,239	1,691,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	111½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	782,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	110½
30 Nov. '65	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,281	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	300,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	—	91,748	814,961	71.0	185,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	104
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	228,512	543,998	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	147	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Op	er. by B.	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	259,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	858,956	—	3,635,667	77.3	151,327	390,086	122,397	2	80
30 Nov. '65	166.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	8,627,700	6,289,520	453,041	16,848,806	218.0	1,358,514	3,431,584	1,226,658	10	145
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,209	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	120
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	189,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2½	.....
31 Mar. '66	34.5	—	—	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	65
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	.....	—	101,242	8	113
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,308,696	82.2	387,789	615,728	216,978	9	103½
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	239,472	3,449,585	75 2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,368	*	4,315,144	6,942,200	10,169,472	175,060	.....	124 2	.....	6,274,657	1,702,352	10	131
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	628,171	10,685,949	1,509,000	838,636	13,561,735	86.0	1,187,078	3,036,390	1,287,956	10	125
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	58.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	53.8	654,192	1,875,961	803,323	10	130
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec '65	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	46½
31 Dec '65	38.5	—	.....	17.	—	—	—	West Jersey	1,588,483	*	—	588,400	400,000	288,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,309	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	18.0	—	28	32	411	Buffalo, New York and Erie	3,369,038	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	1.7	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	38.0	—	332	133	5,335	Erie	17,646,351	*	5,655,544	25,105,800	22,370,982	4,299,762	53,291,895	307.0	6,839,028	15,434,775	5,066,511	4	72½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	122½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,862,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	62½
30 Sep. '65	297.8	258.1	482.8	—	276	292	5,309	New York Central	27,612,584	5,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	892.2	6,607,261	14,496,786	3,201,112	6	110½
30 Sep. '65	130.8	2.1	45.0	—	43	83	887	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,060	6,098,045	—	12,683,095	164.0	1,592,080	2,609,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	74½
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380	—	.....	.....	.....	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	185,041	—	482,400	311,500	19,876	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,886	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.8	—	.....	.....	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"			"		6	.....
30 Sep. '65	13.0	—	1.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	—	—	1,200,130	1,595,191	83,889	2,979,190	81.0	208,685	886,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	78,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,228	*	107,000	1,340,213	791,055	102,891	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,831	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,784	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	582,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,000	6,848,260	191.2	967,820	2,386,132	663,205	10	109
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,168	*	854,145	5,403,911	3,880,848	83,292	9,674,307	208.5	1,429,741	2,696,877	736,794	5	92½
31 May '6	109.7	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,709	828,593	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	110
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,444,391	582,296	10	110½
31 Dec. '65	178.8	77.6	18.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,860,779	*	1,578,999	12,667,666	3,688,385	515,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.8	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,938,364	595 400	391,992	3,382,168	1,218,972	109,818	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	238	Sandusky, Mansfield & New'k	2,189,890	*	38,934	893,204	1,291,800	88,820	2,228,824	125.0	241,240	382,807	166,133	—	.....
31 Dec '64	124	—	—	—	48	18	489	Toledo & Wabash	9,080 918	*	—	3,427,050	6 663,868	—	10,243,018	250.0	1,244,358	2,060,322	945,492	3½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Siding.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,842	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Dec. '65	387.0	108.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,223	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	—	3,629,000	69.5	240,415	370,223	149,587	—	29½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	5	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	680,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	----
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	600,000	100,000	2,409,565	32.0	30,875	53,329	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	29	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	54.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	67½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	"	8	58½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,160,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	38
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459 169	4,189,111	10	55
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,091	666,739	336,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,692,766	—	—	5,069 450	13,009,000	2,000	18,071,450	(oper. by Penn. R.R.			Co.)	—	31½
30 Nov. '65	93.0	59.5	283.3	—	254	68	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,661,353	20,240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	52½
31 Oct. '65	26.5	—	26.6	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	126
31 Oct., '65	96.0	—	83.6	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,465	3,884,609	1,046 804	10	56
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	894,363	130 861	—	P
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183.381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,073	8,489 062	3,2?3,547	10	106½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,326	4	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,781	500,000	—	----------	62.0	340,600	625,641	169,323	12	91½
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,256	197,905	1,099,536	51.9	----	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	284,000	----	----------	109.6	----	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	----	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----------	164.5	----	341,190	125,871	—	—
28 Feb. '59	102.0	—	----	----	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	----	—	44	28	252	South Carolina	8,820,583	466,468	511,266	5,819,275	3,071,000	711,297	9,796,557	242.0	----	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,664	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	----	----------	----------	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----------	----	----	----------	----------	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	682,500	22,369	----------	47.4	54,175	88,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,085	28,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----------	159.0	----	734.118	337,384	6	—
1859.	----	----	----	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----	----	----------	----------	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	75,016	76,016	—	595,922	850,000	204,544	----------	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----	1,248	----------	—	—
— — '58	32 0	—	----	158.0	—	—	----	TEXAS, (*all aided by State*). Buffalo Bayou, Braz. & Col'rdo	----------	----------	—	----------	----------	----------	----------	32.0	----	----------	----------	—	—
— — '58	58 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----	----------	----------	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275-000	240,000	171,550	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	----------	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	—	—	—	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----	----------	----------	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	186,003	3,061,460	105.0	172,500	480,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.6	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	----------	8,500,000	184.5	1,080,304	1,477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	----------	----------	2,250,000	ope	r. by Vt.	Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	798,200	----------	----------	23.6	----	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,534,194	----------	----------	----------	----------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,084	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	16½
30 Sep. '60	83.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,063,855	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,686	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,656,500	775,142	8,711,091	191.7	----------	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,386	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,868	195.0	----------	487,449	120,135	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,250	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	749,489	247,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	52½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	—
10 May, '64	103.9	—	10.6	—	20	22	567	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463.389	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	15
30 Jun. '68	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	7,,10,345	*	—	15,123,430	54,750,510	7,326,405	77,210,345	1,096	----------	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	—	1½
31Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----------	----------	----------	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	----------	----------	4,658,706	108.0	160,421	107,640	20,006	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	18,100	136,000	1,709,232	60 0	----------	132 655	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.6	30.6	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,231	----------	----------	4,273,231	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec '63	6.		----	—	11	22	120	Panama	8,000,000	*	668	5,000,000	75,000	—	10,763,713	48.7	----------	7 117,438	1,125,924	20	263

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guaranteed)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	62½
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	79½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,800	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	37
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	98½
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	68
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	460,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	90
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	92½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	93
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	1,601,670	6	M. & N.	1876	75
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	96
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	95½
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	56½
Delaware and Hudson	100	10,000,000	10	154
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----	——	----
Lehigh Navigation	50	6,091,700	10	55½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	93
" (preferred)	100	1,175,000	10	125
North Branch	100	----	——	----
Sault Ste Marie	100	----	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	24
" " (preferred)	50	2,888,988	——	33½
Susquehanna and Tide Water	50	2,043,260	——	14
Union	----	----	——	2
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	49 —	@ 51 —
Pig, American, No. 1		49 —	@ 51 —
Bar, Refined, English		96 —	@105 —
Bar, Swedes, assorted sizes (in gold)		95 —	@100 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		— —	@170 —
Bar, English & American, Refined		115 —	@ — —
Bar, English & American, common		105 —	@ — —
Scroll, English		145 —	@195 —
Ovals and Half round		140 —	@150 —
Band, English		— —	@145 —
Horse Shoe		140 —	@150 —
Rods, English		120 —	@175 —
Hoop, English		150 —	@215 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	— 20	@ — 22
Sheet, English, Single, Double and Treble		6½	@ — 8
Rails, English (gold)	per ton	55 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	18½ @ — 24
English Spring (1st & 2d qlty.)		11½ @ — 13
English Blister (1st & 2d qlty.)		12½ @ — 20
English Machinery		14 @ — 16
German		15½ @ — 17½
American, Blister		11½ @ — 17
American, Cast, Hammered		19 @ — —
American, Cast, Rolled		12 @ — 15
American Spring		15 @ — —
American Machinery		— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 40 @ — 45
Sheathing, Yellow		— 30 @ — —
Pig, Chile		— — @ — —
Bolts		— — @ — 43
Braziers'		— 43 @ — —
American Ingot (cash)		— 26½ @ — 27½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		6 62½ @ 6 75
German Refined		6 62½ @ 6 75
English		6 62½ @ 7 12½
Bar	per lb.	— — @ 10 —
Pipe and Sheet		— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb.	— 23 @ — 23½
Straits (gold)		— 21½ @ — 22
English (gold)		— 21½ @ — —

	—Gold.—	—Currency.—
Plates, I.C. Charcoal, p. box	9 25 @ 9 50	13 — @ 13 50
Plates, I. C. Coke	7 50 @ 9 —	10 25 @ 12 50
Plates, Coke Terne	6 25 @ 7 —	9 75 @ 10 —
Plates, Charcoal Terne	9 25 @ — —	13 — @ 13 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d. (cash)	per 100 lb.	6 75 @ 7 —
Clinch (cash)		— — @ 8 50
Copper		— — @ — 43
Ausable Horse, Norway Iron, Forged		— — @ — 32
Zinc Nails (6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 19 @ — —
Regned, free L. S. to White		— 40 @ — 45
Refi'd, in bond, prime L. S. to White		— — @ — 29½
Refi'd, in bond, Standard White		— 30 @ — 30½
Naptha, Refined (60@63 gravity)		— 25 @ — 27

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

	Th. 13.	F. 14	Sat. 15.	M. 17.	Tu. 18.	W. 19
Atlantic M. S. S. Co	107½	----	108	109	109½	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	95	----	----	
California 7s	117	----	----	----	----	
Canton Co.	46	45½	45½	----	45½	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	111	110	----	110½	110	
" " pref.	----	----	----	----	----	
" " 1 M.	----	----	----	101½	----	
" " S. F.	----	----	----	----	----	
" Inc. b'ds	98½	----	----	----	----	
Chicago, Burl. & Q.	----	----	150½	----	151	
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	54½	55½	53½	54½	54½	53½
" " pref.	76	79½	76½	79½	80½	79
" " 1st M.	88	----	88	88½	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	97	----	----	----	----	
" " Consol.	82	----	----	84	----	
Chicago & Rock Isl.	105½	104½	104	105	105½	105
" 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	110	110	----	----	110	
Clev. and Pittsburg	92½	91½	90½	91½	89½	90
" 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	75	----	----	----	----	
Clev. and Toledo	114½	114	113½	113½	115	113
" " S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref	66½	66	65	65½	67	68½
Del. & Hudson Canal	152½	----	152	154	----	----
Del., Lack. & West	----	----	----	----	----	
" " 1M. 8 p.c. '71-6	----	----	----	----	----	
" " 2M. 8 p.c. '81	101	----	----	----	----	
Erie	73½	73	72½	73½	74½	73½
" pref.	----	----	84	----	85½	86
" 1 M. 7 p.c. '67	----	100	----	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '83	----	99	99	----	----	
" 4 M. 7 p.c. '80	94	94	93½	----	----	93½
" 5 M. 7 p.c. '85	----	----	----	----	----	
Hudson River	122	122½	120	----	122½	----
" scrip	----	----	----	----	----	
" 1M. 7 p.c. '69	----	----	----	----	----	
" 2M. S. F.	----	----	----	----	----	
" 3M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	118½	118	117	118	119	118
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	106	----	----	106
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	12½	13½	12½	----	----	
Michigan Central	113½	112	111½	112½	113½	112½
" S F. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	106	----	----	----	
M. S. and N. I.	82½	82	81½	82½	83	82
" " guar'd.	----	----	----	----	----	
" " 1M. S. F.	96	96	96	96	----	
" " 2 M.	----	----	----	----	----	
Mil. and P. du Chien	----	----	----	----	----	
" 1st pref.	----	----	98½	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Milw. and St Paul	54½	----	----	51½	52½	----
" " pref.	68½	68	68	68	69	68
" " 1st mort.	----	----	----	----	----	
" " 2d mort.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	91	----	91½	93	93	
" ass. to H. & St. J. R.	----	----	----	----	85	
" " Pacific	91	----	92	91½	92½	93
New York Central	112½	112½	110½	111½	112½	111½
Real Estate	----	----	----	----	----	
" 7s, S. F. '76	----	----	----	105½	----	
" 7s, conv. '76	----	----	----	----	----	
" 6s, S. F. '83	----	----	95	----	----	
" 6s, S. F. '87	----	----	----	93	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" 1M. 7 p.c. '78	----	----	----	----	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	----	----	----	----	----	
North Carolina 6s	74½	----	74½	----	----	
" ex-coupon	54	----	----	52	50	----
" new	54	----	----	----	50½	50½
Ohio & Miss. cer.	29½	29	29	29½	30	29½
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	171	----	----	170½	171½	171½
Panama	----	----	----	----	----	
Phila. and Reading	111	110½	110	111½	111½	107½
Pitts. Ft. W. & Chicago	106½	105½	105	107	107½	107½
" 1M.	----	----	----	----	102	----
" 2M. 97½	----	----	----	----	----	
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co.	47	45½	----	----	----	
St. L., Alton & T. H.	40½	----	----	41	----	----
" " pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	81	----	----
" " Inc. b'ds	----	----	----	----	----	
Tennessee 6s. 1890	----	----	----	----	----	
" ex-coupon	70	69	69½	69½	69½	70
" new	69½	----	----	69½	69½	----
Tol. Wab. & Western	45	45½	44	45	45	----
" Pref.	----	----	----	----	----	
" 1M. ex.	----	----	----	92	----	
" " 2M.	----	76	----	----	----	75
" " Int. b'ds	----	----	----	----	----	
Virginia 6s	----	----	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

	Th.13	F.14	Sat.15	M.17	Tu.18	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	103
U. S. 5s, 1874, reg.	----	----	----	----	102	----
U. S. 5s, 1874, coup.	103¼	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99¼	99⅝	99⅝	----	99¼	100
U. S. 5s, 10-40s, reg.	99¼	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	108¼	----
U. S. 6s, 1881, cou.	112	----	----	112	112¼	112⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	107¼	107⅜	107¼	107⅜	107⅜	106⅜
U. S. 6s, 5-20s, c. 1864	105⅞	106	----	106	106¼	----
U. S. 6s, 5-20s, c. 1865	----	----	106	106¼	----	106¼
U. S. 6s, " reg.	106¼	----	106	----	----	----
7.30 Notes, 1st series.	105¼	105	105	105¼	----	105¼
" " 2d series.	105¼	105	105	105¼	105¼	105¼
" " 3d series.	105¼	105	105	----	----	105¼
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

	W.12	Th.13	F.14	Sat.15	M.17.	Tu.18
Cattawissa	----	----	----	----	----	----
" preferred	27½	27⅞	28¼	28¼	29	30
Camden & Amboy	126¼	129¼	129⅜	129¼	130	
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	95¼	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	92	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	94½	----	95	----	
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	56¼
Elmira & W'msport	----	30	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	55¼	55¼	55¼	53	55¼	
" " 6s, '84	92	----	92½	----	----	----
Lehigh Valley R. R.	68	----	67¼	67¼	67¼	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	92½	----	92
Minehill	----	----	58¼	----	----	----
Morris Canal	----	----	93	----	----	----
" " pref.	126	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	48	----	----	----	----	47⅜
Pennsylvania R. R.	54¼	54¼	54¼	54¼	54¼	54¼
" 1st m.	102¼	----	----	----	----	----
" 2d m.	----	97¼	----	97¼	97¼	----
Penn. State, 6s	94¼	94¼	----	94¼	----	95¼
" " 6s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	98	96	----	----	96	96
" " new	99¼	99	92	99¼	99¼	99¼
" " munc	----	99¼	99	----	----	99¼
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	54¼	55¼	55¼	54¼	55¼	55¼
" " 6s, '80	----	----	----	----	----	----
" " 6s, '70	95	----	----	----	----	----
Philadelphia & Erie	31	----	----	----	30¾	31½
" " 6s	----	----	91¼	----	92	92
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	24¼	25	----	----	25¼	25¼
" " pref.	35¼	34¼	34¼	34¼	35¼	35¼
" " 6s '82	82¼	----	86	----	80	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	90	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	66
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14¼	13¾	14¼	13¾	----	
Chestnut & Wal. "	53	----	51	52	52	
Green & Coates, "	----	----	----	----	----	----
3d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

	W.12	Th.13	F.14	Sat.15	M.17.	Tu.18
Baltimore City 6s, 1875	----	----	----	97¼	----	97¼
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	95	----	98¼	98¼	----	98¾
Balt. and Ohio	----	----	114	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	98	97	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	96¼	----	----	----
Northern Central	----	----	48	----	----	----
" " b'ds, 1885	----	88	88	----	----	----
" " " 1900	----	----	89	----	89	89
City Passenger R. R.	----	17¼	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

	Th. 13.	F.14	Sat.15.	M.17.	Tu.18.	W.19
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	63	62½	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	109¾	110¼	110¼	110¾	110¼	110¼
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	115
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	113	----
Northern, N. H.	----	----	103¾	----	----	----
Old Colony & Newport.	----	103¾	103¾	104	104	104
Ph., Wil. & Baltimore	----	54¼	----	----	56	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	101	----	100¾	----	----	100¾
Vermont & Mass.	60	----	60¼	60¼	60¼	60
Western	----	----	----	145	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	57¼	----	----	----	56¾
Middlesex "	----	----	----	----	47	47
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	49¾	50½	51½	51	51
Franklin "	----	42¼	42	42	42	43
Huron "	----	----	----	38	----	37
Isle Royale "	----	----	----	18	----	----
National "	----	----	----	----	----	----
Minnesota "	----	14¼	----	14	----	----
Pewabic "	----	----	----	----	27¼	27¼
Pittsburg "	----	----	45	----	----	----
Quincy "	----	38	39	40	----	42
Rockland	----	----	6¼	6	----	6¼

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of November,

United States 5-20 yrs., 1882, 6 per cent	70¼@ 70¼
Virginia State, 6 per cent	49 @ 51
Do., 6 per cent	41½@ 42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	69 @ 71
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	40 @ 41
Erie shares, $100 (all paid), 8 p. c	45¼@ 46¼
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	76¼@ 77½
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	83 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, December 22, 1866.

Stock Exchange and Money Market.

A decided increase in the available supply of loanable funds is reported this week, on a moderately active and remarkably easy market. The speculative demand is fair but is not equal to the absorption of the augmented offerings, and the tendency of rates is in favor of borrowers. Lenders seem eager to place their balances on call at 6 per cent. to the Stock Exchange firms, and 5 per cent. to the dealers in Government securities. The last bank statement has strengthened public confidence in the future easy workings of the market, and all parties now seem to anticipate cheaper accommodation. The policy of government, relative to the great industrial and commercial interests of the country, as thus far developed, has been laudably conservative; and to this circumstance also is largely due the relaxation in monetary affairs, and the improved feeling among business people, generally. In the way of currency movements, it is reported that the flow is steadily in this direction, leading to a vigorous accumulation of legal tender and national bank notes in the vaults of the city banks. The discount market is reported comparatively tame. Prime short date commercial paper is in light supply and fair request at 6@7 per cent. per annum. In other grades, there is no noticeable movement, though the offerings of other than really good names are out of all proportion to the limited disposition of lenders to discount them, even at a severe shave. The bank returns, made up on Monday, showed a marked gain in strength, making it the most favorable statement given to the public in nearly two months. The legal tender reserve increased $3,047,452; and the deposits, $2,781,449, while the loans were reduced $2,167,697, chiefly from the inability of the bank managers to place their funds advantageously at present. The specie reserve fell off $590,350. The circulation increased $3,002. The specie reserve of the banks is now $18,991,200 against $16,981,435 same time last year. The city bank deposits are now $206,458,271, against $228,484,370 week ending Oct. 6, 1866, and $170,913,753, week ending Dec. 16, 1865. Their legal tender reserve amounts to $63,994,309, against $48,887,556 same time last year. Their circulation now stands at $31,797,655 against $16,570,613 same time last year. The loans are now $258,452,330, against $279,135,790 seven weeks ago, and $227,814,356 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $92,855,139 a day, against a daily average of $107,885,977 the preceding week; and $108,180,240 the week ending with Dec. 2. The current week's exchanges average about $101,746,184 a day. The new Gold Exchange Bank has thus far relieved the city Bank Clearing-house of a large share of the daily exchanges or clearings of Bank checks. A much larger saving is looked for, through the Gold Exchange Bank in the way of check drawing, check certification and clearings than $15,000,000 per day on the accounts of Gold brokers alone. On Tuesday $72,000,000 of gross settlements were made, with resulting balances of only $6,000,000.

The Philadelphia bank statement of Monday shows a loss in all items, save circulation, specie and loans, in which there has been a slight increase. The changes are on the side of a decrease. There was a loss of $372,681 of legal tender notes, on a decrease of about the same amount shown by the last weekly exhibit. The average deposit line shows a decrease of $723,637, on a decrease of nearly as much last week. The loans increased $6,585, the specie slightly, and the circulation $140,074. The aggregate clearings for the week foot up $32,064,063, against $35,775,798 last week—showing a decrease of about two and three-quarter millions. The balances for the week amounted to $3,138,280—being a decrease on the amount of balances last week of over a hundred thousand dollars.

National Bank notes to the amount of $344,440, were issued last week, making the total issue to 1,663 banks thus far $300,231,371, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,091,432, leaving, with the existing 1,649 banks, an actual circulation at this date, of $298,139,939. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,866,350; and for the public deposits, $38,045,950—making a total of $379,212,600. The Treasury Department, last week, redeemed and destroyed

$338,000 of worn and mutilated fractional currency, and issued $453,310 worth of new.

The U. S. Sub-Treasury receipts, week ending with Dec. 15, were $12,793,157, including $1,471,199 from customs duties; payments, $10,703,386; balance at the close of the week, $108,689,176, against $106,689,405 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday receipts, $5,268,182, and payments, $6,045,112; Tuesday receipts, $1,844,469, and payments, $1,029,657. The balance at the close of business on Tuesday stood at $108,727,058, against $107,743,233 a week ago.

Government revenues are on a moderate scale at present, with a tendency to increasing fertility in the excises. Excises yielded, last week, $4,500,000, against $6,266,769, the preceding week; customs at the port of New York, $1,471,199, and at the outports, at least $500,000 (in coin) more, making the grand total income for the week equal to about $7,250,000 in currency, against disbursements of $3,583,113 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $161,000,000, or an average of about six millions a week. The current customs revenues keep up to the average of about two millions in gold a week.

Speculation in gold has been rather more animated, since our last, but it has run chiefly against the market. The increasing produce exports, the rising quotations from foreign markets for American securities, and the proclaimed stable and conservative policy of Secretary McCulloch—in which purpose Congress is more than likely to support the financial minister—tend to depress the premium. The *bear* element in the Gold Room has been disposed to force the process by putting out *short* contracts. The highest figures made during the week were 138⅝, and the lowest 136⅝. The market was weakest on Wednesday, when gold opened at 137⅜, fell to 136⅝, and closed tamely at 137. The specie exports from the port amounted to $1,138,980 last week, and $115,437 on Wednesday. The *Asia*, from Boston on Wednesday, also took out $50,000. Apart from the export demand, main legitimate inquiry at present is from importers, for custom house purposes. This inquiry, however, is temporarily restricted. The total imports of specie from Europe, and other ports since January 1, have been $9,552,705. The customs demand for Gold last week, averaged $245,199 a day; thus far, this week, it has been equal to $189,830 a day, or equal to a weekly aggregate of $1,138,980. The arrivals of specie from Europe, Havana and other foreign ports, during the week, reached $131,896, and from California, none. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $127,495,017, against $99,305,197 same time last year. The total receipts of California gold at this port since Jan. 1, have been $40,694,505, against $19,796,298 same time last year, showing an increase, in 1866, of $20,898,207. The exports of specie from this port, last week, were $1,348,563, making the total outflow of specie from the port, since Jan. 1, $60,497,607, against $29,226,453 same time last year, $47,857,724 same time in 1864, and $69,153,653 same time in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, $393,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $47,906,371, against $37,948,868 same time last year. The specie exports from San Francisco from Jan. 1, to Nov. 14, reached $39,370,856, against $39,951,343 same time last year.

Foreign exchanges improved a fraction early in the week, on a livelier inquiry for prime bills, especially on London, which were in very moderate supply. Subsequently, the offerings increased, and the demand fell off somewhat, leaving the market quite spiritless after the closing of the mails on Wednesday, with a tendency to lower figures. Bankers' 60 day bills on London closed at 109⅜@109½, and on Paris to 5.17½@5.13⅛; sight bills on London to 110⅛@110¼; and on Paris to 5.13¼@5.10¾. The offerings of produce bills have been rather more extensive this week, owing, in part, to the increased produce exports from this port. The week's exports of domestic produce and miscellaneous goods have been to the currency value of $4,095,672, making the exports since January 1, $182,581,010, against $171,234,076 same time last year.

Government securities have been in much better demand, and decidedly firmer in price. The main inquiry has been for the Five-twenties and Seven-thirties. The Five-twenties of 1862 have begun to attract the attention of foreign buyers, once more, in view of the advancing tendency of the bonds abroad, the gradual disappearance into investment channels of the floating supplies in foreign markets, and probability of an early increase of foreign investment orders. Such orders are now coming to hand on a very moderately supplied and rather buoyant local market, which any material increase of demand could not fail to influence most favorably for the public credit. The home inquiry has been principally for the new 5-20s of 1865, which have now attached to them nearly a half year's coin interest; and for the first series of the Seven-thirties, which are immediately convertible into the latest issue of the Five-twenties. U. S. sixes of 1867 closed here on Wednesday at 127; U. S. sixes of 1868, at 125; U. S. sixes of 1881, 112¼@112⅜; U. S. Five-twenties of 1862 at 107½@107¾; U. S. Five-twenties of 1865 at 106⅜@106⅝; U. S. Five-twenties of 1865, consolidated, 108⅜@108⅝; U. S. Ten-forties at 99⅞@100, and U.S. Seven-thirties at 105⅛@105½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....116¼	May, 1865 .....111½
July, 1864.....115¾	August, 1865....110¾
August, 1864....115¼	September, 1865..110⅜
October, 1864....114¼	October, 1865....110
December, 1864..113¼	

Railway and miscellaneous securities were active and buoyant during most of the week, but within a day or two, there has been some pressure to realize, and consequent heaviness in the dealings, though these incidents are deemed purely temporary, in view of the cheapening money market.

The Stock Exchange now holds a protracted single session from 10 A. M. to 4 P. M., for the purpose of diverting business from the Open Board and the Long Room. The change is not deemed likely to prove advantageous to any interest. In such a tedius sitting, the dealings cannot fail to drag, and the brokers will soon find such protracted labor, very monotonous, if not absolutely unprofitable. The official reports of sales are made up from ten to twelve o'clock, and from twelve to four o'clock in two separate lists.

General business exhibits rather more animation and buoyancy, particularly in the line of the leading kinds of domestic produce, such as breadstuffs and cotton, which have advanced; and provisions, which have been irregular in price. All these have been more or less sought after for export. Middling grades of Cotton closed firmly at 34½@36½ per lb., on a rather buoyant market. The stock of cotton now here is estimated at about 150,000 bales. The receipts at the port this week, have averaged nearly 4,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 214,000 bales, against exports of 91,600 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 550,000 bales against 741,000 bales same time last year; exports, 205,000 bales, against 362,000 bales same time last year, estimated stock at latest dates, 460,000 bales, against 412,000 bales same time last year. In dry goods and other merchandise, there has been a moderate increase of business, and price, have exhibited more particularly for staple articles in other than speculative hands. The total imports of foreign dry goods, last week, were $1,123,269, and the total amount marketed $760,875. The value of foreign merchandise imported last week, was $1,879,628—making the grand total specie value of last week's imports of dry goods and merchandise, $3,002,897, and since January 1, $283,597,050, against $198,822,383 same time last year. The ocean freight market is more active and firmer with 555 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 4.	Dec. 12.	Dec. 19.
Consols.....—@	88½	88¼	89⅝
U. S. 5-20's of 1862—@	70½	71	71½
U. S. 5-20's of 1865—@	69½	—	70¼
Erie .....—@	46¼	47½	46¾
Ill. Central.....—@	77½	77½	77½

The New York exports, exclusive of specie, for the week ending Dec. 18, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week.....	$4,810,189	$4,095,672
Prev. reported.....	166,423,887	178,485,338
Since January 1.....	$171,234,076	$182,581,010

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$1,888,802	$1,123,269
Gen. merchandise.....	1,451,256	1,879,628
Total for the week.....	$3,340,058	$3,002,897
Prev. reported.....	195,542,325	280,594,153
Since January 1.....	$198,882,383	$283,597,050

The balance in the Sub-Treasury on Wednesday was $109,811,419 41.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, reg., 104¼; do., coupon, 108; City 6s, 1887, 100; Virginia 6s, ex-coupon, 45½; Ohio and Miss. 1st mort., 92½; Chicago, Rock Island and Pacific 7s,

93⅞; Stonington, 99½; Morris and Essex, 80; do., 1st mort., 96¾; Chicago and Great Eastern, 34; Hannibal and St. Joseph, 59; do., pref., 63; Chicago and Milwaukee, 68; New York and New Haven, 120; New Jersey Central, 125; Wilkesbarre Coal, 63; Butler Coal, 19¾; Central Coal, 50; Spring Mt. Coal, 70; Mariposa pref., 31⅞; Union Navigation, 106¼; Boston Water Power Co., 32; South Am. Nav. and Marine R. R. Co., 113½; Adams' Exp. Co., 62¾; American Express 75; Western Union Tel., 46; do., Russian Extension, 97; Bank State of New York, 108⅞; 9th National Bank, 120; 4th National Bank, 111½; Am. Ex. Bank, 114½; Central Bank, 110¾; Manhattan Bank, 137; Bank of America, 137; Bank of North America, 112; Gallatin National Bank, 107¾; Alpine Gold, 1.50; Atlantic and Pacific, 4.00; American Flag, 1.50; Ayers' Mill and Mining Co., 4.95; Bates and Baxter, 1.80; Boscobel Silver, 0.65; Bullion Consol., 2.50; Burroughs, 0.35; Benton, 1.00; Columbian Gold and Silver, 1.90; Consol Gregory, 9.85; Corydon, 4.00; Canada Copper, 0.50; Downieville, 0.11; Gunnel, 0.85; Holman, 0.23; Hope, 0.90; Keystone Silver, 0.10; Kipp and Buell, 0.98; La Crosse, 1.20; Long Island Peat, 3.80; Liberty, 0.12; Montana, 0.50; Nye, 0.12; New York, 1.50; Oak Hill, 0.20; Pah Ranegat Centre, 2.65; Quartz Hill, 3.80; Smith and Parmalee, 7.25; Walkill Lead, 1.40; United States Petroleum, 4.10; Bennehoff Run, 4.05; N. Y. and Allegheny, 5.15; National, 2.50; N. Y., Phila. and Balt., 0.04.

Philadelphia.—Philadelphia and Trenton R. R., 126; do., 6s, 97; Belvidere Delaware bonds, 85; Pittsburg 5s, 74½; Allegheny County 5s, 75; Race and Vine street R. R. 7s, 78; Girard College R. R., 29; 13th and 15th streets, 19; West Branch Canal, 28½; Delaware Division Canal bonds, 90; N. Y. and Middle Coal Fields, 3½; Locust Mt. Coal, 46; Bank of North America, 240; Farmers' and Mech. Bank, 135; Commercial Bank, 55½; Union Bank, 63; Mechanics' Bank, 31¾; Manuf. Bank, 31½; Ocean Oil, 3¾; Hyde Farm, ¼; Mt. Farm, ⅝; Maple Shade, 2½; Dalzell, ½; The latest quotations are: City 6s, 96@96⅛; do., new, 99⅜@99½; State 5s, 95@95¼; do., coupon, 95@95½; do., 6s, W. L., 103¼@103½; Phila., Wil. and Balt., 56; Reading, 52⅝@52¾; do., 6s, 1870, 95@97; do., bonds, 92¼@93; do., con., 112@117; Camden and Amboy, 130@130½; Penn. R. R., 55@55⅛; do., 1st mort., 102½@102¾; do., 2d mort., 97¾@98¼ Little Schuylkill R. R., 33@36; Morris Canal, 87@88; do., pref., 124@125; do., bonds, 91@94; Wyoming Valley Canal, 54@55; do., 6s, 85@89; Susquehanna Canal, 14@15; do., 6s, 65¾@66; Sch. Nav., 25⅝@25¾; do., pref., 35⅝@35¾; do., 6s, 1882, 80@80; Union Canal bonds, 21½@23; Delaware Div. Canal, 56@57; do., bonds, 90@93; Elmira and Williamsport, 29@30; do., pref., 42@45; do., 7s, 1873, 95@100; do., 5s, 65@67; Lehigh Coal and Navigation, 55¾@56; do., bonds, 1884, 93@93½; North Pennsylvania, 38@38¼; do., 6s, 92¼@93; Philadelphia and Erie, 31½@31¾; do., 6s, 91¾@92½; Minehill, 58¼@59; Catawissa, —@—; do., pref., 29¼@29⅜¼; Lehigh Valley, 67@67¾; do., bonds, 96@98; Fifth and Sixth streets, (horse,) —@50; Second and Third, 90@92; West Philadelphia, 71@75; Spruce and Pine, 34@34½; Green and Coates, 31@—; Chestnut and Walnut, 51¾@52; Thirteenth and Fifteenth, 19@20; Girard College, 28½@29; Tenth and Eleventh, 60@70; Union, 38@40; Hestonville, 14¼@14½.

Boston.—Eastern R. R. 6s, 1874, 97¾; Old Colony and Fall River 6s, 1869, 98¼; do., 1875, 97¼; Vermont Central and Vermont and Canada Chattel 8s, 103¼; Vermont Central consolidated, 76; Northern (Ogdensburg) old 1; Boston, Hartford and Erie, 9¾; do., 7s, 44; Vermont Central, old, 1⅝; Ogdensburg and Lake Champlain, 74½; do., pref., 103; Sandusky, Dayton and Cincinnati old, 12⅞; do., pref., 32½; Granite R. R., 54¼; Pepper Well Pet., 0.70; Central Pet., 1.00; Massachusetts and Oil Creek, 0.12; Mt. Pleasant Coal, 21; Harleigh Coal, 49½; New England Coal, 15; Mammoth Vein Coal, 1.55; Boston and Mahanoy Coal, 7; Quartz Hill Gold, 4.10; Croydon Gold, 4.25; Montezuma Gold, 1.35; Ophir N. S., Gold, 2¾; Caledonia Gold, 0.30; Adams' Exp., 63; Boston Water Power Co., 32; Cary Imp., 12; Boston and Roxbury Mill, 44; Connecticut 6s, 1886@1894, 99¾; Massachusetts 5s, 1875, gold, 110¾; do., 1894, gold, 99¼; do., 6s, 1872, gold, 110; New Hampshire 6s, 1870, 98⅞; Albany 6s, 1896, 96; Roxbury 5s, 1874, 87¼; do., 6s, 108; Boston 6s, 1878, currency, 101¾; Providence 6s, 1875, 99, Portland 6s, 1876, 97¼; Cambridge 6s, 1875, 98; St. Louis 6s, 1871, 94; Springfield Ills., 8s, 99½; Boston Gas, 750; Cambridge Gas, 100; East Boston Gas, 29½; Hamilton Bank, 124¼; Merchants' Bank, 117½; Everett Bank, 102; Suffolk Bank, 117; Exchange Bank, 140¾; Bank of Republic, 127⅛; Shoe and Leather Dealers' Bank, 134; Market Bank, 109¾; 3d National Bank, 111⅞; Eagle Bank, 116½; New England Bank, 123½; Bank of Redemption, 110; North Bank, 113¾; Webster Bank, 109; Howard Bank, 105; Eliot Bank, 117¼; Boston Bank, 110; Traders' Bank, 100½; Bank of Commerce, 118; Maverick Bank, 102¼; Boylston Bank, 136½; Hide and Leather Bank, 141½; Albany and Boston Mining Co., 7; Bay State, 10¼; Canada, 62½c.; Hancock, 125⅝; Hanover, 1½; Madison, 2½; Northwestern, 3; Phœnix, 6; St. Clair, 7⅛; Star, 1½; Superior, 2⅞; Winthrop, 1⅝.

Baltimore.—Virginia 6s, reg., 36; Maryland 6s, 1890, 100½; Marietta and Cincinnati bonds, 85⅛; Virginia and Tennessee, R. R. 8s, 80; Maryland Anthracite Coal, 4¼; George's Creek, 109; Santa Clara, 3½; Gardner Hill, 0.95; Bare Hill, 0.40; Bank of Baltimore, 107; 3d National Bank, 101½. The latest quotations are: Balt. and Ohio, 114@114; do., 6s, 1867, 96@100⅜; do., 1875, 98@100; do., 1880, 98@99; do., 1885, 97@98; Northern Central, 48@48½; do., bonds, 1885, 86@88; N. W. Va. 1st mort., 1873, 95@95½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85⅛@86½; Central Ohio, 22@—; do., 1st mort., 89@90; Western Md. bonds, 74@74¾; do., guar., 95⅛@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 95@98; do., 1873, 95½@96; do., 1875, 97¼@97¾; do., 1886, —@98¾; do., 1890, 98@98½; do., coupon, 100@100; Park, do., 97@97½; do., 1892, 93@99; do., 5s, 1838, -'70, 83@83; City Passenger R. R., 17½@17⅞; Canton Co., 34@50; Gardner, 0.65@0.75; Am. Gas Coal, 0.95@0.95; Maryland, 0.10@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@110; Santa Clara, 3@3½; Balt. Chrome, 0.35@0.40; Bare Hill, 0.46@0.50; Atlantic Coal, 0.50@0.80; Mineral Hill, 0.35@0.45; Baltimore Coal, 150@190.

Iowa Railroads.

No State in the Union is more wide awake on the subject of railroads at this time than Iowa. The roads already in running order are rapidly pushing ahead, opening up more and more miles into the country; work is being pushed forward on new lines already projected, and plans are being rapidly developed for still further lines. During the past year, says the Dubuque *Herald*, the Dubuque and Sioux City Railroad has been opened through to Iowa Falls; the McGregor Western has been completed from Calmar to Cresco; the Northwestern has been pushed through from Boonsboro nearly to Council Bluffs; the Mississippi and Missouri has been opened up still further west, and the Des Moines Valley completed to Des Moines. During the next season these roads will be pushed still further, and it is not unlikely that trains may be running before January, 1868, upon roads now only commenced. The Dubuque and Sioux City should be pushed through to Fort Dodge, and it is to be hoped it will be. And the Cedar Falls and Minnesota, under the control of the Dubuque and Sioux City, will be completed from Waverley to Nashua and perhaps to Charles City. All this, of course, develops the State, promotes settlement, enhances values, encourages industry, thrift and enterprise, and pushes the State along faster than all other interests combined.

The Tehuantepec Railroad.

The Washington correspondent of the *Journal of Commerce* says the project of the transit company for the construction of a railroad and telegraph across the Isthmus of Tehuantepec is attracting more general attention there than any other commercial enterprise of the day; the route by the Isthmus from New York to our Pacific coast being represented shorter by nearly fifteen hundred miles than by way of Panama; and that if the Fernandina road across Florida be adopted as a part of the route, the distance saved will be nearly two thousand miles. The Liberals have been throughout in undisputed possession of the State of Tehuantepec. The transit company have an order from President Juarez to the local authorities to extend all facilities for the immediate commencement and prosecution of the work, and will proceed forthwith to build the road. Its friends confidently expected that in less than two years the route will be opened and thronged with the commerce of the world.

James River and Kanawha Canal.

The Richmond *Examiner* says that the prospect that the James River and Kanawha Canal will be taken by the French Company, which has been negotiating for it for several years past, is better than it has been since the close of the war, and much better than the friends of the company have thought it to be since the negotiations were reopened in 1865.

The Baltimore Central Railroad.

Only 11 miles of this road require completion to connect it with the Philadelphia, Wilmington and Baltimore Railroad at the Susquehanna, near Port Deposit. When this short distance is finished farmers along the line will be afforded a choice of markets in Philadelphia and Baltimore.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Dec. 8th, 1866, were $134,804 00
Corresponding week of previous year.. 131,074 00

Increase..... $3,730 00

The earnings of the Chicago and Northwestern Railway for the second week in Dec., 1866, were $159,564 00
Corresponding week of previous year.. 139,590 00

Increase..... $19,974 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Dec. 13th, 1866, were $23,725 00
Corresponding week of 1865..... 28,889 00

Decrease..... $5,164 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Dec, 1866, were..... $71,012 00
Corresponding week of 1865 ..... 81,311 00

Decrease $10,299 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in Dec., 1866, were..... $48,611 00
Corresponding week of previous year.. 52,615 00

Decrease $4,004 00

The earnings of the Western Union Railroad for the week ending Dec. 14, 1866 . .. $7,853 71
Corresponding week previous year.... 8,303 14

Increase $449 43

The earnings of the Marietta and Cincinnati Railroad the 1st week in Dec., 1866 ..$24,540 00
Corresponding week previous year.... 26,127 50

Decrease $1,587 50

The earnings of the Michigan Central Railroad for the 1st week in Dec., 1866, were.. $72,368 00
Corresponding week of previous year.. 81,442 00

Decrease..... $9,074 00

The earnings of the Chicago and Great Eastern Railway for 1st week in Dec. were.....$28,247 24
Same period last year 23,500 54

Increase in 1866..... $4,746 70

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of Nov., 1866, were:

From freight	$141,287 35
" passengers	55,299 55
" miscellaneous	4,800 00
	$201,386 90
Nov., 1865:	
Freight, passengers, etc	220,107 81
Decrease.....	$18,750 91

The earnings of the Ohio and Mississippi Railroad line, from Cincinnati to St. Louis, for Nov., were:

	1866.	1865.
Eastern Division.....	$177,826 36	$242,581 35
Western Division.....	124,599 44	169,971 98
Total.....	$302,425 80	$412,553 33
Decrease		$110,127 53

Comparative earnings from January 1, to Nov. 30, inclusive:

	1866.	1865.
Eastern Division.....	$1,822,194 55	$2,063,107 69
Western Division....	1,276,775 90	1,445,579 09
Total	$3,098,970 45	$3,508,686 78
Decrease		$409,716 33

Railway Statutes of New York.

We continue down to the present year our digest of the miscellaneous statutes of this State relating to railways. Many of them are of the utmost importance, and should be more familiar to the officers and employees of railroad companies than we have reason to believe they are.

License to sell Tickets—Prohibition of Unauthorized Sale—Places and Prices of Tickets—Penalties.—By chapter 470 of the laws of 1857, it is provided that no person other than the agents or employees of railroad, steamboat or steamship companies of this State, shall offer for sale or sell any ticket or tickets, or any printed or written instrument issued by, or purporting to have been issued by any railroad, steamboat or steamship company in this State or elsewhere, for the transportation of any such passengers upon any such railroad, steamboat or steamship, or any instrument wholly or partly printed or written, delivered for the purpose or upon the pretense of the procurement to such passenger or passengers, of any such ticket or tickets, or in any other manner, charge, take or receive any money as a consideration or price for such passage, or for the procurement of such passage ticket or tickets, and no ticket or tickets, or other evidence as aforesaid, shall be sold or offered for sale by the said agents or employees, except at the offices designated for that purpose by the said companies respectively, and at prices not exceeding their regular established rates. (Sec. 1.)

Section 3, provides that the violation of this act shall be punished by fine of not less than one hundred dollars, or by imprisonment of not less than three months, or by both.

Sleeping Cars—Fare—Tickets—Liability of Company.—Any patentee of a sleeping car, or his legal representative, may place his car on any railroads of this State, with the assent of the companies owning the same. Such patentee, or his legal representative, may charge for use of said car in all cases to each passenger occupying the same, forty cents, which sum shall entitle a passenger to the use of a berth for one hundred miles; and the said patentee, or his legal representative, may charge at the rate of three mills for every additional mile, but in no case shall the charge exceed eighty cents. (Act of 1858, Chap. 125, § 1.)

The railroad companies permitting the use of such cars shall, nevertheless, keep sufficient first class cars of other kinds for the convenient use and occupation of all passengers not wishing to use a sleeping car. And the tickets issued for the use of sleeping cars, shall have plainly written or printed thereon, "Sleeping car," and all persons using a sleeping car, shall be furnished with such tickets. (§ 2.)

No railroad corporation shall be interested in the additional sum paid for the use of berths in sleeping cars, pursuant to the provisions of this act. (§ 3.)

Nothing in this act contained, shall be so construed as to exonerate any railroad company from the payment of damages for injuries in the same way and to the same extent, they would be required to do by law, if such cars were owned and provided by the company. (§ 4.)

Railroad Police—Appointment and Powers.—By Chap. 346, laws of 1863 as amended, by Chap. 259, of the laws of 1866, it is provided that any railroad corporation on which road steam is used as the motive power, and any steamboat company may apply to the Governor to commission such person or persons as the said corporation may designate, to act as policeman for said corporation; but no more than one policemen shall be appointed at any one station of such company. (§ 1.)

The Governor, upon such application, may appoint such persons, or so many of them as he may deem proper to be such policemen, and shall issue to such person or persons so appointed, a commission to act as such policemen. (§ 2.)

Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the constitution; such oath, with a copy of the commission, shall be filed with the Secretary of State, and a certificate thereof by said Secretary be filed with the clerk of each county through or into which the railroad or steamboat for which such policeman is appointed may run, and in which it is intended the said policeman shall act; and such policemen shall severally possess all the powers of policemen in the several towns, cities and villages in which they shall so be authorized to act as aforesaid. (§ 3.)

Such police shall, when on duty, severally wear a metallic shield, with the words "railway police," or "steamboat police," as the case may be, and the name of the corporation for which appointed inscribed thereon, and said shield shall always be worn in plain view, except when employed as detectives. (§ 4.)

Health of Cattle Transported in Cars.—No railroad company in the carrying and transportation of cattle, sheep or swine, shall confine the same in cars for a longer period than twenty-eight consecutive hours, unless delayed by storms or other accidental causes, without unloading for rest, water and feeding, for a period of at least ten consecutive hours. In estimating such confinement, the time the animals have been confined without such rest on connecting roads from which they are received shall be computed, it being the intention to prevent their continuous confinement beyond twenty-eight hours, except upon the contingencies stated. Nothing in this act shall require the unloading of cattle, sheep or swine from the cars of the Buffalo and State Line Railroad before their arrival at Buffalo, and the Atlantic and Great Western Railroad before they arrive at Salamanca. (Laws of 1866, Chap. 560, § 1.)

By the 2d section of this act, it is provided that if the owner or person in charge of said animals refuses or neglects to pay for the care and feed of animals so rested, the company may charge such expense to the owner or consignee, and retain a lien upon the animals until the same is paid; and it is further provided that no claim of damages for detention shall be recovered by the owner or shipper of any animals for the time they are so detained.

Penalty for Violation.—The 3d section provides that any railroad company, owner, consignee or person in charge of said cattle who shall violate any provision of this act, shall for each and every violation, be liable for a penalty of $100, to be sued for and collected by any person, in the name of the people, one-half of the penalty when col-

lected to belong to the informer, and the balance to be paid to the State Treasurer.

Town Subscriptions to Railroad Companies.—Chapter 696 of the laws of 1866, provide that the original written consent of the tax payers to the loaning of money on the credit of the town or city to aid in the construction of any railroad, shall be duly recorded and filed in the clerk's office of the county in which such towns or cities may be situated, and a certified copy filed in the county where the property affected thereby is situated.

Railroad Operated by Cable attached to Stationary Power.—By chapter 697 of the laws of 1866, provision is made for the formation by ten or more persons of a company for constructing, maintaining and operating a railway for public use in the conveyance of persons and property by means of a propelling rope or cable attached to stationary power, on their complying with the provisions of the general railroad act of 1850. Sections 2 and 3 of the act direct the name by which the company may be designated, and the fare allowed to be charged (not exceeding five cents per mile.) Section 4 permits the construction and operation of a road in other States, where the laws of such State do not conflict. Section 5 provides for the extension of the life of such companies upon certain conditions precedent.

Prohibition of Free Passes on Railroads.—Every railroad company in this State is hereby prohibited from issuing free passes over its respective road or roads, or carrying persons or property free of charge over its road or roads, except such persons as may be injured upon its road or roads, and excepting such persons as may be employed by such railroad companies, as clerks, laborers, officers or attorneys, and excepting also sick and disabled soldiers. (Laws of 1866, Chapter 798, § 1.)

The penalty for a violation of this act shall be fifty dollars for each offence, to be sued for and recovered in the county where the offence shall be committed, by the district attorney thereof, in the name of the people of this State, and when collected shall be paid into the Treasury of the State. (§ 2.)

Annealed Car Wheels.

The Union Car Wheel Company, with works at Jersey City and Harlem, under the Superintendence of H. W. Moore, Esq., the original founder of the Union Car Wheel Works at Jersey City, have inaugurated a more perfect method of annealing car wheels than any to which our attention has been called. Their wheels ought certainly to prove to be the very perfection of a car wheel.

The two chief requisites in a good wheel are attained viz: the *deep chill* on the tread and the *tough plate*—for whatever may be said in favor of any particular make of iron for car wheels, certainly any iron is tougher for being made malleable, and any car wheel is stronger in proportion as its web is made homogeneous and free from the strain of shrinking.

The principle on which this concern make their wheels is claimed to be this; to make a high mixture of the best charcoal irons, so high a mixture as to impart a deep chill averaging half an inch in depth. The plate or web and spokes of the wheel are thus cast so hard that the wheel would be too hard to bore out. It is at red heat, however annealed raised to a white heat and treated much as iron is treated to make it malleable. This produces a soft tough plate capable of resisting great concussion, the tread during the process being so protected that the chill is not annealed. Three days are required to anneal the wheel.

The result is that a wheel weighing 400 lbs., will stand thrice as much pounding as one of 500 lbs., cast and cooled in the usual way in sand or with a fire to prolong its cooling. We can see no reason why *a decarbonized casting* is not the thing for car wheels, and we believe that the time will come when Railway Managers will require all the wheels they use to be annealed by decarbonization as is done at the Jersey City and Harlem Wheel Shops by Mr. Moore.

Mr. Moore has annealed a wheel so thoroughly as to take a piece of the plate and draw it out in a forge.

A deep chilled tread and a plate approximating wrought iron cast in one piece from the best irons must prove in the long run the safest and most desirable thing in this line of which we have any knowledge.

We hear that Engine Wheels weighing 400 lbs., from the U. C. W. Works, have been running since spring on a passenger train without a failure or the first sign of wear. This reduction in weight is very desirable as saving power in hauling, the saving to a train of 40 freight cars being over 30,000 pounds dead weight. This saving in wear and tear and in power would of itself prove an economy so considerable as to pay for the wheel in its ordinary life time.

The Union Car W. Co., are the sole proprietors of this valuable process. A visit to their works near the ferry at Jersey City, to see specimens of their work would convince any practical railroad officer of the truth of our statements in regard to the annealed wheels.

Specimens may also be seen at the office of the President of the Company, H. C. Luce, Esq., 117 Broadway, N. Y. *

Lake Superior Iron.

A recent article in the *Scientific American* professes to find the cause of the frequent breaking of the shafts and cranks of ocean steamers in the fact that they are generally made of scrap iron. It says: "From the examination we have given this subject, we are of the opinion that the only reliable and safe course for our forge-masters to pursue, is to make their forgings of one kind of iron. Let them test the various brands of foreign and American irons, and use only the strongest and most tenacious that can be procured; and we feel confident that we shall hear no more of broken steamer shafts, endangering a loss of life and property." A Western exchange, in noticing this article claims for the Lake Superior iron the superiority over all other brands in strength and tenacity. The editor has seen an inch square bar of Lake Superior iron bent double and hammered down at the bend, when perfectly cold, without even presenting a fibrous or abraded appearance, but drawing perfectly smooth and as bright as polished tin over the curve. He has also seen an inch-and-a-half round bar, having a sold head forged on each end, drawn out by tractile force like a stick of soft wax, until it was about one inch in diameter in the centre, without a sign of parting, or the tearing of any fibres, or the appearance known as 'brooming;' but the portion drawn out remained smooth and became as bright as a mirror." The common impression that this iron is too soft for use as shafting, we are assured, is quite unfounded. Though tenacious and ductile it is not extremely flexible, and can be tempered to a great rigidity. The subject is certainly worth the attention of forge-masters, and scientific men generally will be interested in its discussion.

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of Nov., 1866, were:

Erie Railway.....	$1,330,448 73	
Buffalo Division....	86,878 79	—$1,417,327 52
Nov., 1865—		
Erie Railway.....	$1,522,471 55	
Buffalo Division....	115,121 00	— 1,637,592 55
Decrease on Erie Railway and Buffalo Division.....		$220,265 03

The earnings of the Erie Railway (including the Buffalo Division) for the first eleven months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1866.	
January...	$1,070,890	$1,187,188	Inc. $116,298
February..	1,011,735	983,855	Dec. 27,880
March	1,331,124	1,070,434	Dec. 260,690
April	1,538,313	1,153,295	Dec. 385,018
May.....	1,425,120	1,101,668	Dec. 323,452
June	1,252,370	1,243,143	Dec. 9,227
July.....	1,274,568	1,203,462	Dec. 71,095
August ...	1,418,742	1,290,330	Dec. 128,412
September.	1,485,285	1,411,347	Dec. 23,938
October...	1,580,317	1,480,251	Dec. 100,006
November.	1,637,592	1,417,327	Dec. 220,265
Total decrease			$1,433,685

The earnings of October and November, 1866, do not include those of the Canandaigua Branch, as it is not now operated by the Erie Railway Company. In comparing the relative earnings, therefore, those of the Branch for October and November, 1866, should be added. This of course we cannot do unless they are supplied to us; and, indeed, no separate statement of them has ever been made public. The earnings of the Buffalo Division in October, 1865, were $141,701. In October, 1866, even these were not published separately, less the comparison should be unfavorable.

☞ The earnings of the Spruce and Pine streets Passenger Railway, Philadelphia, for the year ending October 31, 1866, were $101,986 39, from which was absorbed in expenses $63,495 42, leaving a net income of $38,490 97, against gross receipts last year of $84,900 80, and expenses $64,355 99, leaving a net income of $20,544 81, showing a net gain this year over that of last year of $17,946.

☞ The Grand Trunk Railway Company of Canada have contracted with Mr. Hodges for a supply of peat for four years, one hundred tons per day for the first year, and three hundred tons per day for the remaining three years.

☞ The newly chartered Coos Railroad Company contemplates the immediate construction of a line from Littleton *via* Lancaster to the Grand Trunk at Northumberland.

☞ Hon. D. Waldo Lincoln, of Worcester, has been elected Vice President of the Boston and Worcester Railroad Company.

Ohio—Property and Taxation.

The following is an official statement of the valuation and taxation of Ohio for the year 1866:

The number of acres of land assessed for taxation is 25,403,301, the valuation of which is	$498,771,034
The value of real estate in cities, towns and villages is	164,876,508
The value of chattel property is	442,561,379
Total valuation of 1866	$1,106,208,921

This is an increase over 1865, of $36,603,066, of which the sum of $175,072 was in real estate not in cities and villages; $2,914,491 in real estate in cities, towns and villages, and $33,513,503 in chattel property.

On the duplicate of 1866 taxes have been levied as follows:

For sinking fund, for payment of principal and interest of the Public Debt	$1,325,439 75
For general revenue—support of the State Government	1,104,535 46
For common school fund	1,437,192 02
Total	$3,867,167 23
The County and local taxes amount to	12,640,699 90
Thus making the total State and local taxes for 1866	$16,507,867 13

The sum shows that notwithstanding the large increase in the base of taxation, the aggregate for all purposes are $4,038,370 55 less than they were last year. The decrease is thus divided:

State taxes	$1,796,200 20
Local taxes	2,242,170 35
Total	$4,038,370 55

The aggregate assessments for school purposes this year amount to $4,493,844 50, of which the sum of $3,056,652 48 is by local taxation, and $1,437,192 02 by State levy.

Interest and Dividends.

The Philadelphia and Reading Railroad Company have declared a dividend of five per cent. on the preferred and common stock, clear of National and State taxes, payable in cash or common stock at par, at the option of the holder, on and after the 31st inst., at the office of the company in Philadelphia. The option as to taking stock for this dividend will cease at the close of business hours on Saturday, 30th March next.

The Michigan Central Railroad Company have declared a dividend of Five Dollars per share, free of Government tax, payable January 1, 1867, at the usual places in Boston, Detroit and New York.

The Dry Dock, East Broadway and Battery Railroad Company will pay, January 2, a dividend of 5 per cent., free of tax, at the National Broadway Bank.

The Augusta and Savannah Railroad Company have declared a dividend of $3.33⅓ per share, payable on demand at the Central Railroad Bank, in Savannah.

The Central (Ga.) Railroad Company has declared a dividend of $5 per share for the six months ending 30th ult.

The Boston and Worcester Railroad Company have declared a dividend of five per cent., free of Government tax, payable Jan. 1, 1867.

The Western Union Telegraph Company will pay, January 21st, a semi-annual dividend of 2 per cent. on capital.

The New York and Harlem Railroad Company have declared a dividend of four per cent. on the common and preferred stock, less the Government tax, payable January 2, 1867.

The Boston and Providence Railroad Company has declared a dividend of 5 per cent., payable Jan. 1.

The Ohio Canal stock, reimbursable at the pleasure of the State after Dec. 31, 1860, will be paid at the Ohio State Agency, No. 25 William street New York, on the first day of January, 1867, at which time interest on the same will cease.

The semi-annual interest due May 1, 1866, on the first mortgage bonds of the La Crosse and Milwaukee Railroad, and that due September 1, 1866, on the bonds issued by the City of Milwaukee to aid in the construction of said railroad, will be paid on presentation of the coupons at the office of the Milwaukee and Minnesota Railroad Company at the City of Milwaukee.

The interest on the public debt of the State of Illinois, maturing on the first Monday and January, 1867, will be paid at the Ocean National Bank of the City of New York, on the 7th to the 22d (inclusive) of January, 1867.

To Prevent Street Cars Running off the Track.

Dr. B. M. Esterle, of San Francisco, whose invention for raising carriage wheels out of railroad tracks, enabling them to cross the tracks or turn around on them, etc., having met with success, has brought out another valuable invention. It is a simple plan for preventing cars running off the track of street railroads and protecting the track against breaking or other injury by heavy trucks passing over it. Unlike most inventions in that line, it is an improvement on the rail itself, not on the wheels or couplings of the cars. It consists of slips of iron straight on one side and rounded off to a point at each end on the other, bolted to the surface of the rail on the inner edge. These slips are so arranged that the wheels on the opposite side of the car touch them alternately, and do not bear on both sides at once. If the fore or hind wheels of a car are off the track, drawing the car forward or backing it will bring them on again immediately, and it is impossible to get the whole four wheels at once. In making new rails, the slips or projections mentioned could be made a part of the rail itself, the same as the flange now used. The invention would be of particular benefit at the abrupt curve at the corners of the streets, where the cars are constantly getting off. The flange of the car wheel passes between the slips on the inner edge of the rail, and the flange or upper part of the rail, on which the weight of the car now runs.

☞ The Easton and South Easton Passenger Railway Co., which was incorporated at the last session of the Pennsylvania legislature, has been organized by the election of a board of directors and officers. Sufficient stock has been subscribed, and it may be taken for granted that the road will be built.

☞ The Wyoming and Petrolia Branch of the Great Western Railway of Canada was opened for traffic on the 17th inst. Four trains daily connect with the Main Line.

☞ The European and Northern American Railway has been put under contract from Bangor to Winn, and the work of construction will commence immediately.

Union Pacific Railroad.

The ninth section of 35 miles of this road, commencing at the 270th, and terminating at the 305th mile station west from Omaha, having been completed, the Government Commissioners have been instructed by the Secretary of the Interior to repair to Omaha without delay to examine and report upon the section.

☞ Work on the Montgomery and Erie Railroad is progressing. The ties are being distributed preparatory to laying the rails on that portion between Goshen and Campbell Hall, the sub-grading of which is finished. Gangs of laborers are at work finishing the grading on the line between Campbell Hall and Montgomery. The station buildings at the latter place are in progress. The fencing is also rapidly progressing.

☞ The certificate of incorporation of the Storrs Township, New Richmond and Central Union Depot Junction Railroad Company, was filed in the office of the Secretary of State at Columbus, Ohio, on the 9th inst. The capital stock is $500,000, and the incorporators are L. S. Cotton, Martin Wright, S. Woodward, Larz Anderson, and J. W. G. Bailey.

☞ The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company was filed in the office of the Secretary of State on the 4th inst. The termini of the road are to be at Cincinnati and Millersburg, Holmes county, Ohio. The capital stock is $5,000,000.

☞ The earnings of the Western Union Telegraph Co. from July 1, to October 31, 1866, were $2,291,494 19; and the expenditures, $1,400,301 77—leaving net earnings, $891,192 42. The expenditures for construction during the same time were $812,899 19.

☞ The St. Paul *Press* says that an apparently well founded rumor is in circulation to the effect that the Chicago and Northwestern Railway Co. is in treaty for the purchase of the rights and franchises of the Winona and St. Peter Railroad.

☞ Iron laying has been commenced on the Grand River Valley (Mich.) Railroad. The bridge across the Grand river at Jackson has also been completed, and this important link in Michigan railroad communication is stated to be progressing rapidly.

☞ Engineers are now engaged in locating the route for a railroad from Honesdale, Pa., to Hawley, where it will connect with Hawley Branch of the Erie railway. It is said that the requisite amount of stock has been subscribed.

☞ Arrangements have been made between the Syracuse and Oswego Railroad and the Syracuse and Binghamton Railroad, by which the wide gauge track will be continued to Oswego.

☞ The railroad from Greenfield, Mass., to Shelburne Falls, 13 miles, is being rapidly constructed. It is to be completed by July 4, 1867.

☞ The Legislature of Georgia have passed the bill to aid the Savannah, Griffin and North Alabama Railroad.

☞ Wm. H. Parker, Esq., of Concord, N. H., has been appointed General Superintendent of the Boston, Hartford and Erie Railroad.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 29, 1866.

San Francisco Central Pacific Railroad.

We have received from W. S. Watson, Esq., Chief Engineer, a pamphlet copy of his report on the survey and location of this road from Washington, on the Sacramento River, opposite Sacramento, to Benicia; to which is added an estimate of the cost of construction and equipment, and of the revenue, expenditures, etc., when completed.

As previously stated by us, this company was organized on the 29th of September last, by the election of a Board of Directors with Lansing B. Mizner, Esq., as President; Thos. A. Brown, Vice President; Jabez Hatch, Treasurer; S. C. Gray, Secretary; and W. S. Watson, Chief Engineer.

The city of Benicia is situated on the straits of Carquinez, 28 miles from San Francisco, at the outlet of Suisun Bay, the most eastwardly of the bays forming the harbor of San Francisco. The harbor capacity of the city front of Benicia is unsurpassed on any part of the Bay of San Francisco. The city of Sacramento is about 90 miles, by the course of the river, from Benicia, and 120 miles from San Francisco. An air line from San Francisco to Sacramento passes two miles to the south of Benicia. An air line from Benicia to Sacramento is 50½ miles; and the proposed road, if built as now projected, will not exceed 54½ miles, and can be reduced to 52 miles. The whole distance from Sacramento to San Francisco will then be but 80 miles, which will be a reduction to 66 per cent. of a distance of 120 miles of river travel. The distance from Sacramento to San Francisco by an air line is 75 miles. The connection with San Francisco is to be made by steamboat—the distance being 28 miles, entirely in the Bay of San Francisco.

The result of the survey was the finding of a highly favorable line for the construction of a first class railroad, having all the elements capable of the most successful operation.

This road will connect two of the most important cities on the Pacific coast. It is located on the only great thoroughfare in the State, and is intended to supply a great public want, daily becoming more a necessity, the importance of which has been admitted for years. Its construction has occupied the attention of capitalists, engineers and business men since 1852. All have admitted its feasibility; while the necessity of a reliable outlet from the interior valley of the State at Sacramento, to deep water navigation is universally admitted. This interior valley is formed by the two great rivers, the Sacramento and the San Joaquin and their tributaries. The former, coming from the North, drains all that part north of Sacramento city. The latter coming from the south, drains all that part of the State north of Tejon Pass. This valley comprises an area of 30,000 square miles. These streams, which since the settlement of the country have constituted the highways over which nine-tenths of all the business of California has been done, are extremely difficult of navigation, even in the best stage of the water; and from the sinuosity of their course, the distance from San Francisco to Sacramento, as has been shown, is increased from 75 miles, in an air line, to 120 miles by the river; and from San Francisco to Stockton, on the San Joaquin, from 67 miles, in an air line, to 125 miles by the traveled route. The business of the entire northern and middle counties of the State has hitherto been done through the channel of the Sacramento River. All travel and merchandize destined for these counties are shipped to Sacramento city, and above, to be there forwarded by teams to the mountains. It has been estimated that probably not less than four-fifths of all the gold products of the State during the past 17 years have been obtained in the counties mentioned; their return travel and freight have been through this channel; and along this route it is proposed to construct the San Francisco Central Pacific Railroad.

The only grade worth mentioning encountered on the line between Sacramento and Benicia, is at the crossing of the Montezuma Hills, being, for two miles, 10 feet per mile ascending, and, two miles, 20 feet per mile descending towards Fairfield. From the tables of alignment and grades which accompany the report, it appears that 51.74 miles are straight line; 0.79 mile with curves of two degrees and under, 2,865 feet radius; and 2.70 miles with curves of four degrees and under, 1,436 feet radius. There are of level line 35.55 miles; of grades of 5 feet and under, 5.66 miles; of 10 feet and under, 7.02 miles; of 20 feet and under, 5.49 miles; and of the maximum grade, 22 feet, 1.51 mile—or 93.75 per cent. of straight line, and 6.25 per cent. of curves, with a minimum radius of 1,436 feet. Of the whole line, 64.36 per cent. is level, and 35.64 per cent. with grades from 5 to 20 feet per mile. It is estimated that a first class freight engine of 32 tons will draw a load of 268 tons over the road at the rate of 22 miles per hour. The total elevation to be overcome going northwardly is 101 feet, and returning is 71 feet—total both ways 172 feet. It is confidently expected, that with a good track and properly managed road, the entire distance can, and will, be regularly run in one hour.

The entire amount of grading is estimated at 1,187,000 cubic yards of earth, and 60,000 cubic yards of rock. For two-thirds of the length of the road, the grading will be embankment, mostly "borrow," to be made from the excavations on both sides of the road. The banks will be generally 14 feet wide at grade line, and cuts 16 feet wide. American rails, 52 lbs. per yard, will be used, with wrought iron chairs, laid on red wood ties 6×8 and 8 feet long, at the rate of 2,400 per mile. Six locomotives, with passenger, baggage, freight, etc., cars will be required, together with running gears, stationary machinery, etc. Depots, station buildings, and wharfing and docks at Benicia will also be necessary. The fencing and

ballasting will be deferred until the trains commence running. The latter is, however, not included in the estimate of cost.

The structures on the entire route will be "trestle bents," except at the Sacramento River and at Cordelia Creek, amounting to about 6,000 feet of trestle work, of from 6 to 12 feet heighth of posts. The bridge at Sacramento, which will not be commenced until after the completion of the road, will be 800 feet in length, with a draw of sufficient opening to accommodate the river travel. It will rest on crib pile foundations about 60 feet apart, with centre pier for the draw, the estimated cost of which will be $67,500.

The total cost of the road is put down at $1,580,550, or $28,800 per mile, viz:

Graduation	$401,750
Structures	132,300
Superstruction	539,600
Equipment	173,900
Buildings	88,000
Fences	40,000
Engineering expenses	50,000
Right of way and law expenses	15,000
Add 10 per cent. for contingencies	140,000
Total	$1,580,550

Two steamboats will also be required to make the connection with San Francisco, which if supplied by the company, will cost $440,000—making the total cost of road and boats, $2,020,550.

To provide the funds necessary for this work, it is proposed to have subscribed to the stock of company $1,000,000, and to make and negotiate a first mortgage bond for $1,500,000, from which it is presumed $1,165,000 could be calculated on, still leaving in the hands of the company $1,000,000 of stock, to be used as circumstances may dictate.

The total receipts are estimated at $1,619,650, and the expenses, including taxes, insurance, and interest on bonds, $729,432—leaving a net income of $883,968, or 44.19 per cent., on an investment of $2,000,000.

This road, when completed, will connect at Sacramento with the Central Pacific of California, which has its present terminus at that city, and which will be the great thoroughfare which is to connect the Atlantic and Pacific Oceans. It is almost certain that the Central Pacific will reach Salt Lake in 1870, and that the eastern links of that road will reach the same point at or about the same time. When this is accomplished, the transportation of 1,000 passengers and 2,500 tons of freight per day is thought to be a low estimate of the amount of business this road will be required to perform, which at the legal rates of transportation in that State, viz: 10 cents per passenger and 15 cents per ton of freight per mile, will amount to a daily income of $26,000, or an aggregate for the year of nearly ten millions of dollars.

New York and Oswego Midland Railroad.

About a year ago a company was organized for the construction of a railroad from Oswego to Jersey City, running by way of Syracuse through Madison, Chenango, Otsego, Delaware and Sullivan Counties, to the New Jersey State line. We learn from the Albany *Argus* that the directors have been actively engaged in pushing forward the project, and claim that the prospect for the ultimate construction of the road is now flattering. The main reliance of the friends of the route is in securing town subscriptions or the pledge of town bonds.

Georgia Railroad and Banking Company.

We have received the report of this company for the fiscal year ending March 31, 1866. During the first part of the year, April 1 to May 15, the receipts were in Confederate currency and amounted to $414,948 59; the expenses during the same time were $450,120 50—an excess of expenses over receipts of $35,171 91. It was not until the 15th of May that the company could collect in funds that could be made at all available afterwards, so that, so far as practical results are concerned, the past railroad year may be said to have commenced on the 15th of May and terminated on the 31st of March. During this latter period the receipts were:

From passengers		$362,543 13
" freight		761,974 37
" U. S. for transportation		30,875 42
		$1,155,397 92
Expenses, viz.:		
Conducting transp	$116,466 48	
Motive power	219,355 99	
Maintenance of way	156,122 92	
" cars	66,151 66	
New railroad iron	20,000 00	
Incidental to laying 4½ miles new track on main line and 1¼ on Athens branch	15,904 66	
Rebuilding depot buildings & machine shops, burned	14,296 45	
Government tax paid	20,530 79	
Rebuilding cars	11,650 00	
		640,478 95
Leaving as net profit		$514,918 97

The amount paid for entire new work, taxes, etc., which is included in the above, amounted to $85,688 90.

The track and rolling stock was greatly damaged during the war, and at its close the road was found, like nearly all others in the South, without material for track or shops, which explains the heavy payments made for motive power and maintenance of way and cars; for while these have increased considerably, the expenses of conducting transportation is $18,790 27 less than for the year closing April 1, 1861, the last preceding the war.

At the date of the report of the superintendent, April 30th, 400 tons of new rails had been purchased and laid down on the Main Line, and 100 tons on the Athens branch. In addition to which 217 tons were on the way from New York. The new iron is laid down continuously from Atlanta, the old rails being reserved for repairing. The useless rails are exchanged for new iron. This plan it is proposed to continue. With a few hundred tons more of new iron, the company can keep up the renewal and repairs satisfactorily. He estimates the cost of new iron for the current year at $120,000, and about half that amount yearly hereafter until the track is brought to first rate condition.

The company had 55 locomotives, about half of which were in running order, 3 had been condemned, 3 sold, and the remainder were undergoing repairs. The number of freight, stock, coal, etc., cars is 378. The president in his report says:

After the losses and disasters during the war, it is of some importance to the Stockholders to know the present state of their affairs and the probable value of their property. By reference to former statements, we find charged to profit and loss, since the 11th of May, 1865:

For Confederate notes and bonds	$1,117,471 58
Bonds and treasury notes of the State of Georgia	345,587 60
Negroes emancipated and other items specified	95,214 24
Total	$1,558,273 42
Add freight account due by late Confederate Government	674,245 29
Aggregate loss in money and credits	$2,232,522 71
To which may be added:	
300 cars lost or destroyed, at an average of $500	$150,000 00
Buildings at Atlanta	50,000 00
Depots on the line destroyed	20,000 00
Eighty miles of road torn up, including destruction of bridges, average damage per mile $3,500	280,000 00
Loss by the war and its incidents	$2,732,522 71

As this estimated damage to property will gradually be restored from income, and charged to expenses, it is not expected to give any inconvenience or be very seriously felt by the company.

After these multiplied losses and disasters, it will be pleasing to learn that the stock is still whole, and with a very handsome surplus. From the statement of the Cashier, it appears that there was still on the 31st March last, a credit to profit and loss account of $1,186,784 29. Credits have been so shaken and unsettled that it is not easy to make reliable estimates of the true value of some of our assets. The account has been very carefully scrutinized, however, and it is believed that the following estimate may be relied on as sufficiently safe for all practical purposes:

ASSETS.

Real estate, stocks, Bonds, notes, cash, &c	$1,912,247 00
Liabilities of all kinds—say bonds, deposits, circulation, &c	777,804 00
Surplus	$1,134,443 00

The item "Notes of various banks,"* is believed to be the only item in our assets subject to much uncertainty. This was originally provided as "specie funds" to meet current liabilities, but is now of uncertain value and its precise value cannot now be estimated.

This result, in the face of so many losses, is owing to the large available surplus we held at the commencement of the war, and profits made and appropriated since the peace, which have enabled us to make head against such heavy inroads upon our resources.

The following is an adjusted statement of the condition of the Georgia Railroad and Banking Company, on the 31st of March, 1866, after charging to profit and loss its valueless accounts:

Road and outfit		$4,156,000 00
Real estate		186,958 66
Banking House and lot		35,000 00
E. W. Cole, Gen'l Supt.		8,429 50
Stock of other corporations		1,051,670 00
Bonds " "		170,500 00
Discounted notes		33,253 54
Assessment on stock unsettled		262 50
National Bank of Republic		285 81
Certificates of city council of Augusta		153 00
Notes of various banks		353,789 50
National currency	$89,482 81	
Notes of Central R. R. & B. Co.	4,419 00	
Due bills at call	28,436 00	
Specie	58,104 42	
		175,442 23
		$6,121,744 74

*It is believed that the depreciation of some of our stocks will be balanced by premiums on others.

Capital stock	$4,156,000 00
Profit and loss	1,184,034 99
Bonds of this company	290,500 00
Dividends unpaid	11,250 99
Collection account	6,903 76
Due other corporations, agents, etc.	22,501 65
Deposits	5,643 76
U. S. income tax retained	1,598 86
Circulation	443,310 73
	$6,121,744 74

President.—JOHN P. KING.
Superintendent.—E. W. COLE.
Treasurer.—J. MILLIGAN.

Peat for Fuel.

We have given, in previous issues of the JOURNAL, the results of several carefully-made experiments by the Grand Trunk Railway Company of Canada with Hodges' Patent Prepared Peat, for the purpose of testing its officiency as an article for fuel; the locomotives having been specially adapted by Mr. Hodges for that purpose. These experiments in every instance proved highly satisfactory; and we now learn that the company has given to Mr. Hodges a contract extending over five years, or seasons, during the first of which it will take 100 tons of his prepared peat a day, and during the four succeeding years 300 tons daily. The saving which will be effected by the cheapness of the peat as compared with wood, it is believed will be very great. The following is an extract from a paper recently prepared by Mr. Hodges' giving his views, etc., on the nature and properties of peat:

Peat is a sponge-like substance, composed of aquatic plants, mosses, sedges, grasses, and a variety of shrubs and low trees, with the roots, leaves and branches in a state of decomposition, exactly in the same place and position in which they have grown and accumulated for many ages, in some instances to a depth of thirty or forty feet.

It is entirely a vegetable compound, containing no other extraneous matter, than that washed in amongst it by floods and rains, from the surrounding lands.

In Ireland, where the atmosphere is at all seasons very much charged with moisture, Peat grows or forms on the sides of hills or mountains, and is called black or mountain Peat. When cut out and dried, this Peat becomes very hard, and, without any manufacture whatever, makes an excellent fuel. On the continent of America the climate is much drier, and aquatic plants can thrive and accumulate only in situations where, during the dry seasons, there is abundance of water. It therefore follows that no abundance of Peat is to be found on this continent.

The fibrous or red Peat is the only description found, and this grows abundantly in all shallow ponds, lakes or basins, where there is no outlet for the water. Occasionally, it accumulates on the margins of sluggish rivers, and, by its growth, dams up the water, rendering the localities more favorable for its production. In such places, however, it is more likely to contain impurities deposited by flood waters, and is therefore not so fit for fuel as that formed in the situations before mentioned.

When cut out from the bog and dried, red Peat is very light, losing only about forty per cent of its bulk by skrinkage, while, by evaporation, it parts with from eighty to ninety per cent of its weight. As dug from an undrained bog, Peat contains very little solid matter, and, to manufacture one ton of fuel, it is always necessary to dig from eight to nine tons of Peat.

Getting rid of this immense quantity of water is one of the chief difficulties in the manufacture of Peat fuel. A great variety of mechanical or artificial means has been resorted to from time immemorial to accomplish the purpose; all, however, have been abandoned on account principally of the cost.

But even supposing all the water could be driven out of it by artificial means, red Peat, without first being pulped, will not make good fuel; it would still retain its sponge-like character, have a great tendency to expand, readily absorb moisture, and would not stand the blast.

Something more, therefore, than getting rid of the moisture is necessary, and it is generally acknowledged by most competent and experienced authorities, that the fibre or tube-like character of the innumerable rootlets, of which Peat is principally composed, must be entirely destroyed, and that too before it has been subjected to the action of the atmosphere, or dried to any considerable extent. When this is properly performed, and the homogenous mass of pulp is left to dry simply by natural evaporation, it becomes not only dense and hard in proportion to the quality of the bog from whence it is obtained, but a fuel is the result; of the purest character, which will bear the blast as well as the hardest and best burnt coke.

Peat fuel, even with the limited experiments as to the best mode of using it economically, has proved itself equal if not superior to any known fuel, and it is no more than reasonable to anticipate greater results when its use becomes general, and furnaces are expressly adapted to its use.

As locomotives are now constructed for the combustion of wood, coal or coke, the waste of steam power to create a blast or draft is enormous, it being estimated by competent authority that two-fifths of the whole quantity of fuel consumed is expended for that purpose. Now, well dried Peat requires but very little draft through the furnace bars, it being necessary for a perfect combustion of the immense quantity of gas that it gives out, to admit air through the furnace door. It is therefore much more than probable, that by altering the blast to meet the limited requirements of Peat fuel, at least twenty per cent. additional power will be given to all Peat-burning engines, or a corresponding decrease in the quantity of fuel used may be effected.

No sparks issue from the smoke stack of a locomotive when burning Peat fuel, even with the present enormous blast, and when they are especially adapted for it, fires from sparks will be unknown.

Peat fuel, when well manufactured and dried, does not readily absorb moisture, even though exposed in wet situations for days.

A piece of Peat fuel, containing twenty per cent. of moisture, was put into a pail of water, weighing at the time of immersion ..... 72½ ozs.
At the end of one hour it weighed ..... 74½ "
" two hours " ..... 75 "

Quantity of water absorbed in 2 hours .. 2½ "
being scarcely 3½ per cent.

A piece of Peat fuel, well dried, was put into a pail of water, and at the time of immersion weighed ..... 63 ozs.
At the end of one hour it weighed ..... 64½ "
" two hours " ..... 65½ "

Quantity of water absorbed during two hours of immersion ..... 2½ "
equal to about 4 per cent., or one-fifth of the amount that coke would have absorbed if exposed to a heavy shower of rain, or little more than would, under similar circumstances, be taken up by small coal.

It is established beyond question that for raising steam, smelting, puddling, converting of iron into steel, and for manufacturing purposes generally, well prepared Peat fuel is infinitely superior to any other fuel known; and the time has arrived when the immense deposits of this valuable article, which crosses the track of every railway on this continent, should be utilized, doing away with the necessity, in the Western States, of using for fuel the corn which should serve for food.

☞ The Manassas Gap R. R. will be completed to Piedmont in about four weeks.

Michigan Central Railroad.

The financial condition of this company on the 1st of December, 1866, is exhibited in the following report:

INCOME ACCOUNT.

By balance of income account, per Treasurer's Report, June 1, 1866	$460,802 67
Receipts of road from June 1, to December 1, 1866	2,310,903 27
	$2,771,705 94
To dividend paid July 1, 1866, 5 per cent. in cash	$349,135 00
U. S. Gov. tax on dividend	8,143 20
" " receipts	39,857 85
Annual payments towards sinking funds	84,500 00
Operating account, exclusive of interest and exchange, from June 1 to December 1, 1866	1,509,210 10
Interest and exchange accounts from June 1 to December 1, 1866	293,540 12
Balance to new account	487,319 67
	$2,771,705 94

The foregoing account shows the net receipts of the road for six months ending 1st inst., after deducing operating, interest, and exchange accounts, but excluding the amount paid to the sinking funds, to be $460,152 00. After deducting the amount paid to sinking funds, the balance is $375,652 00. Adding the balance to credit of this account, June 1st, $460,802 67 less the July dividend, $349,135 00, the amount to credit of income account is $487,319 67.

Although the earnings for the six months ending Nov. 30, 1866, are less than those of the corresponding period of 1865 by $166,174 96, they show an increase of $256,556 38 over those of the same period of 1864.

It is confidently expected that the third rail over the Great Western Railway of Canada will be completed, ready for operation, by the first of January, 1867; and it is anticipated that our freight business will thereby be considerably increased.

The new freight building was finished some time since, and is one of the finest structures of the kind in the country.

The sum invested in the sinking funds amounts to $984,004 29.

The Company is free from floating debt.

Suez Canal.

We learn, from the Malta *Times* that the works of the Suez Canal are being actively carried forward by M. de Lesseps, who at present, however, is not in Egypt. An average depth of seven to nine feet has been obtained between Port Said along the salt water canal, and the rest of the distance to Suez is traversed temporarily by a fresh water canal about seven feet deep, connected with the other by means of locks and powerful pumps. As far as 60 station the full width of the proposed ship canal has been excavated of 60 metres, but from that point to 75 station at Ismalia the width is incomplete. All that has been done has been done well, and reflects the highest credit on the science, skill, and persevering energy of the French engineers. The real difficulties of dredging in a constantly dissolving sand are now commencing. But well-informed persons entertain but little doubt that these and all others may be overcome by time and money. As to what amount of these important necessaries will be required to bring the great work to a successful completion it is scarcely possible at the esentpr stage to hazard a conjecture.

Pacific Railroads.

EXTRACTS FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

On the 6th of November, instant, the Union Pacific Railroad was completed to a point twenty-three miles west of the hundredth meridian of longitude, being 270 miles distant from Omaha. The want of a railroad connection from Omaha eastward has retarded the transportation of the iron and equipments of the road and compelled the company to rely upon shipments by the Missouri river, at such times as the state of the navigation permitted. The difficulty will be removed by the construction of the railway from Clinton to Council Bluffs, which, it is believed, will be completed next spring.

The company have constructed all their depot buildings at Omaha. The arrangement and extent of their grounds and permanent fixtures are on a scale adapted in our vast and increasing traffic between the western and eastern shores of the continent. The road has been built of such excellent materials, and in so substantial a manner, as to elicit repeated expressions of commendation from the government directors and commissioners. There can be no better evidence of the fidelity with which the company have met the requirements of Congress than the fact that the commissioners have in no instance, refused to accept any portion of the road presented to them for examination.

The company have not filed a map showing the permanent location of the road beyond a point three hundred miles west of Omaha. Surveying parties have been actively engaged in ascertaining the most direct and practicable route, taking Julesburg, on the South Platte, on the mouth of Lodge Pole creek, about three hundred and seventy-five miles west of Omaha, as a starting point, and have furnished a statement of the comparative distances, quantities and gradients of three lines—one *via* Cache la Poudre and Antelope pass, one *via* Camp Walbach and Crow creek, and the other *via* Lodge Pole creek, Camp Walbach and Cheyenne pass. It is expected that the definite location of this part of the road will not be long deferred.

The company report that in April, 1865, their engineer commenced an extended reconnoissance of the country east of Great Salt Lake, with a view to find a practicable route over the Wasatch mountains to Green river *via* Spanish Fork and the Uinta. After ascending the Spanish Fork to its headwaters he explored the whole district of country lying between the hundred and tenth and hundred and eleventh meridians of longitude, and between the parallels of forty degrees and forty degrees and thirty minutes of latitude. The result of these examinations satisfied him that such a route could not be found.

The survey of the line by the way of the valley of the Sweetwater, the south pass of the Rocky Mountains and the valley of Black's Fork of Green river, was then commenced. It established the important fact that the summits of all the passes of which surveys had been made in the great ranges of those mountains have very nearly the same altitude above tide-water. Further examinations were made by the company's engineer in that region, the details of which have not been furnished to the department.

One of the most important of this company's surveys extends from the Great Salt Lake west to the Humboldt valley, between the hundred and fifteenth and the hundred and sixteenth meridian of longitude, traversing the great American desert. Although incomplete, it has resulted in the discovery of a line, with grades not exceeding sixty feet per mile, from Great Salt Lake City to the valley of the Humboldt, across the Humboldt range of mountains, a distance of two hundred and eight miles. For about one hundred and fifty miles across the desert no fresh water was found by the engineer. He is satisfied, however, from his examinations, that it can be obtained in the passes over Cedar mountain on the eastern side of the desert, and the first range west of the desert, leaving only sixty miles without fresh water. The soil is admirably adapted to a fine hard road-bed. The results of the survey are satisfactory to the company, and show that the difficulties to be overcome are much less formidable than were anticipated.

The company report that the amount actually expended on the road in money is $9,690,082 01. Of this amount $3,113,221 25 have been derived from the sale of $3,280,000 of government bonds, $3,901,357 01 from loans, and $2,508,725 from stock subscriptions. This amount does not embrace the indebtedness to the contractors for the first two hundred and forty-six miles of road, extending from Omaha to the one hundredth meridian. Their contract expired by the completion of this part of the line, and when the whole indebtedness of the company is adjusted, the entire expenditure, including a million of stock which the contractors agreed to take, will not fall short of $12,500,000. The amount of the company's loans is $3,668,213 95. To meet this debt it has $5,480,000 of its first mortgage bonds unsold, and $560,000 of government bonds.

The amount of bonds actually executed is $3,660,000. The company is entitled to issue the following amounts: First, for two hundred and forty miles of road accepted by the government, $3,840,000; second, for one hundred miles in advance, $1,600,000, making a total of $5,440,000.

None of these bonds have been offered for sale. They are made by the act of Congress a lien prior to that of the government, and it was deemed advisable to wait, before negotiating them, until the work had made such progress as to give to the public the assurance that its successful completion was no longer a matter of doubt. They have therefore been used to a limited amount as a basis for temporary loans.

The rolling stock on the road consists of twenty-one locomotives, one hundred and fifty-six flat, forty-six box, thirty-five hand and five passenger cars.

The Union Pacific Railway Company (eastern division), have constructed their road to Fort Riley, one hundred and thirty-five miles west of the Missouri river, of which one hundred and thirty have been accepted by the government, thus giving a continuous line of railroad and telegraph four hundred and eighteen miles west of St. Louis.

They have also constructed a branch road, thirty miles in length, from Lawrence to Leavenworth, which affords them another line of communication to the Missouri river.

The company report that the present equipment of the road is as follows: Nine locomotives, ten first class passenger, three baggage and express, one hundred and one box, ninety-four flat and twenty-seven hand cars. They have also purchased eight locomotives, five passenger, fifty flat, twenty stock and four hand cars, have supplied the road with the requisite stations, depots and water tanks and commenced the construction of machine shops and round houses at Wyandotte and Lawrence. Iron, weighing fifty-six pounds to the linear yard, and sufficient to construct one hundred and sixty additional miles of road, with sidings, has been purchased and will be delivered monthly until next April. Contracts have been made to complete the road two hundred and fifty miles beyond Fort Riley by the 31st day of December, 1867.

The passenger and freight traffic of the road is already considerable and gives promise of great increase in the future. The gross receipts of one hundred and five miles of main line and thirty miles of branch road for the month of September were $42,000.

The commissioners, under date of September 28, report that they have examined, and they recommend the acceptance of an additional section of the road of the Central Pacific Railroad Company of California, making a distance of seventy-four miles from Sacramento. The company report, under date of the 13th ultimo., that they have constructed an additional section of twenty miles, reaching at the terminus an elevation of about sixty-one hundred feet above tide water at Sacramento. A force of ten thousand men is now engaged in grading the next two sections, the ties are redwood, equal to cedar in durability, and number about twenty-five hundred to the mile, and the culverts are constructed of granite, or other hard stone, except in the valley, where hard burnt brick is substituted, as stone could not be procured. The bridges are made of the best quality of red fir. The drainage is ample, and the road well ballasted with gravel and broken rock. The grades are necessarily high. The maximum authorized by law has been reached for a distance of three and one-half miles. There is no difficulty in operating these portions of the road. The passenger trains make twenty-five and the freight trains twelve miles per hour.

There are on the road or in transitu 30 locomotives and 671 cars. The company have in Sacramento the machinery for a large machine and repair shop, including a powerful horizontal engine for furnishing the driving power. The shop is in process of erection, and the company expect soon to be able to build locomotives and cars equal to those furnished in the Eastern States. The tunnels have been constructed sufficiently wide to accommodate double tracks. A full force is at present employed in constructing a tunnel 1,600 feet in length at the summit of the Sierra Nevada, and one of 900 feet in length seven miles east of that point.

Examinations and surveys indicate the valley of the Humboldt as the most advantageous route through the State of Nevada.

The company expect to reach during the next year the Big Bend of the Truck river, to which point the road has been permanently located, a distance of 195 miles from Sacramento. They allege that their expenditure exceeds $12,000,000, and they entertain no doubt that the road will be completed to Salt Lake City during the year 1870.

The Atchison and Pike's Peak Railroad Company have completed forty miles of their road west from Atchison. The company report that they have on hand six locomotives, two passenger, one baggage and express, fourteen box, and thirty-two flat cars, three tanks and two turntables, &c., with a machine shop and a blacksmith shop complete, the former being built of stone masonry and covered with an iron roof, and they are now engaged in the erection of a round house. The road is generally built in a very substantial manner; nearly all the bridges and culverts are of the best quality of solid masonry. The longer span bridges are of the Howe truss pattern. The road bed for the next thirty miles is nearly ready for the superstructure. The ties, iron, chairs and spikes for the same are on hand or in transitu. The company report an expenditure, in the construction and equipment of the road, of $2,307,650. They confidently expect that sixty miles of road will be completed by the first of January next.

The Western Pacific Railroad Company filed on the 13th of last July their acceptance of the provisions and conditions of the resolution of Congress extending the time for the construction of the first section of twenty miles of their road, approved May 21, 1866. On the 2d instant this department received the report of the government commissioners, showing the completion and equipment of that section. It extends from San Jose, in the direction of Sacramento, to a point in Alameda county, a distance of twenty miles.

The report of the President of Sioux City and Pacific Railroad Company, under date of the 16th instant, sets forth that renewed surveys by their engineers during the past season justify and confirm the opinion that the most direct and practicable route from Sioux City to a point which they have selected upon the Union Pacific Railroad from Omaha is on the east side of the Missouri river to a crossing near De Soto, thence *via* Fish Creek to the Platte Valley, and thence to the point of connection with the latter road at Fremont, forty-six and one half miles west from Omaha. It is also stated that the grading of the northern sixty-eight miles has been placed under contract and a force already engaged on the work. The company has arranged to construct about six

miles of road, which will connect its line very advantageously with the Cedar Rapids Railroad at a point where it is expected that the latter road will reach the Missouri river valley in a few days.

There is nothing on file in the Deparment to show that the company authorized to construct the Atlantic and Pacific Railroad by the act of Congress approved July 27, 1866, have accepted the provisions of the act.

The work on the wagon road from Niobrara to Virginia City has been continued, though with serious annoyance from hostile Indians. The route has been shortened nearly one hundred miles.

Operations on portions of the projected road from Sioux City to the mouth of the Big Cheyenne river have been prosecuted with great activity and success. That part between the initial point and Yankton, with the exception of the bridges, is finished and in perfect order. The bridge over the Big Sioux river is being built. If the construction of it does not absorb the appropriation now on hand, the remainder will be applied to the completion of the bridges over the Vermillion river and the James. Apprehended Indian difficulties have prevented the extension of the road from the mouth of the Big Cheyenne.

The superintendent of the road from Virginia City, Montana, to Lewiston, reports a considerable force is employed. The funds at his command will not, in his opinion, more than suffice to locate and clear out a trail ten or twelve feet wide from Lewiston to the valley of the Bitter Root. From thence roads are already open to Virginia City. He prefers the route by the Loo-Loo Fork, though it, in common with the others, is subject to obstruction from snow during one-half of the year.

Steam Power in Towing Vessels on Canals.

The following is from two very interesting papers read before the Institution of Civil Engineers, London, on the 13th of November:

The first paper read was on the "Results of the Employment of Steam Power in Towing Vessels on the Gloucester and Berkeley Canal," by Mr. W. B. Clegram, M. Inst. C. E. It was stated that this navigation was 16½ miles in length, and level from end to end. The width at the surface varied from 80 feet to 100 feet, with passing places from 150 feet to 200 feet wide, and at the bottom from 13 feet to 20 feet, while the depth of water was from 18 feet to 18 feet 6 inches. Seagoing vessels up to 700 tons register, and drawing 16 feet, could by it reach Gloucester. Prior to the year 1860, these vessels were towed by horses, at a cost of about one farthing per ton per mile, and at speeds varying from 1 mile to 3 miles an hour. At the date named, three steam tugs, fitted with high pressure engines and screw propellers, were purchased complete for the sum of £3,000, and were placed upon the canal to do this work. Two men and one boy were employed in each tug, and the consumption of coals in each was from 15 cwt. to 20 cwt. every twelve working hours. In the four years ending the 25th March, 1865, 1,059,137 tons register of shipping had been towed 16 miles, carrying 1,109,334 tons of goods, at a cost of £6,400, including 15 per cent. per annum on the price of the tugs, to cover interest of money, repairs, and renewals. Applying this outlay to the tonnage of the vessels towed, it gave 1.45 penny per ton for 16 miles, or .0906 (about one-eleventh) of a penny per ton per mile—being a saving of not far short of two-thirds as compared with the haulage by horses. In consequence of a larger and more regular trade in the six months ending the 25th September, 1865, the cost during that period did not exceed one thirteenth of a penny per ton per mile. Applied to the goods conveyed in the vessels in the four years, the result was .0865 of a penny per ton per mile. The vessels were towed either singly, or in a train, according to circumstances. Sometimes as many as nine, ten, and even thirteen laden vessels had been taken by one tug at the rate of from 3 miles to 3½ miles an hour. The heaviest load after any one tug had been 1,690 tons of goods, in three vessels, which were towed along the whole length of the canal at a speed of 2 miles an hour. For the smaller class of vessels, the speed, as a rule, was restricted to 4 miles an hour. The employment of steam as a towing power had been found in nearly every way advantageous. The work was greatly economised. The vessels rubbed much less against the sides of the banks, the towing power being right ahead, and not on one side, as with horses. The wear to the ropes used in tracking was reduced; and vessels could be moved along the canal in weather which would have prevented horses doing the work. The speed also was increased; and owing to this, there was now no deposit on the sides of the canal, which formerly took place, and was difficult to remove. At present the deposit was entirely at the bottom, whence it could readily be taken out by dredging. The only disadvantage of this system, in a canal the sides of which at the water's edge was unprotected, was the additional wear at that part, caused by the constant passage of the tugs, and by the "run" of the water between the sides of the larger vessels and the banks. This action upon the banks was confined to a space of about 18 inches only, one-half of which was below and the other half above the water line. On this canal, a band of good weatherstone pitching, 2 feet wide, had completely prevented the injury, presenting a face along which the water ran harmlessly. It cost about £180 per mile; but as a set-off to this expense, there was the diminished wear of the towing path by the horses, which was considerable.

The second paper read was "On the employment of steam power upon the Grand Canal, Ireland," by Mr. S. Healy. It was remarked that on this system of navigation, which was 160 miles in length, the locks were 60 feet long and 13 feet 6 inches wide; a depth of 5 feet 2 inches of water being maintained upon the cills, but the trading depth of the boats was limited to 4 feet 3 inches. The width of the canal varied from 60 feet to 80 feet, shallowing at each side, so as to admit of about 30 feet of navigable breadth in the centre. Upwards of 300,000 tons of goods are carried annually over this system, in and out of Dublin. It was observed that, steam power was applicable to canal navigation in either of two ways, and both had been attempted on the Grand Canal. First, by placing the machinery in the boats with the cargo; and secondly, by employing steam power merely for towing boats or barges in trains. Trials had also been made with both a single and a double screw, but the latter was deemed to be unsuitable for canal purposes. In the first effort to introduce steam power, a vessel was designed to carry cargo as well as the machinery; but her carrying capacity was found to be so reduced, as to render the speculation unremunerative. Within the last two years, however, a system of hauling boats in trains, by small but powerful steamers, had been successfully brought into use on a long level of the canal, 25½ miles. The screw which had been proved to be the best, had a width of blade at the circumference of 32 inches, cut away at the base to the extent that was consistent with strength; the pitch was an increasing one, varying from 5 feet 8 inches to 7 feet 9 inches. One of these steamers towed three laden boats, each carrying 40 tons of cargo, at the rate of 2½ miles an hour; the pressure on the boiler being 60 lbs. per square inch, the number of revolutions 75 to 80 per minute, and the consumption of fuel, which was one part coal to three parts of slack, being 112 lbs. per mile. The boats were 60 feet long, and 13 feet beam, drawing when laden 4 feet of water. On that portion of the canal upon which steam power had been applied, horses had now been entirely withdrawn, and two steamers regularly performed a daily service both ways. On the River Shannon, the steamers designed to carry their own cargo had to pass through locks, which limited their length to 72 feet and beam to 13 feet 3 inches. They carried 50 tons, with a draft of water of 4 feet 8 inches, and had been most successful.

In the course of the discussion it was observed that a fourth steam tug was now at work on the Gloucester and Berkeley Canal, and that in three weeks during the month of September last, four tugs had moved 35,280 tons 16 miles at a total cost of £145 8s., being not quite one-sixteenth of a penny per ton per mile. On the Forth and Clyde and the Monkland canals, in the year 1856, a lighter, capable of carrying 80 tons of cargo, was fitted with small high pressure engines, placed as close to the stern as possible, and a screw propeller. Having proved successful, engines were subsequently applied to a luggage boat carrying 35 tons, to one of the canal ice breakers, to masted lighters, for canal and coasting trade, carrying 120 tons, and to a mineral barge conveying 60 tons on the Monkland Canal, and 75 tons on the Forth and Clyde Canal. All of these had answered satisfactorily, and had been precursors of seventy steamers now at work on the Forth and Clyde navigation, and from the canal to the contiguous sea coasts. In reference to the screw tug boat, Birmingham, which had been employed, from 1855 to 1865, in hauling the barge traffic upon the summit level of the Regent's Canal—where the sectional area of the waterway traversed as compared with that of the vessels navigating the canal was about 4 to 1, except through the Maida Hill tunnel, for a length of 270 yards, where these proportions were 2 to 1—it was stated that the cost of working that vessel for the eight months ending 31st May, 1865, was £344 2s. The distance traversed was 3,519 miles, the number of barges hauled 2,023, the gross amount of cargo conveyed 59,738 tons, or with the weight of the barges 90,083 tons. The cost, including all charges, had been 1.96 shilling per train mile, 1.38 penny per ton of cargo, and .916 of a penny per ton gross weight. On the River Severn steam tugs had been used for ten years; but now the most efficient plan was considered to be, that by which small direct acting engines were fitted in a barge capable of taking 40 tons of cargo, and of towing one, two, or three canal boats after her, according to the strength of the stream against which they had to contend. On the Weaver navigation, a canalised river, partly river and partly canal, the employment of steam power had been so profitable, that all sailing vessels and hauling by horses were being rapidly abandoned, when dependence would be placed upon steam barges alone. A series of experiments had been made on the Ashby-de-la-Zouch canal, for the purpose of determining whether the application of steam power would be injurious to the canal, particularly to the banks, when it was found that no prejudicial action took place, so long as the speed was limited to 3 miles or 3½ miles an hour.

☞ We learn from the Frankfort *Commonwealth* that the Quartermaster General of Kentucky has been notified by the proper national authorities that $700,000 has been made subject to the draft of the State government of Kentucky. We also learn that within a few weeks between $1,000,000 and $2,000,000 will be placed to the credit of the State. The State Treasury is now in funds, and probably by the end of another month will contain between $4,000,000 and $5,000,000. The State debt is between $5,000,000 and $6,000,000.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	---
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1½	20,000	4½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	--
Atlas ..... "	25	2	20,000	3¼
Aztec ..... "	25	4½	20,000	4
Balt. and N. C..... N. C.	5	----	20,000	---
Bay State ..... L. S.	25	15¾	20,000	10½
Beaver ..... "	25	2	20,000	--
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	----	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S.	25	2½	20,000	---
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... Vt.	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	50c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	5	1¼	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	4
Consolidated ..... "	25	5	20,000	---
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	49½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	---
Dana ..... "	25	3¼	20,000	2½
Deep River ..... N. C.	5	----	10,000	---
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	---	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River ... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Francoria ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	40
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	11½
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	2
Hungarian ..... "	25	1	20,000	4
Huron ..... "	25	19	20,000	36
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	5	2½	200,000	----
Isle Royal ..... L. S.	50	33	20,000	8
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Maidan ..... "	25	2	20,000	---
Manhattan ..... "	25	4½	20,000	----
Marquette ..... "	25	5½	20,000	2½
Maryland ..... Md.	5	3½	20,000	----
Mass ..... L. S.	25	4½	20,000	10c
Massachusetts ..... "	25	----	20,000	---
Medora ..... "	25	1½	20,000	----
Menadota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	---
Merryweather ..... "	25	----	20,000	---
Mesnard ..... "	25	8	20,000	2
Meteor ..... "	25	----	20,000	---
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	16
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	---
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequnket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	---
North Western ..... "	25	11½	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	5
Ottaville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania	50	50	20,000	----
Petherick ..... "	25	5½	20,000	8½
Pewabic ..... "	25	8½	20,000	20½
Phila. & Boston.. "	25	15	20,000	---
Phœnix ..... "	25	15	20,000	6
Pittsburg & Boston "	25	5½	20,000	46
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	---
Quincy ..... "	10	10	20,000	59
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	8½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	6½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ..... "	25	¼	20,000	---
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1½	20,000	1
Union (L. & M.).. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	---
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesia ..... L. S.	25	----	20,000	----
Wauna Yuma ... Ariz.	100	----	60,000	----
West Minnesota... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte..... "	25	----	20,000	---

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa.	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	10½
Harewood ..... "	5	5	20,000	---
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant..... Pa.	50	50	10,000	----
Teal Lake..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y.	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	100,000	----
Eastport..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River..... "	2	----	100,000	----
Hampton ..... Mass	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior.... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	25	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester..... "	25	----	200,000	----
Rossie..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	2.45
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	64
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	10½
Atlantic & G. C. ... Md.	----	----	----	90c
Baltimore ..... "	100	100	----	----
Bear Valley..... "	100	12½	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2½
Big Mountain ..... Pa.	----	----	----	4
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N.S.	----	----	----	----
Cape Briton..... N. S.	25	25	200,000	1½
Cameron ..... Pa.	50	----	50,000	50
Central ..... "	100	100	20,000	
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	85
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	66½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	50c
Franklin..... "	100	----	5,000	50c
Fulton..... "	5	5	60,000	5½
Gilberton..... "	50	50	5,000	25
Hamp. & Balt..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna..... Pa.	50	50	----	6½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	4½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein..... "	----	----	----	1½
Maryland Anth ... Md.	20	20	25,000	4½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	21
Narragansett .... R. I.	10	10	8,000	----
N. Y. & M. C. Fds. Pa.	----	----	----	8½
North Carbondale.. "	----	----	----	----
Pennsylvania..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain.... "	50	50	16,000	15½
Shamokin ..... "	----	----	----	----
Somerset I. & C..... "	----	----	----	----
Spring Mountain .. "	50	----	----	75
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia .W. Va.	----	----	----	----
Wilkesbarre..... Pa.	100	100	21,750	60
Wolf Creek..... "	----	----	----	----
Wyoming Valley.. "	50	----	25,000	30

GOLD, SILVER, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona..... Col.	5	----	100,000	----
American..... Col.	100	----	50,000	----
American Flag .... Col.	10	---	60,000	1.90
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter... "	----	----	----	1.50
Benton ..... "	5	----	100,000	1.25
Black Hawk..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol.... Col.	1	----	800,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere..... Can.	5	----	100,000	----
Jobden. ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	15½
Copalinsche ..... "	50	----	250,000	----
Corydon..... "	25	----	100,000	4.10
Continental ..... "	100	----	20,000	----
Denver..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	600,000	----
Empire..... "	20	----	250,000	----
Excelsior..... "	10	----	30,000	----
Garrison's..... "	50	----	100,000	----
Gem..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain.... Col.	10	----	600,000	----
Gold Mining..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	1.15
Gunnell Central.. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope..... "	25	----	80,000	1.00
Holman ..... "	2	----	150,000	0.20
Idaho ..... Nebrn.	----	----	100,000	----
Isaac's Harbor... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	1.00
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	160	50,976	12½
Do. preferred... "	100	100	57,744	30½
Mammoth ..... Col.	10	----	100,000	----
Manhattan..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon..... Nev.	10	----	800,000	----
Montana ..... Col.	4	----	100,000	0.30
National ..... "	10	----	300,000	----
New York City... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	2.20
N. Y. & Nevada... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1.60
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill..... Col.	25	----	40,000	4.50
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	3.00
Sherbrooke..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	3.00
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States .... "	20	----	75,000	----
Waddingham... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. .. "	100	----	100,000	----
El Dorado..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125,000	----
L. California..... L. Cal.	50	----	40,000	----
Madison..... Nev.	100	----	20,000	----
Morning Star... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City.... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande.. "	50	----	100,000	----
Quicksilver..... "	100	100	100,000	43½
Santa Clara..... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin .... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6	....	41
30 Nov.'65	4.52	—	208	31	..	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5	....	43
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union	n Co.)	9	....	94
30 Nov.'65	2.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metro	poli'n)	—	....	....
30 Nov.'65	2.74	—	29	6	..	Lowell (Horse)	45,119	43,706	—	1,413	15,157	loss.	—	....	....
30 Nov.'65	12.50	—	197	32	..	Lynn and Boston	275,739	200,000	50,000	54,250	150,157	loss.	4	....	25
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,280	200,000	64,452	66,222	(Middl	esex)	—	....	25
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middl	esex)	—	50	25
30 Nov.'65	33.74	—	340	151	..	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,603	loss.	3	....	56
30 Nov.'65	3.87	—	255	41	..	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,577	—	....	47
30 Nov.'65	5.69	—	60	0	—	Quincy	154,233	71,600	58,400	56,500	22,583	loss.	—	....	....
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,092	150,000	16,600	13,059	3 108	1,975	—	....	....
30 Nov.'65	2 63	—	—	—	—	Somerville	50,000	50,000	—	—	(Middl	esex)	5	....	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	38,800	33,000	—	—	8,241	1,091	3	....	....
30 Nov.'65	6.74	—	—	—	—	Suburban	55 500	5,000	—	—	(Mal.	& Mel.)	—	....	....
30 Nov.'65	—	—	362	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,956	loss.	3	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2 222	4	....	....
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	....
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,866	900,000	610,000	46,009	103,215	37,588	—	100	....
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	229,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	....
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,386	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep.'65	56.18	1.00	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	157,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'65	—	3.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	.....	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N.Y.)	1,517,906	955,900	550,000	.....	528,090	74 053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	.....	—	—	—	—	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	.....	—	—	—	—	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34,102	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	.....	—	—	—	—	....
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,280,916	1,000,000	160,000	.....	827,153	90,670	6	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	230,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	.....	—	—	—	—	....
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	8,550	—	.....	—	—	—	—	....
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	195,360	112,000	.....	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	—	.....	—	—	—	—	....
30 Sep.'65	11.00	—	—	16	—	Rochester City & Brighton	251,559	123,400	100 000	.....	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	150,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,00.	—	139 604	482,724	loss.	—	100	....
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115 000	1,024743	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	.....	—	—	—	—	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope:by	T. & L.	R. R.	—	—	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	.....	—	—	—	—	....
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	.....	30,752	loss.	—	—	....
30 Sep.'65	1 50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62.000	50,000	12,000	.....	12,630	808	—	—	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	.....	—	—	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	82,000	30,000	—	2,000	.....	.....	—	—	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,980	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	....
31 Dec.'65	17.00	—	—	150	24	Orange and Newark	599,414	281,550	300,000	20,950	105 358	22,459	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	....
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	.....	.....	.....	40	10	51
31 Oct.'65	5 50	—	—	122	21	3 Citizens' (Pittsburg)	188,024	100,000	56 300	10,318	114,721	34,877	10	50	....
31 Oct.'65	12.36	—	—	262	40	— Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	280,861	91,545	—	50	16
31 Oct.'65	6.00	—	—	86	15	2 Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	....
31 Oct.'65	4.50	—	—	195	33	8 Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	—	250	44	— Germantown	335,169	112,245	250,000	—	197,195	49 561	—	—	31
31 Oct.'65	5.04	—	—	120	25	— Girard College (Phila.)	114.611	160,000	—	—	122.866	36,832	4	50	29
31 Oct.'65	2.00	—	—	25	4	1 Harrisburg City	49,504	30,118	—	9.000	6.726	3.562	—	25	....
31 Oct.'65	19.00	—	—	328	56	— Hestonv., Mantua & Fairm't	—	—	183,600	75,131	153 813	39,179	—	50	14
31 Oct.'65	4.50	—	—	105	16	2 Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15
31 Oct.'65	.....	.....	.....	.....	.....	..... Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct.'65	3.75	—	—	124	18	6 Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.06	—	—	67	12	— Pittsburg and Birmingham	66,840	54,000	22,600	—	67.040	14,278	14	50	....
31 Oct.'65	2.80	—	—	165	27	— Philadelphia City	240,264	100,000	135.000	—	149,978	59.722	7	50	....
31 Oct.'65	5.00	—	—	64	10	3 Philadelphia and Darby	86,353	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	—	51	10	— Ridge Avenue & Manyunk	179,635	120,000	63,800	—	41,737	6,903	—	50	14
31 Oct.'65	18.09	—	—	431	67	5 Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	168,830	10	50	90
31 Oct.'65	5.62	—	—	87	9	7 Th & 16th st. (Phila.)	114,368	120000	—	—	51,683	9,187	—	50	13
31 Oct.'65	7.00	—	—	118	16	3 Spruce & Pine (Phil. & Gr'n P.)	249,411	217,697	15,000	10,000	84,900	20,545	4	50	53
31 Oct.'65	7.00	—	—	210	35	2 10th & 11th st. (Citizens')	176,045	192,750	—	—	210.143	87 810	9	50	70
31 Oct.'65	6.25	—	—	143	23	— 13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	19
31 Oct.'65	28.05	—	—	412	70	— Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	40
31 Oct.'65	6.00	—	—	327	52	5 West Philadelphia	355,105	249.100	100,000	10,000	309,261	81,335	10	50	70
31 Oct.'65	1.00	—	—	9	4	— Williamsport	.....	15,150	—	—	522	3,637	1,851	—	25
						MARYLAND.									
31 Dec.'62	21.00	.....	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	17
						OHIO.									
31 Dec.'62	5.00	—	—	.....	.....	.. Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	5.00	—	—	.....	.....	.. City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.81	—	—	.....	.....	.. Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.63	—	—	.....	.....	.. Pendleton & 3 st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1893	....
Brook yn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1891	99
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	166,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	154,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S	71–72	91
Malden and Melrose:					
1st Mortgage guaranteed	64,452	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	10,000	6	.....	.....	....
Middlesex:					
1st Mortgage	32,000	..	.....	.....	.
Malden & Melrose bonds	49,451	..	.....	.....	....
Real Estate	10,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	16,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1866	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue					
1st Mortgage	900,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1900	..

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Dec. 1.					
Loan of Jan. 28, 1847 ....registered	$7,125,400	6	Jan. & July.	1867	100
Loan of March 31, 1848....registered	8,712,542	6	" "	1868	137
" " " ....coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850....coupon	384,000		" "	Due.	----
Loan of June 14, 1858....registered	20,000,000	5	" "	1874	102
" " " ....coupon		5	" "	1874	103½
Loan of June 22, 1860....registered	7,022,000	5	" "	1871	115
" " " ....coupon		5	" "	1871	108
Oregon War Loan of March, 1861....coupon	1,016,000	6	" "	1881	108
" " " " ....coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ....registered	18,415,000	6	Jan. & July.	1881	109½
" " " ....coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ...registered	284,308,500	6	" "	1881	108½
" " " ....coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s)...registered	514,780,500	6	May & Nov.	1882	30
" " " (5-20s)....coupon		6	" "	1882	105½
Loan of March 3, 1864 (5-20s) ...registered	100,000,000	6	May & Nov.	1884	105½
" " " (5-20s) ....coupon		6	" "	1884	105
Loan of March 3, 1865 (5-20s)....registered	246,868,800	6	May & Nov.	1885	105½
" " " (5-20s)....coupon		6	" "	1885	104½
Loan of March 3, 1864, (10-40s)...registered	171,000,350	5	Mar. & Sept.	1904	99
" " " " ....coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ...registered	10,302,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350				
" June 30, '44 & Mar. 3,'65 1st series	399,993,750	7.3	Feb. & Aug.	1867	104½
" March 3, 1865....2d series		7.3	June & Dec.	1868	103½
" " 1865....3d series		7.3	Jan. & July.	1868	104½
Matured Debt not presented	22,454,444	6	At maturity.	Due.	----
Gold Certificates of Deposit	19,636,500				
Compound Interest Notes of 1864.....	147,387,140	6	At maturity.	3 y'rs	----
United States Notes (greenbacks).....	385,441,842				
Fractional currency.....	28,620,250				
Navy Pension Fund.....	11,750,000				
STATE SECURITIES.					
Alabama—Dollar Bonds....coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ....."	648,000	5	Jan. & July.	1876	----
" " " " ....." "	698,000	6	" "	1876	----
" —Funded Interest Bonds ... "					
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	117
" —War bonds..... "		7	" "	1872	----
Connecticut—State Bonds.....coupon	10,400,000	6	Jan & July	'72-'90	99½
" " " (free.)..... "		6	" "	1892	----
Georgia—State bonds (sterling).....coupon	72,000	5	Jan. & July.	1869	----
" " " ....." "	2,271,750	6	" "	'68-'86	109
" " " ....." "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds .....registered	1,288,887	6	Jan. & July.	1870	97½
" " " .....registered	1,758,400	6	" "	1870	95
" —State Bonds of 1857 .....coupon	721,196	6	" "	'60-'79	100
" " " 1862-'70 ..... "	436,000	6	" "	'62-'79	----
" " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" " ..... "	1,778,677	6	" "	1877	100
" " ..... "	241,000	6	" "	1870	----
" " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds.....registered	238,000	5	Jan. & July.	1866	87
" " " .....coupon	2,053,173	2½	" "	1866	----
" " War Loan ..... "	1,225,000	6	May & Nov.	1886	95
Iowa—State Certificates.....registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds.....coupon	200,000	7	" "	1877	----
Kansas—State Bonds.....coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds .....coupon	447,000	5	" "	'66-'73	----
" " " ....." "	3,304,000	6	" "	'68-'72	96½
Louisiana—State Bonds .....coupon	9,566,000	6	various.	'67-'90	90
" —Funded Coupons..... "		6			
Maine—State Certificates.....	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds.....coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds .....coupon	2,171,902	5	quarterly.	var.	82
" " " ....."	1,727,000	6	"	1870	101½
" " " .....coupon	3,192,763	6	"	1890	100½
" " " .....inscribed		6	"	1890	----
" " " (sterling) ....coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip.....	53,000	5	June & Dec.	'68-'72	102½
" " " ....."	244,000	5	Jan. & July.	'70-'74	100
" " " ....."	375,000	5	April & Oct.	'72-'74	100
" " " ....."	220,000	5	May & Nov.	1880	100½
" " War Loan	6,429,000	5	" "	1894	100½
" " Scrip.....	297,000	6	June & Dec.	'68-'77	113
" " " ....."	150,000	6	April & Oct.	1868	125½
" " " ....."	1,024,000	6	Jan. & July.	'71-'75	110
" " " ....."	2,030,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds.....coupon	250,000	7	Jan. & July.	1868	----
" " " ....." "	1,700,000	6	" "	'78-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds.....coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad).....	13,701,000	6	Jan. & July.	'71-'89	92½
" " " (H. & St. R. R.).	3,000,000	6	" "	'72-'88	85
" " " (Pac. R. R.)....	7,000,000	6	" "	'72-'87	92½
" —New Sinking Fund Bonds	---- ----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98½
" —War Fund Bonds..coupon	1,650,000	6	" "	'83-'85	99½
" " " Notes	2,806,000	8	var.	var.	----
New Jersey—State Stock .....inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan .....coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds.....general fund	703,000	7	quarterly.	1870	105
" " " .....bounty fund	25,568,000	7	Jan. & July.	1877	104½
" " " .....general fund	1,139,780	8	quarterly.	pleas.	----
" " " .....canal fund	702,000	6	"	1866	----
" " " .....general fund	500,000	6	"	1868	100
" " " .....canal fund	5,050,000	6	"	1871	100
New York—State Bonds .....canal fund	6,000,000	6	Quarterly.	1873	98½
" " " " ....." "	2,250,000	6	"	1874	99½
" " " " ....." "	600,000	6	"	1876	100½
" " " " ....." "	900,000	6	"	1877	----
" " " " ....." general fund	800,000	6	"	1878	97½
" " " " ....." "	909,607	5	"	pleas.	----
" " " " ....." canal fund	192,585	5	"	1866	----
" " " " ....." "	1,163,000	5	"	1868	----
" " " " ....." general fund	442,960	5	"	1868	----
" " " " ....." canal fund	167,000	5	"	1871	----
" " " " ....." "	4,500,000	5	"	1874	93
" " " " ....." general fund	900,000	5	"	1876	93
" " " " ....." "	800,000	5	"	1878	----
North Carolina—State bonds .....coupon	9,385,500	6	Various.	'66-'91	74½
" " " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	80½
Ohio—State Bonds.....coupon	884,658	5	Jan. & July.	1865	----
" " " ....."	636,798	6	" "	1860	98
" " " ....."	379,866	6	" "	1868	----
" " " ....."	2,185,532	6	" "	1870	100
" " " ....."	1,600,000	6	" "	1875	100
" " " ....."	4,095,309	6	" "	1881	100
" " " ....."	2,400,000	6	" "	1886	100
" —Domestic Bonds.....	681,033	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock.....registered	20,209,000	5	Various.	'66-'90	95
" " " ....." coupon	6,184,000	5	"	'77-'82	95½
" —Military Loan..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds..... "	3,889,000	5	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling)	434,444	5	Jan. & July.	1868	----
" " " .....inscribed	1,708,000	6	" "	'68-'90	----
" " " ..... coupon	1,499,000	6	" "	'77-'90	----
" " " (new)...	---- ----	6	" "	----	----
Tennessee—State Bonds .....coupon	1,949,440	5	April & Oct.	'76-'90	----
" " " ....."	239,167	5½	" "	'72-'79	----
" " " ....."	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,852	6	" "	long.	92
" —Funded Interest ..... "	873,813	6	" "	1892	69½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan.....coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds .....registered	21,888,298	6	Jan. & July.	'84-'95	36
" " " .....coupon	11,108,000	6	" "	'86-'95	60
" " (sterling).....	1,365,000	5	" "	1872	----
" —Funded Interest.....registered	---- ----	6	" "	'76-'90	86
" " " .....coupon	---- ----	6	" "	'76-'96	45½
West Virginia—State Bond.....coupon	---- ----	6		----	----
Wisconsin—State Bonds .....coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" " ( ) certificates.. "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Alleghony—Railroad Bonds (new).... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" " "		6	"	1870	97
" " "		6	Jan. & July.	1873	97½
" " "	19,024,523	6	May & Nov.	1875	97½
" " "		6	Jan. & July.	1886	97½
" " "		6	quarterly.	1890	98½
" " " .....coupon		6	"	1890	----
Boston—Municipal Scrip.....	683,205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	128½
" " "		5	"	'71-'75	105½
" " "	7,846,026	5	"	'76-'80	101½
" " "		5	"	'81-'86	101
" " "		6	"	'67-'70	101½
" —Water Loan.....	666,000	5	May & Nov.	'70-'71	----
" " "	306,000	5	Jan. & July.	'77-'78	102
" " " (sterling)	1,949,711	4½	" "	'72-'78	----
Brooklyn—Municipal Bonds.....coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan..... "	3,036,200	6	" "	'81-'97	95
" —Improvement Loans .... "		6	" "	'66-'95	----
" —Water Loans .....coupon	5,500,000	6	" "	'81-'97	98½
Chicago—Municipal Bonds (old).....	371,000	7	Various.	'67-'81	99½
" " " (new).....	966,000	7	Jan. & July.	1876	98½
" —Water Loan.....coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan..... "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan.....coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds .....coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,714,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1883	100
" " " "	5,149,271	6	" "	1887	100
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,763	6	Feb. & Aug.	1868	----
" " —Municipal Stock.....	160,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1875	----
" " " "	1,000,000	5	" "	1874	----
" " " "	384,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,376,000	5	" "	79-'80	----
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old).....	562,700	5	Jan. & July.	'67-'81	----
" " " (new)	759,222	5	" "	'67-'82	----
" " " (old)	2,232,800	6	" "	'66-'93	96
" " " (new)	7,898,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds .....coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds.....coupon	1,500 000	6	April & Oct.	'68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds .....coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan..... "	484,000	6	" "	'71-'83	94
" —Sewerage Loan..... "	425,000	6	" "	'79-'88	86
" —Railroad Loans..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds.....coupon	1,352,600	10	May & Nov.	1871	183
" " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds, "	1,138,500	6	" "	1888	----
" " " " ..... "	2,200,000	6	" "	'77-'94	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,436	166,493	194,992	200,807	265,626	295,512	356,403	401,103	357,223	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	345,045	472,493	410,800	493,862	596,584	541,461	675,446	624,243	576,265	5,525,335
1866	476,036	433 549	355,459	412,423	464,900	493,690	467,313	568,501	633,414	541,491	497,260	.....	.....
Chicago and Alton:													
1861	61,631	75,621	78,361	65,358	75,250	63,751	73,474	136,897	141,174	122,487	104,254	80,206	1,006,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	116,201	111,955	1,225,001
1863	109,850	101,356	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320.879	307,803	252,015	2.770.484
1865	280,506	275,283	299,063	268,480	322,278	355,270	335,985	409,251	401,280	357 906	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	328,870	381,559	318,540	347,057	324,749	.....	.....
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,034	152,537	122,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,435
1863	140,024	130,225	122,612	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,567
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,866	324,865	336,617	321.037	3.095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	308,231	389,489	307,523	270,073	201,779	3,213,514
1866	241,396	183,585	257,230	197,886	264,695	290,642	224,112	310,446	396,050	422,124	331,006	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	241,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,859	390,355	421,363	466,830	565.145	480,710	519,306	669,605	729,759	716 078	563,490	6,111,566
1865	541,005	482,164	499,296	468,858	585,623	747,944	702,691	767,598	946,707	921,836	749,151	546,609	7,958,980
1866	523,566	495,624	528,744	518,736	735,082	922,892	776,990	778,224	989,053	1,210,654	1,095,680	.....	.....
Chicago and Great Eastern:													
1861	12,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,324	25.461	211,077
1862	24,243	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,981	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528 964
1864	47,393	58.565	67,822	61,912	59,182	58,176	53,518	88,458	87,057	97,876	94.543	78,111	850,195
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,480	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	.....	.....
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,083	372,705	419,010	515,948	719,354	734,108	714,211	6,214.182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,992	756,421	885,136	902,906	963,859	8,400,494
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035.321	10,469,481
1864	984,857	934,135	1,114,505	1,099,507	1,072,206	1,041.975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,384,217	13,429,642
1865	1.001,007	947,148	1,256,666	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,145	1,203,462	1,290 380	1 411,347	1,490,251	1,417,347	.....	.....
..... including Buffalo Division													
Illinois Central:													
1861	321,844	279,263	229,834	192 054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,645	206,246	269,282	261,979	362,786	414,543	410,336	372,592	359,468	3,445,627
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	406,378	510,100	425,578	640,179	799,236	661,391	657,141	603,406	6,329,447
1865	671,536	528,972	616,685	514,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	515,068	7,161,208
1866	582,828	512,023	516,822	406,775	507,809	560,025	467,115	586,074	551,021	639,195	570,485	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512.218
1863	38,203	53,778	60.540	64,306	35,826	40.706	58.704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,589	83,993	78,697	91.809	90,972	93,078	98,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,245	107,525	104,608	115,184	125,252	116,495	116,146	108,767	1,224,055
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	109,410	108,335	111,444	110,932	.....	.....
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,836	1,163,794
1863	67,180	76,132	44,925	88,177	106,987	111,260	71,587	69,353	155,417	205,955	138,342	112,913	1,247,258
1864	102,749	116,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,596	149,099	117,013	1,711,261
1865	96,184	74,283	70,740	106,689	146,943	224,858	217,160	170,555	228,020	310,695	226,840	110,864	1,995,732
1866	121,776	84,897	72,135	103,082	267,488	262,172	170,735	115,224	150,989	245,701	244,864	.....	.....
Michigan Southern & Northern Indiana:													
1861	140,925	116,963	153,170	186,951	170,362	161,391	126,558	178,773	225,690	276,181	231,265	189,077	2,189,077
1862	163,152	153 728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	288,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3 302.541
1864	256,800	304,445	328,454	330,651	267,126	315 258	273,891	358,862	402,219	407,107	418,934	411,806	4,120,185
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,643	418,575	496,908	524,760	495.072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	.....	.....
Michigan Central:													
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,902	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,458	206,221	193,328	215,449	308,168	375,488	339,794	306,183	3,168,055
1864	252,435	278,848	348,802	338,276	271,553	295,780	263,244	346,781	408,445	410,802	405,516	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	480,631	490,694	447,670	328,869	4,604,549
1866	282,438	265,796	337,158	343,737	366,196	336,083	324,936	359,645	429,160	493,640	414,604	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1.402.106
1865	96,131	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,691
1866	131,707	122,621	124,176	121,904	245,511	243,944	209,199	189,223	275,906	304,257	327,926	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,093,244
1863	920,272	799,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11.069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357.709
1865	957 869	613,331	955,659	1,046,734	1,265.521	1,132,701	1,102,024	1,495,752	1,524,434	1.526,839	1,486,356	1,117,851	14,575,126
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,295.911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	283,443	224,957	222,242	268,176	332,596	332,400	278,008	246,243	275,660	3,311,070
1865	259,223	239,139	313,914	271,527	290,016	304,463	349,285	344,700	350,348	372,618	412,553	284,819	3,792.006
1866	207,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,428	.....	.....
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	259,674	283,996	254,285	288,726	414,707	448,994	463,873	466,557	454,826	4,088,337
1863	335,686	361,834	398,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324.083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,052,149	812.178	9,555,510
1865	663,053	608,305	116,215	923,283	416,841	566,979	967,194	1,121,205	1,361,579	1,419,282	1,196,955	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	243,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,880	297,525	401,299	364,381	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,990	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,596	914,082	7,120.466
1865	600,144	678,504	857,583	738,866	637,186	646 935	584,523	712,495	795,928	858,501	712,363	560,964	8,489,062
1866	555,488	474,738	654,399	606,078	672,628	644,573	554,828	641,943	661 608	741,968	681,562	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,795	123,949	118,077	120,378	158,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,256	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	203,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,915	222,953	198,584	244,834	212,226	.....	.....
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	60,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	85,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,408,147
1863	86,321	91,971	103,056	132,111	124,272	152,586	105,554	116,379	120,596	151,052	134,563	111,339	1,429,798
1864	79,735	95,843	132,896	123,987	127,010	154,338	139,626	244,116	243,840	221,570	230,209	265,164	2,060,372
1865	144,084	139,171	155,753	144,001	155,738	194,525	271,790	374,024	377,981	375,534	361,910	247,022	2,924,543
1866	226,059	194,167	256,407	270,200	316,433	325,601	304,917	393,248	349,117	436,055	354,830	.....	.....
Western Union:													
1865	42,716	37 265	32,878	33,972	43,862	42,147	68,180	59,862	75,677	92,715	61,770	37,830	689,282
1866	45,102	36,906	39,201	45,339	54,918	102,918	85,276	60,691	84,462	100,313	76,248	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,003	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	76
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	----
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850.	676,000	6	Jan. & July.	"	1880	98
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1887	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½
1st Mortgage extended	422,000	7	" "	" "	'70-'99	----
2d Mortgage	116,000	7	" "	" "	1870	----
Income bonds	87,000	---	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						----
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	800,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	91
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	----	----	1879	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅔ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	----	----
Camden and Amboy:						
English debt (S. F.) £400,200	1,937,452	6	Semi-annual.	London.	1880	----
American Loan	3,120	6	"	New York.	1864	----
Loan for $500,000	211,600	6	"	"	1867	100
" " $300,000	354,100	6	"	"	1870	95½
" " $375,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	94½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	----
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	----
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	856,000	8	Jan. & July.	New York.	1883	114
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M.	1890	----
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,406	---	Jan. & July.	Frankfort o.M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	102
Income Bonds	1,500,000	7	May & Nov.	" "	1883	93½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	71½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	84½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	85
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'84-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	----
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend	36,660	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	238,000	7	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	7	" "	" "	1881	103
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Funded Interest	34,220	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500	---	March & Sept.	" "	1891	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	84
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	730,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						----
State, 1st Mortgage	970,000	---	----	----	----	----
Endorsed by State of Tennessee	150,000	---	----	----	----	----
Mortgage (ordinary)	790,686	---	----	----	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----	----	----
Endorsed by State of Tennessee	200,000	---	----	----	----	----
1st Mortgage (after State)	100,000	---	----	----	----	----
Redeemable in Stock	66,953	---	----	----	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	----	----	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,400,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (d) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$800,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1865	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	85
Land Security	3,344,60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1863	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1896	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	105
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	----
Construction	6,837,000	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	117
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct	Boston.	1870	---
2d Mortgage	230,000	6	" "	Augusta.	1861	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	280,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	----
2d Mortgage	500,000	6	" "	"	1870	92
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	100½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	145,000	6	" "	" "	'67-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	----
Lebanon Branch 1st Mortgage	1,000	7	----	----	1866	----
Memphis Branch 1st Mortgage	281,000	7	----	----	'70-'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville bonds	1,137,000	---	----	----	'86-'87	----
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	85½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R. mort.	800,000	---	----	----	----	----
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6	----	----	----	----
Memphis and Ohio.						
State (Tenn.) Loan	1,340,000	6	----	----	----	----
Memphis and Charleston						
State (Tenn.) Loan	$1,591,990	6	Jan. & July.	New York.	1880	----
1st Mortgage	1,254,000	7	May & Nov.	"	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	----
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95½
2d General Mortgage	2,253,500	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	95
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	80
Real Estate Depot	2,400,000	---	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7	----	" "	----	61
2d Land Grant	691,000	---	----	" "	----	----
Income Bonds	512,500	---	----	----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,099	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	8	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Mongomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65.	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Cley. Subsc. (endors.)	231,000	---	----	----	----	----
***New Albany and Salem:**						
1st Mortgage	2,225,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1866	93
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	193,000	6	----	"	----	----
New Jersey:						
Company's (various)	895,000	6	Semi-ann'ally.	New York.	var.	101½
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5	----	----	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort (S. F.)	666,000	8	----	----	1880	----
New York Central:						
Premium (S. F.) Bonds	6,450,439	6	May & Nov.	New York.	1883	94
Debts of former Co's outst'ding	100,000	---	----	----	----	----
Funding (S. F.) Bonds	1,598,000	7	Feb. & Aug	" "	1876	105½
Exchanged St'ks (S. F.) B'ds	606,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	----
" " " "	45,560	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	" "	1887	96
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,810,932	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "	----	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	93
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'78-'79	---

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100½
2d Mortgage (now stock)						74
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	92½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction Main Line	1,500,000	7	" "	" "		88
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1886	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	106
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	6	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	415,500	6	" "	"	1886	116½
1866, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	85
Raleigh and Gaston:						
Coupon	100,000				1862	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'37-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	150,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	121½
2d Mortgage	937,500	7	" "	"	1868	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1868	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	550,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	41½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley: †						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	600,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,358	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,565	39,991	—	325,010	109,500	21,682	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.5	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,868	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	25	14	253	Montgomery and West Point	1,838,718	427,235	100,000	1,419,765	922,022	25,579	2,582,506	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,094	.....	.....
								CONNECTICUT.													
31 July '58	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	336,900	100,000	—	.....	23.8	53,955	103,333	28,249	3	.....
31 Jan. '58	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,359	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	614,725	166,186	—	.....
31 Aug '66	61.4	10 2	66.9	—	25	32	425	Hartford and New Haven	3,284,287	254,060	1,256,328	3,000,000	927.000	132,497	4,794,565	75.2	498 002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	231	Housatonic	2,429,775	*	347,819	2,000,000	202.500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	.....
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,065	.....	62.0	159,074	419,462	135,922	10	.....
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '65	76.2	5.3	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	.....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,185	*	10,607	760,000	132,814	18,746	871.742	86.0	202.567	306,766	58,204	8	85
31 Mar. '66	61.3	1.0	68.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5 000 000	2,000 000	149.785	8,081,181	117.4	629,209	1,982,218	549,834	9	115
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,333,600	580,000	9,201	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,555	744,520	—	6,924	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,588	—	191,486	195,000	76,894	619,112	32.0	.....	7,867	3,535	—	.....
.. .. '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153 5	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,252 100	33,500	22,721	1,226,541	86.7	.....	415,411	54,648	4	.....
.. .. '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,082,200	*	—	783,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,300	—	—	6,590,178	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	—	—	.....	Georgia (and Bank)	4,155,000	*	1,003,650	4,156,000	312,500	—	8,125,345	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,678	19	.....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,214	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,475,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	383,863	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	230.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,800	4,019,000	480,226	10,008,224	280 0	1,450,256	3,540,092	1,833 517	81	106½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	294,107	17,518,440	400 9	2,083,580	6,175,553	2,799,436	31	120
31 May, '66	242.0	688.0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	826,398	39,680,462	330.0	.....	9,820,760	1,802,272	—	48½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,060,132	*	2,265,622	6,500,100	1,448,000	—	10,315,764	228.4	1,224,851	3,154,236	1,442,781	10	102½
31 May, '66	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,581	2,360,000	—	4,214,542	190.6	.....	742,097	377,476	—	.....
31 Dec. '65	454.8	252.5	....	—	148	76	3,997	*Illinois Central*	30,529,844	*	—	23,374,405	13,231,500	—	10,668,060	708.3	3,507,406	7,181,208	2,174,924	10	116½
31 Dec. '65	118.0	—	....	112	15	6	234	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,191,654	1,600 000	114,962	4,970,981	111.0	224,563	580,333	250,185	—	39½
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	39½
								INDIANA.													
— — —	224.0	—	....	—	41	28	765	Chicago and Great Eastern	.....	.....	—	4,600,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	43
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,544	288,255	125,587	1,142,824	1,240,000	4,562	2,726,187	132.0	240,146	559,128	246,720	—	.....
31 Dec. '62	72.4	—	....	—	19	17	268	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,898	158,541	—	.....
31 Dec. '58	89.8	20.2	....	—	23	19	312	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140,699	3,453,105	110.6	.....	448,858	230,834	9	87
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,922	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,632	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	276,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,317	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000.000	*	*	2,800.000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,923,150	60,000	216,000	2,965,428	73.0	411,278	1,248,720	598,571	12	156½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3 215,917	*	235,796	1,541,804	1,902,119	7,717	3,451 713	75.5	125,325	406,745	181,417	—	.....
31 Dec. '65	144.0	—	....	176.0	13	9	151	Dubuque and Sioux City	5 091,8 1	*	151,455	3,660 992	960,000	438,415	5 243,316	144 0	284,284	618,205	186,962	—	.....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,027,876	82,499	—	921,415	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	.....
30 Jun. '65	136.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	119,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,030,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,800	71,669	514,646	79,000	8,644	729,257	29.0	229,626	174,049	46.707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,495,910	126,735	142,613	1,109,994	319 519	20,497	1,675,258	65.1		389,171	108,903	5	86
30 Jun. '66	185.0	140.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,682	5,490,106	8,125,491	453,051	12,754,246	334 0	959,947	3,143,189	1,592,055	8	96
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	595,289	—	3,212,318	566,000	339,297	5,655,320	80.0	180,204	481,922	223,54[illegible]	—	.....
31 Mar. '61	206.0	—	....	205.0	45	37	618	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	208.0	.....	1,282,024	556 434	—	.....
31 Aug '60	53.7	—	....	135.2	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,258,015	248,969	108,434	1,710,519	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,366	188.0	.....	340,886	.....	—	.....
31 May '66	284.8	28.4	....	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,082	15,188,190	329.8	1,741,670	4,446,490	1,638,114	15	107
31 Mar. '66	246.0	277.8	....	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,814,259	1,314,784	10,471,500	8,537,176	663,971	19,672,646	523.8	2,151,615	4,686,445	1,930,785	6	52
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnerota and Pacific*	1,400,000	.....	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,015	—	798,256	455,949	275,060	1,974,444	59.7	.....	178,462	116,235	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '65	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983.749	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	59
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,053	206,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,089	287,804	—	.....
31 Dec. '62	152 0	—	8.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	13,685,014	1,564,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400 836	—	.....
28 Feb. '66	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,810,490	119,738	—	.....	4,500,000	62,062	4,930,228	114.0	.....	158 200	loss.	—	.....
28 Sep. '64	86.5	3.6	8 2	—	16	18	219	*St. Louis and Mountain*	5,437,063	360,029	—	1,971,242	3,561,000	40 558	6,352,195	90.1	282,169	829,291	329	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	161,833	444,638	205,554	757,231	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,936,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	580,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,021	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.8	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.8	161,056	450,222	236,767	6	99
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	296.8	2,938,010	6,509,945	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	29.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,689,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	393,296	6,648,837	11,775,500	7,581,900	71,887	19,429,287	24.0	95,003	110,047	.....	—	11½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,487	1,880,000	640,000	47,118	3,020,600	70.9	428,218	752,605	172,232	6	112
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,969,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	127
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,560	207,400	—	3,600,000	21,600	—	4,218,927	61.8	450,096	1,221,104	366,333	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	146½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 50)	907,760	125,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¾	66
30 Nov. '65	80.0	2.4	9.6	—	12	28	155	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	105½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,165,000	1,798,600	414,208	5,588,837	89.0	622,202	1,277,075	490,768	6	107
30 Nov. '65	51.0	42.5	75.8	—	27	28	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,264	993,694	314,255	8	112½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	276,000	*	—	247,900	2,000	4,270	301,200	14.0	87,166	66,890	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,983	30,275	—	200,000	75,000	2,764	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	820,153	92,870	101,968	800,000	—	91,748	814,991	71.0	185,647	300,954	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	43,018	—	400,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	5.8	27.5	—	32	56	879	Old Colony and Newport	4,435,317	*	2,609,822	4,812,760	551,500	1,467,341	7,048,139	145.0	.....	1,296,643	526,448	8	99
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	8	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	882,470	81,549	—	243,305	226,900	522	470,727	(Op	er. by B	& L Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,067	77.3	151,327	390,080	122,397	2	54
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,800	218.0	1,358,514	3,461,584	1,228,658	10	145
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,209	1,141,000	35,560	62,759	1,388,706	45.7	194,712	431,606	183,750	7½	120
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	67½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	—	180,307	2,085,925	677,400	—	—	—	2,967,749	76.6	417,001	629,622	101,259	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	171,775	1,500,000	—	—	—	—	1,671,775	121.4	527,384	867,957	101,242	8	113
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	—	—	—	1,052,327	—	—	—	—	—	—
31 Mar. '66	29.3	—	.....	—	2	4	80	Merrimac and Conn. Rivers	698,289	*	—	595,588	568,000	—	—	—	—	—	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	25	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	161,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	107
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,586	75.2	.....	593,489	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,868	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	3,274,667	1,702,352	10	130
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,658	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	2,283,773	528,171	10,685,949	1,509,000	583,636	13,961,735	85.0	1,187,978	3,088,390	1,287,956	10	124
31 Dec. '65	53.0	—	—	46.5	24	43	274	Morris and Essex	6,537,202	*	145,427	3,190,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	32.9	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	808,323	10	130
31 Dec. '65	21.8	—	.....	—	2	6	17	Northern New Jersey	461,562	*	.....	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec '65	65.0	16.0	.....	.....	.....	.....	.....	Raritan and Delaware Bay	3,975 489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	55
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,006,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118 193	5½	46
31 Dec. '65	33.5	—	.....	17.	—	—	—	West Jersey	1,528,483	*	—	888,400	400,000	288,000	1,576,400	—	—	255,593	56,593	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	53.0	9	12	153	Albany & Susquehanna	3,132,036	198,809	—	1,004,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,360,000	Leased	to Erie	Ra	ilway	Co.	238,100	13½	108½
30 Sep. '65	83.3	—	13.5	—	34	37	657	Buffalo and State Line	2,267,838	516,576	650,000	2,260,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,336	Erie	17,046,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	66½
30 Sep. '65	144.0	—	126.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,256	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	119½
30 Sep. '65	94.0	12.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	992,000	—	2,928,474	107.0	366,319	588,406	353,606	8	62½
30 Sep. '65	297.8	258.1	433.8	—	279	292	5,349	New York Central	27,912,534	6,521,277	9,985,992	26,530,000	12,368,204	815,170	44,119,904	692.2	6,607,261	14,596,786	3,291,112	6	108½
30 Sep. '65	130.8	2.1	45.0	—	43	83	687	New York and Harlem	9,708,511	1,479,957	1,047,100	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	853	Ogdensburg & L. Champlain	3,850,072	831,451	—	3,077,000	1,494,200	—	4,681,624	122.0	399,920	707,521	44,810	—	74
30 Sept. '65	18.0	—	0.8	10.3	—	—	—	Oswego and Rome	585,850	—	—	200,800	222,000	157,080	585,850	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	125,041	—	482,400	211,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	850,000	478,750	—	1,278,750	175.0	308,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	898	Rome, Water'n & Ogdensb'g	2,096,642	308,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	879,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rens	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	959,207	—	—	560,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,044	—	811,600	—	—	926,319	37.5	83,548	185,486	78,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	28,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	389,000	327,420	5,662,898	223.0	861,046	590,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep.	'60	161.5	15.0	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep.	'59	161.9	—	.....	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
16 Mar. '60		81.0	3.0	—	192.5	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64		118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,581	279,068	—	.....
31 Aug. '63		137.0	—	.....	—	41	89	568	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66		60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,029,000	820,500	5,996,577	202.0	.....	1,361,566	632,289	9	85
31 Dec. '64		131.8	—	.....	—	81.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65		135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,182	663,205	10	109
3 1 Oct. '65		95.5	—	33.5	1.0	36	20	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	.....
30 Nov. '65		101 0	102.5	.....	—	68	31	1,176	Cleveland and Pittsburg	9,320,168	*	354,145	5,403,911	3,880,848	83,292	9,074,307	203.5	1,429,741	2,696 377	726,794	5	86½
31 May '66		109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,250	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	124
30 Nov. '65		54.5	61.5	16.5	—	.....	—	—	Columbus and Xenia	1,451,415	*	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66		142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	961,357	239,924	—	.....
30 Nov. '65		88.5	—	39.6	—	45	40	682	Little Miami	3,585,860	*	1,585,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,067	2,446,391	682,296	10	110½
31 Dec. '65		173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,678,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62		192.3	—	.....	—	48	84	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	.....	829,932	119,032	—	.....
31 Jun. '66		158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,354	595 400	391,992	3,282,163	1,218,972	109,813	4,972,748	206.9	346,671	894,520	134,081	—	.....
31 Dec. '65		116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	898,204	1,291,800	38,520	2,228,821	125.0	241,240	382,807	166,123	—	.....
31 Dec '64		242.4	—	.....	—	43	18	989	Toledo & Wabash	9,080 918	*	—	3,427,050	6 863,868	—	10,243,016	250.0	1,244,358	2,050,322	945,492	3½	41

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	156.0	13	11	113	Allegheny Valley	2,350,723	289,045	293,573	1,948,460	614,000	313,542	2,876,842	44.0	134,201	326,277	123,892	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	95	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,030,780	490.0	2,647,709	5,811,238	2,125,260	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,222	149,587	—	29½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	319,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,588,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,356	1,783,320	838,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,275,766	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	389,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.			302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,536	454,480	138,688	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.6	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,382,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,899,665	600,000	100,000	2,499,665	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,150	1,436,082	389,318	2,510,550	58.5	173,778	352,211	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,276	Lackawanna and Bloomsburg	3,785,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,360	1,851,830	10	67½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,046,100	905,000	73,555	3,024,655	(oper. by Reading			R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	68½
31 Oct. '65	56.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,100	3,105,785	218,386	6,529,199	69.8	318,561	875,664	412,363	—	88
31 Dec. '65	354.8	38.7	475.4	—	352	141	5,999	Pennsylvania	28,434,310	3,876,024	14,041,462	20,000,000	16,750,124	3,851,447	45,850,196	359.2	6,004,300	17,459,169	4,189,111	10	64½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., German'n & Norrist'n	1,139,079	258,459	—	1,476,300	148,000	—	1,669,300	24.0	311,091	656,738	336,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,089,450	12,000,000	2,000	18,071,450	(oper. r. by Penn. R.R. Co.)				—	31
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20,240,673	6,900,682	—	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	62½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,236,880	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	126
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,962,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,345	197.0	981,465	3,854,669	1,048 804	10	66
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820	—	1,774,778	1,500,000	64,208	3,784,101	72.0	272,068	394 363	130 361	—	p
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,287	Pitts'g, Ft. Wayne & Chicago	23,188,381	*	3,302,312	9,312,442	12,573,000	1,597,620	26,545,696	483.8	4,623,073	8,489 062	3 2-3,547	10	106
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,597	Lease'd t	o North'n	Cen.	144,066	316,498	116 006	4	40
31 Oct. '65	26.4	—	3.3	—	8	18	31	Westchester & Philadelphia	1,331,640	143,657	—	684,036	932,800	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	225	Tioga	821,200	212,788	—	437,800	326,006	26,282	790,092	30.6	112,409	303,223	128,326	4	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,781	500,000	.....	.....	62.0	240,000	625,041	169,323	12	99
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,268	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	824,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,571	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,914	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	44	28	252	South Carolina	3,520,883	466,408	511,260	5,819,275	2,071,000	711,297	9,798,557	242.0	.....	413,757	196,955	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,987	19,187	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.9	.....	313,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,284	—	536,654	1,902,000	380,407	.....	130.3	150,142	297,506	149,167	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,666,205	814,251	448,922	5,312,725	2,885 900	1,462,514	11,098,891	291.0	466,051	1,274,307	624,142	—	.....
1859.....	271.6	16.0	20.0	2.9	9	5	242	Memphis and Ohio	2,259,287	111,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859.....	100.0	—	30.6	56.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,942	312,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,905	—	317,447	632,500	22,369	.....	47.4	54,178	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,842	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,884	6	.....
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	294,514	.....	45.8	57,950	127,986	67,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- -- '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	60.0	31,000	32,070	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,245	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,840	190,666	—	.....
-- -- '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,051,460	105.0	172,500	480,577	175,993	—	.....
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	553,275	—	2,233,376	3,297,171	895,218	6,386,166	119.6	449,351	423,027	112,163	—	.....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	253,633	—	1,097,000	.....	.....	1,206,633	62.5	186,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	28.0	—	54	49	1,068	Vermont Central	8,462,955	*	—	5,000,000	2,500,000	.....	8,500,000	184.5	1,050,394	1 477,782	334,326	—	1[illegible]
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	oper. by Vt. Central			180,000	8	100
Jun. '65	23.6	—	0.9	—	4	5	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	37,386	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	oper. by Troy		& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,015	86,188	88,131	1,634,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.5	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,961	775,500	118,789	.....	113.7	703,034	136,302	43,082	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,832	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248.004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,068,655	2,517,500	560,056	.....	167.7	276,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,640,636	374,996	—	1,365,300	1,851,500	292,842	4,746,256	138.3	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,225,526	*	—	853,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,818,432	2,000 000	1,655,500	775,142	8,711,091	191.7	.....	1,058,054	514,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,961	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,508	20,852	.....	43.5	1,058,054	163,752	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,512	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,039,648	80.0	.....	240,446	121,052	7	.....
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,428,126	541,814	220,926	3,353,679	1,799,822	301,735	6,145,8 8	195.0	.....	447,449	130,136	—	.....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,253,271	214.9	480,195	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,671	2,113,118	508 555	—	52½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,850	8,755,527	285.9	915,258	1,985,511	647,631	—	.....
10 May, '64	103.9	—	10.6	—	20	22	657	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	6,092,471	142.3	486,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,988,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	226,795	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,469,389	*	15,211	1,631,150	911,029	22,984	2,665,376	49.0	.....	242,798	117,942	—	63
30 Jun. '68	1,096	187.0	.....	78.0	204	130	2,390	Grand Trunk	31,210,245	*	—	15,123,430	54,750,510	7,326,405	77,210,345	1.096	.....	4,368,510	1,164,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,685,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,629,610	1[illegible]	.....
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,015	.....	.....	.....	4,909,980	768,939	5,678,939	96.1	402,670	467,268	191,162	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	16	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,745	102,348	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132 655	36,676	—	.....
								NOVA SCOTIA.													
Dec. '65	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	.....
								NEW GRENADA.													
31 Dec 63	8,5		.....	—	11	22	120	Pan ma	9,900,000	*	66%	5,000,000	75,000	—	10 763,725	48.7	.....	137,438	1328.924	20	20½

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	....
Atlantic & St. Lawrence (guaran'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	1,340,400	6	7	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	....
Camden & Atlantic (preferred)	620,800	7		15
Catawissa (preferred)	1,150,000	7		29½
Cheming (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,925	7		62½
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	7 ½
Cochecho (preferred)	177,750	8	....	....
Ct. & Passumpsic Rivers, (pref.)	1,573,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	....
" (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,987,251	7	3½	76½
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & William-port (preferred)	500,000	....	....	44
Erie (preferred)	8,635,700	7	7	82
Hannibal & St. Joseph (preferred)	5,263,856	7	....	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	....	....
Lackawanna & Bloomsburg (pref.)	500,000	7	....	....
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	37
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,052,000	8	8	98½
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	....	67
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	....	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	....	....
" " (preferred)	608,176	6	....	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	....	....
" " " (2d pref.)	908,422	7	....	....
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest: Payable	Principal payable.	Market Price.
Chesapeake & Delaware:				
1st Mortgage	$2,657,343	6 J. & J	1886	92½
Chesapeake & Ohio:				
Maryland Loan, dollar	2,000,000	6 Qrtrly.	1870	....
" " sterling	4,376,000	5 "	1890	....
Preferred bonds	1,700,000	6 ———	18..	....
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	90
Delaware & Hudson:				
Mortgage	641,000	6 M. & S.	1870	110
Delaware & Raritan:				
See Camden & Amb SR.	....	..	.....	....
Erie and Penn.:				
Bonds	673,799	7 J. & J.	1865	....
Interest Certificates	161,980	6 "	1868	....
Lehigh Navigation:				
1st Mortgage	414,157	6 Qrtrly.	1870	....
Six per cent. Loan	2,067,276	6 "	1884	93½
Monongahela Navigation:				
1st Mortgage	125,000	6 J. & J.	1866	....
2d Mortgage	57,000	6 " "	1865	....
Morris:				
1st Mortgage	456,500	6 A. & O.	1876	92
2d Mortgage	295,750	6	.....	90
Boat Loan	99,852	6	.....	93
North Branch:				
1st Mortgage	500,000	6 M. & N.	1876	80
Schuylkill Navigation:				
1st Mortgage	1,764,550	6 M. & S.	1872	90
2d Mortgage	3,980,670	6 J. & J.	1882	80
Improvement	1,601,670	6 M. & N.	1876	75
Susqueh'a & Tide Water:				
Maryland Sterling Loan	816,000	5 J. & J.	1835	....
Md. stg. loan converted	200,376	5 " "	1865	....
Mortgage bonds	993,000	6 " "	1878	63½
Preferred Interest b'ds.	227,569	6 " "	1878	24
Union, (Pa.)				
1st Mortgage	3,000,000	6 M. & N.	1883	22
West Branch & Susqu'a:				
1st Mortgage, s'k'g fund	450,000	6 J. & J.	1878	90
Wyoming Valley:				
1st Mortgage	600,000	6 J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,50	—	95½
Chesapeake and Ohio	100	8,226,595	—	....
Delaware Division	100	1,633,350	—	86
Delaware and Hudson	100	10,000,000	10	154
Delaware and Raritan	100	2,293,400	10	....
Erie of Pennsylvania	50	64,000	—	....
Illinois and Michigan	....	.....	....	....
Lehigh Navigation	50	6,091,700	10	55
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	10	88
" (preferred)	100	1,175,000	10	125
North Branch	100	.....	....	....
Sault Ste Marie	100	.....	....	....
Schuylkill Navigation (consolid.)	50	1,908,207	—	26½
" " (preferred)	50	2,888,988	—	35½
Susquehanna and Tide Water	50	2,048,260	—	14
Union	....	.....	....	2
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, ¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 48 —	@ 50 —
Pig, American, No. 1		43 —	@ 50 —
Bar, Refined, English		96 —	@105 —
Bar, Swedes, assorted sizes	(in gold)	95 —	@100 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		— —	@170 —
Bar, English & American, Refined		115 —	@ — —
Bar, English & American, common		105 —	@ — —
Scroll, English		145 —	@195 —
Ovals and Half-round		140 —	@150 —
Band, English		— —	@145 —
Horse Shoe		140 —	@150 —
Rods, English		120 —	@175 —
Hoop, English		150 —	@215 —
Nail Rod		per lb. —	9½@ — 10½
Sheet, Russia		per lb. — 20	@ — 22
Sheet, English, Single, Double and Treble		— —	6½@ — 8
Rails, English	(gold)	per ton.. 55 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 18½@ — 24
English Spring	(1st & 2d qlty.)	— 11½@ — 13
English Blister	(1st & 2d qlty.)	— 12½@ — 20
English Machinery		— 14 @ — 16
German		— 15½@ — 17½
American, Blister		— 11½@ — 17
American, Cast, Hammered		— 19 @ — —
American, Cast, Rolled		— 12 @ — 15
American Spring		— 15 @ — —
American Machinery		— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— 40 @ — 43
Sheathing, Yellow		— 30 @ — —
Pig, Chile		— — @ — —
Bolts		— — @ — 43
Braziers'		— 43 @ — —
American Ingot	(cash)	— 26½@ — 27½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		6 62½@ 6 75
German Refined		6 62½@ 6 75
English		6 62½@ 7 12½
Bar	per lb.	— — @ 10 —
Pipe and Sheet		— — @ 10 —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad.val.

Banca	(gold) per lb.	— 23 @ — 23½
Straits	(gold)	— 21½@ — 22
English	(gold)	— 21½@ — —

	—Gold.—	—Currency.—
Plates, I.C. Charcoal: p. box	9 25 @ 9 50	— — @ 13 —
Plates, I. C. Coke	7 50 @ 9 —	10 25 @ 12 50
Plates, Coke Terne	6 75 @ 7 —	9 75 @ 10 —
Plates, Charcoal Terne	9 25 @ — —	12 75 @ 13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d	(cash) per 100 lb.	6 75 @ 7 —
Clinch	(cash)	8 25 @ 8 50
Copper		— — @ — 48
Ausable Horse, Norway Iron, Forged		— — @ — 32
Zinc Nails	(6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 19 @ — —
Refined, free L. S. to White		— 40 @ — 45
Ref'd, in bond, prime L. S. to White		— 28 @ — —
Ref'd, in bond, Standard White		— — @ — 33
Naptha, Refined (60@63 gravity)		— 25 @ — 27

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

	Th 20	F 21	Sat 22	M 24	Tu 25	W 26
Atlantic M. S. S. Co	109	108	106	105½	....	107½
At. & Gt. W. (O) 1st m'g	....	....	....	....	....	....
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	....	....	....	....	....
Canton Co.	45½	45½	44½	45	....	45½
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	108	....	108½
" " pref.	....	....	....	....	....	....
" " 1 M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	131	....	130	....	....	....
" " 8 p.c.	....	....	....	....	....	114
Ohio. & Northwest'n	52½	48½	44½	44	....	45½
" " pref.	78	79	78	80	....	84½
" " 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	87½	....	....	....	....
" " Consol.	84½	....	....	85	....	....
Chicago & Rock Isl.	104½	103½	102½	103½	....	103
" 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	87½	85½	84½	85½	....	87½
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	126	126	122	121	....	123½
" " S. F. 7 p.c.	....	....	....	100	....	100
Cumberland Coal, pref	....	65½	64½	....	....	66½
Del. & Hudson Canal	....	154	153½	153	....	....
Del., Lack. & West.	....	....	....	....	....	....
" " 1M. 8 p.c. '71-5	....	....	....	101	....	101
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	....	73	71½	69½	67½	....	68½
" pref.	....	....	85½	84½	84	....	84½
" 1 M. 7 p.c. '67	....	....	....	....	....	....	102
" 2 M. 7 p.c. '79	....	....	102	102½	....	....	....
" 3 M. 7 p.c. '83	....	....	98½	....	....	....	....
" 4 M. 7 p.c. '80	....	....	93½	....	....	....	....
" 5 M. 7 p.c. '85	....	....	....	....	....	....	93
Hudson River	....	120½	116½	....	115½	....	....
" scrip	....	....	....	....	....	....	....
" 1M. 7p.c. '69	....	....	....	....	....	....	102½
" 2M. S. F.	....	....	....	....	....	....	100½
" 3M. 7p.c. '75	....	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....	....
Illinois Central	....	117½	115½	115½	117½	....	117½
" Can. bd. sc.	....	....	....	....	....	....	....
" bonds	....	103	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....	....
" 1st mort.	....	....	....	....	....	....	....
Mariposa Mining Co.	....	12½	....	....	....	....	....
Michigan Central	....	113	107½	107	....	....	108
" S F. 8 p.c. '82	....	111	110	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....	....
M. S. and N. I.	....	....	82½	80½	80½	81½	....	82½
" " guar'd	....	....	....	....	....	....	....	....
" " 1M. S. F. 96	....	....	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....	....	91½
Mil. and P. du Chien	....	....	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....	....	....
Milw. and St Paul	....	....	51	51	50½	....	50
" " pref.	....	....	66	67	68½	....	68
" " 1st mort	....	....	....	....	....	....	....	....
" " 2d mort	....	....	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....	....	....
" L. G. bonds	....	....	....	....	....	....	....	....
Missouri 6s	....	....	93	93	92	91½	....	92½
" iss. to H. & St. J. R.	....	....	....	....	....	....	....	....
" " Pacific	....	93½	....	....	....	....	....	92
New York Central	....	110½	109½	108½	108½	....	109½
Real Estate	....	....	....	....	....	....	....	....
" 7s, S. F. '76	....	105½	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....	....	....
" 6s, S. F. '83	....	94	....	....	....	....	....	....
" 6s, S. F. '87	....	....	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....	....	....
" " pref. "	....	....	....	....	....	....	....	....
" " 1M. 7p.c. '73	....	....	....	100½	....	....	....	....
" " 2M. 7p.c. '84	....	....	....	....	....	....	....	....
" " 3M. 7p.c. '67	....	....	....	....	....	....	....	....
North Carolina 6s	....	....	....	....	....	....	....	....
" ex-coupon.	52	....	51	....	....	....	....	....
" new	....	....	....	51½	....	....	....	....
Ohio & Miss. cer.	29	29½	28½	28½	....	28½
" " pref.	....	....	79	79	....	....	....	....
Pacific Mail S. S. Co.	170	163½	162	164	....	164
Panama	....	....	....	....	....	....	....	....
Phila. and Reading	104½	103½	104	104½	....	105½
Pitts. Ft. W. & Chicago	106½	105½	104½	105½	....	106½
" 1M.	....	....	....	103½	....	....	....	....
" 2M.	....	97½	....	....	....	....	....	....
" " 3M.	....	....	....	....	....	....	....	....
Quicksilver Mining Co.	44½	44	43	44½	....	44½
St. L., Alton & T. H.	40	39	38½	....	....	....	....	....
" " pref.	....	....	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....	....	....
" " 2M. pref.	....	81½	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....	....	....
Tennessee 6s. 1890	....	92	....	....	....	....	....	....
" ex-coupon.	69½	69½	69½	....	....	69½
" new	....	70	....	....	....	....	....	69½
Tol. Wab. & Western.	41	42½	40½	41	....	42½
" Pref.	....	....	....	....	....	....	....	....
" 1M. ex.	....	....	92½	....	....	....	....	....
" " 2M.	....	75	....	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

	Th 20.	F.21	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	----	99⅝	99¼	----	----	99¼
U. S 5s, 10-40s, reg.	99⅞	----	----	----	----	99
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	111¼	----	110¾	----	----	110¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	107½	107¾	105	----	----	105¾
U. S. 6s, 5-20s, c. 1864.	106¼	----	105¾	105	----	----
U. S. 6s, 5-20s, c. 1865.	106⅜	105¼	----	----	----	----
U. S. 6s, " reg.	106½	----	105⅜	----	----	----
7.30 Notes, 1st series.	105¼	105	104⅛	----	----	104⅛
" " 2d series.	105⅜	----	104⅞	104¼	----	104¼
" " 3d series.	----	105	----	104¼	----	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Cattawissa	----	----	----	----	----	----
" preferred	29¼	29¼	29¼	29¼	29¾	----
Camden & Amboy	131	130¼	130	----	130	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	92	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	94¼	----	94¼	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	56	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	55¼	55	55¼	55¼	55	----
" " 6s,'84	92⅝	----	93¼	----	----	----
Lehigh Valley R. R.	----	----	67¼	67⅝	----	----
" " 6s	95	----	95	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	58¼	----
Morris Canal	----	----	----	----	88	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	38	----	38	----	----	----
" " 6s.	92½	----	----	----	92½	----
" " 10s.	118	----	118	----	----	----
Northern Central	----	----	44	----	----	----
Pennsylvania R. R.	55	55½	55¼	55	55¼	----
" 1st m.	102¼	----	----	----	----	----
" 2d m.	98	98	----	----	----	----
Penn. State. 5s	95	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	----	----	103¼	----	----	----
Philadelphia City, 6s	96	93	----	----	95¼	----
" " new	99½	99¼	99¾	99¾	99¾	----
" " munc	99	99¼	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	53¼	52⅝	52	51¼	52	----
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	31¼	31¼	31⅜	31	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	25¼	----	----	----	----	----
" " pref.	35¾	35¼	35¼	----	35¼	----
" " 6s '82	----	----	----	----	----	----
" " 6s '75	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	65¼	----	----	65¼	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14¼	14¼	----	----	----	----
Chestnut & Wal. "	----	51	51	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	34	34	----	33½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

	W.19.	Th.20	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875.	97¼	----	----	----	----	----
" " 1880.	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890.	----	----	----	98¼	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	----	----	88	----	----	----
" " " 1900	89	----	----	----	----	----
City Passenger R. R.	17¼	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

	Th. 20.	F.21.	Sat.22.	M.24.	Tu.25.	W 26
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	127
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	143½	----	----	----	----	----
Cheshire, pref.	63	63¼	62½	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	105½	----	----	----
Eastern, Mass.	111	107½x	----	107	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	113	113	----	112¾
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	107	----	----
Old Colony & Newport.	104	----	100	99½	----	99
Ph., Wil. & Baltimore	----	----	----	----	----	----
Portl'd, Saco & Ports.	99	----	99	99	----	----
Vermont & Canada	106½	----	----	----	----	----
Vermont & Mass.	----	60	59¾	----	----	54
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	93	93	----	----	----	94
Metropolitan "	----	----	----	56¼	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	51	51¼	51¼	51	----	49¼
Franklin "	41	----	40¼	40¼	----	40
Huron "	----	----	56	----	----	----
Isle Royale "	8	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	13	16	----	----	----	----
Pewabic "	27¼	27¼	27	27	----	26¾
Pittsburg "	----	----	----	----	----	46
Quincy "	40	----	39	----	----	39
Rockland	----	6¼	7	7¼	----	8¼

London Stock Exchange.

The following were the closing prices for American Securities on the 7th of December.

United States 5-20 yrs., 1882, 6 per cent	70½@ 71
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	41½@ 42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do., 2d mort., 1881	65 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 70
Do. do., 2d mort., 1892	66 @ 68
Do., consolidated mortgage bonds, 1890	41 @ 42
Erie shares, $100 (all paid), 8 p. c	46½@ 47
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	66 @ 68
Do. $100 shares (all paid)	77 @ 78
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	83 @ 85
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, December 29, 1866.

Stock Exchange and Money Market.

The business of the week has been unusually restricted in all the leading lines of traffic. In the Gold Room, and at the Stock Boards, the dealings have all been against values, and buoyancy in the market, necessitating the employment of more than the average amount of capital to carry speculative investments over the dull period to the anticipated one of renewed activity and firmness. Hence, there has been a decided increase in the demand for call loans, the rates for which have advanced 6@7 per cent. on Government securities, and full 7 per cent. on the most unexceptionable of other stock collaterals. Discounts have exhibited but little animation. There has been some inquiry for strictly prime short date commercial paper at 6½@7 per cent., and for very good do., at 7@8 per cent. per annum. Other grades have been discriminated against very sharply, and have no quotable market value. There have been some additional remittances of currency, chiefly legal tender notes, to the South, but these have been more than compensated for by the receipts of legal tender and National bank notes from the West and Northwest, as shown by the last bank statement. There has been some accumulation of currency in the U. S. Sub-Treasury here, attributed, in part, to the marketing of Government gold, and gold bearing bonds, through private agencies, and to the detriment of the market values of the National funded obligations. It is not, however, reliably known that any such private negotiations on the Treasury account have taken place, and it is probable that if anything of the kind has occurred, its magnitude has been grossly exaggerated, to promote the interest of the *bear* element in financial circles. The last local bank statement was rather favorable than otherwise. It indicated a decrease of $196,816 in the items of loans, $757,283 in the specie reserve, and apparently of $4,428,194 in the deposits, with an increase of $822,653 in the legal tender reserve, and $635,774 in the circulation. The large apparent decrease in deposits is due mainly to the correction of an error of three millions made in the details and footings of the preceding week, one of the leading National Banks having returned its gross, instead of its net deposits, prior to the preparation of the statement for the week ending Dec. 15. The specie reserve of the banks is now $13,231,917, against $16,055,037 same time last year. The city bank deposits are now $202,029,877, against $298,484,370 week ending Oct. 6, 1866, and $183,021,870 week ending Dec. 23, 1865. Their legal tender reserve amounts to $64,816,962, against $53,891,620 same time last year. Their circulation now stands at $32,48[illegible]420, against $17,629,125 same time last year. The loans are now $258,255,514, against $279,135,790 eight weeks ago, and $228,572,034 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $97,917,464 a day, against a daily average of $9[illegible]139 the preceding week; and $107,885,977 the week ending with Dec. 9. The current week's exchanges average about $126,800,000 a day.

National Bank notes to the amount of $199,630, were issued last week, making the total issue to 1,663 banks thus far $300,431,000, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,123,432, leaving, with the existing 1,649 banks, an actual circulation at this date, of $298,307,569. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $343,256,650; and for the public deposits, $38,933,950—making a total of $382,190,600. The Treasury Department, last week, redeemed and destroyed $549,000 of worn and mutilated fractional currency, and issued $428,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with Dec. 22, were $12,793,157, including $1,057,950 from customs duties; payments, $10,525,233; balance at the close of the week, $114,079,126, against $108,689,405 at the close of the preceding week. The business of the Office during the opening day of the current week, was as follows: Receipts, $5,562,365, and payments, $8,626,010. The balance at the close of business on Monday stood at $111,015,481, against $108,727,058 a week ago. Tuesday was observed as a close holiday. The cash balance in the U. S. Sub-Treasury at Boston, at the close of last week, was $13,002,960, including $10,700,364 in coin, an increase during the week, of $116,671.

Government revenue were extremely moderate, during the past week, which in general business, was, by all odds, the dullest of the season. Excises yielded, $2,936,214, against $4,500,000, the preceding week; customs at the port of New York, $1,057,950, and at the outports, about $350,000 (in coin) more, making the grand total income for the week equal to about $4,836,946 in currency, against disbursements of $2,780,000 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $163,000,000.

Gold has suffered a further severe depression since our last, from the operations of the *bears* in the Gold Room, who have added largely to their *short* contracts on a declining market, in anticipation of the coin interest disbursements (about ten millions, all told,) of the Government about Jan. 1, and of the probable compulsory marketing of a large part of the Treasury coin reserve, under impending legislstive authorization. The decline of the week has been within a fraction of six per cent., or from 137@137¼ on Wednesday of last week to 131½@131¾ on Wednesday of the current week. The closing rate on Wednesday last was 131⅞, on a very weak market. There is no demand of moment to sustain the premium. The customs and export calls are usually limited. The specie exports from the port amounted to only $262,921 last week, and $389,656 on Wednesday. Apart from the export demand, the main legitimate inquiry at present is from importers, for custom house purposes. This inquiry, however, continues on a very limited scale, as usual at this season of the year. The total imports of specie from Europe, and other ports since January 1, have been $9,579,390. The customs demand for Gold last week, averaged only $176,325 a day; thus far, this week, it has been equal to $226,877 a day, or equal to a weekly aggregate of $1,361,262. The arrivals of specie from Europe, Havana and other foreign ports, during the week, reached $26,685, and from California, $1,416,492. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $128,558,017, against $101,145,980 same time last year. The total receipts of California gold at this port since Jan. 1, have been $42,110,796, against $20,680,164 same time last year, showing an increase, in 1866, of $21,430,632. The exports of specie from this port, last week, were as stated above, $262,921, making the total outflow of specie from the port, since Jan. 1, $60,760,528, against $29,689,842 same time last year, $49,112,955 same time in 1864, and $69,305,165 same time in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, $301,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $48,207,371, against $98,063,787 same time last year. The specie exports from San Francisco from Jan. 1, to Nov. 28, reached $40,369,953, against $40,867,088 same time last year.

In Foreign Exchanges, there has been a restricted movement and much depression, resulting from the augumented offerings of sterling bills, chiefly drawn against produce (including Southern cotton) exports. After the closing of business on Monday for Wednesday's outgoing steamers (Tuesday having been a close holiday) the market closed quite flat and nominal. Bankers' 60 day bills on London closed at heavily 108@109¼, and on Paris to 5.17½@5.15; sight bills on London to 109⅞@110⅛; and on Paris to 5.15@5.15½. The offerings of produce bills have been quite liberal, since our last, owing, mainly to the increased cotton exports from the Southern ports. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,234,610, making the exports since January 1, $185,815,620, against $176,683,521 same time time last year.

Government securities have been in very moderate demand since our last; and, in sympathy with the decline of six per cent. in gold, the coin bearing bonds have receded about two per cent., the Seven-thirties having been relatively firmer. The closing business was very light and against the market. U. S. sixes of 1867 closed here on Wednesday nominally at 125; U. S. sixes of 1868, at 122; U. S. sixes of 1881, 110¼@110⅛; U. S. Five-twenties of 1862 at 105¼@105½; U. S. Five-twenties of 1865 at 104¼@104½; U. S. Five-twenties of 1865, consolidated, 107¼@107½; U. S. Ten-forties at 99@99¼, and U.S. Seven-thirties at 104⅜@103¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116¼	May, 1865	111¼
July, 1864	115¾	August, 1865	110½
August, 1864	115¼	September, 1865	110¼
October, 1864	114¼	October, 1865	109¾
December, 1864	113¼		

Railway and miscellaneous stocks have been seriously depressed, chiefly by forced realizations on speculative account, in view of the increased firmness in money, and the uncertainties of the immediate future. The dealings have been of average magnitude, but generally at declining price, the closing operations indicating a lack of confidence in a speedy rally.

The Stock Exchange has returned to the old system of two business sessions a day, the first from 10 a. m. to 1 p. m.; and the second from 2 to 4 p. m.; the arrangement, referred to in our last, having proved, as we anticipated, wholly impracticable and embarrassing to the brokers.

General business has been unusually prostrate since our last. Operations in all kinds of breadstuffs, provisions, and other domestic produce, as well as in foreign merchandise have been quite limited. There has been, however, remarkably little variation in prices, considering the severe fall in gold. Holders of Cotton have yielded a trifle, on a moderate call. Middling grades of Cotton closed heavily at 32½@35 per lb. The stock of cotton now here is estimated at about 160,000 bales. The receipts at the port this week, have averaged nearly 3,800 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 235,000 bales, against exports of 100,328 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 603,000 bales against 768,283 bales same time last year; exports, 224,000 bales, against 382,200 bales same time last year, estimated stock at latest dates, 470,000 bales, against 421,500 bales same time last year. In foreign merchandise, the main business has been in seasonable dry goods, which in the instance of domestic fabrics, have held there own with much steadiness. The total imports of foreign dry goods, last week, were $1,482,880, and the total amount marketed $1,124,296. The value of foreign merchandise imported last week, was $3,949,693—making the grand total specie value of last week's imports of dry goods and merchandise, $6,224,708, and since January 1, $289,821,758, against $205,626,631 same time last year. The ocean freight market is less active and heavy with 551 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d.@2s. per bbl.; grain at 3½@4d. per bushel; cotton at ¼@9.32d. per lb.; and heavy goods at 10s.@12s. 6d. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 12.	Dec. 19.	Dec. 22.
Consols	—88¼	89⅝	89¾
U. S. 5-20's of 1862	—71	71½	72¼
U. S. 5-20's of 1865	——	70¼	71
Erie	—47½	46¾	46¾
Ill. Central	—77½	77½	79

The New York exports, exclusive of specie, for the week ending Dec. 25, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$5,449,445	$3,284,610
Prev. reported	171,234,076	182,681,010
Since January 1	$176,683,521	$185,815,620

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$2,877,548	$2,275,015
Gen. merchandise	3,866,709	3,949,693
Total for the week	$6,744,248	$6,224,708
Prev. reported	198,882,383	283,597,050
Since January 1	$205,626,631	$289,821,758

The balance in the Sub-Treasury on Wednesday was $111,257,710 68.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Great Eastern, 43; do., 1st mort., 71½; Chicago, Rock Island and Pacific 7s, 93½; Morris and Essex, 80; do., 1st mort., 96¾; Great Western 2d mort., 70; Chicago and Milwaukee 1st mort., 91½; Detroit, Monroe and Telodo bonds, 90; New York and New Haven, R. R., 115; Indianapolis and Cincinnati, 87; New Jersey Central, 124; Warren R. R., 91; Stonington, 99; N. Y. State 7s, Bounty Loan, reg., 104¾; do., 6s, 1874, 100; Kentucky 6s, 96¼; Wilkesbarre Coal, 60; American Express 78; Adams' Exp. Co., 62; Mariposa pref., 30¼; Brunswick City Land, 7⅛; Boston Water Power Co., 30; South Am. Nav. and Marine R. R. Co., 113; Union Navigation, 106; Manhattan Gas, 148; Wrstern Union Telegraph, 44¾; do., Russian Extension, 96¾; Corn Exchange Bank, 120; Bank of Commerce, 117; Bank State of New York, 108½; 4th National Bank, 107¾; Am. Ex. Bank, 115; Gallatin National Bank, 110; Alpine Gold, 1.70; Boscobel Silver, 0.65; Benton, 1.85; Bates and Baxter, 1.80; Consol Gregory, 14.75; Corydon, 4.10; Columbian Gold and Silver, 1.90; Gunnel, 1.20; Gold Hill, 4.10; Hope, 1.00; Holman, 0.20; Keystone Silver, 0.11; La Crosse, 1.00; Liberty, 0.08; Long Island Peat, 3.00; Montana, 0.32; Montauk, 0.07; New York, 2.50; Nye, 0.10;

Oak Hill, 0.25; People's Gold and Silver, 2.00; Pah Ranegat Centre, 2.60; Quartz Hill, 4.85; Rocky Mt., 2.00; Smith and Parmalee, 8.20; Walkill Lead, 1.45; United States Petroleum, 4.50.

Philadelphia.—West Jersey R. R. 6s, 88; Belvidere Delaware bonds, 85; New Jersey 6s, 101½; Pittsburg 4s, 60; do., 6s, 90; 13th and 15th streets, R. R., 19⅛; Germantown Pass., R. R., 31; Keystone Zinc, ⅞; St. Nicholas Coal, 1⅝; Big Mt., 4⅝; N. Y. and Middle Coal Fields, 3½; Commercial Bank, 56; Western Bank, 97; Girard Bank, 57; Mechanics' Bank, 32; Ocean Oil, 3¾; Caldwell, ½; Maple Shade, 2⅝. The latest quotations are: City 6s, 96@96¼; do., new, 99⅝@99¾; State 5s, 95@95¼; do., coupon, 95@95½; do., 6s, W. L., 103½@103½; Phila., Wil. and Balt., 56; Reading, 52⅜@52½; do., 6s, 1870, 95@96; do., bonds, 93@95; do., con., 112@117; Camden and Amboy, 129¾@130½; Penn. R. R., 56⅛@56¼; do., 1st mort., 102½@103; do., 2d mort., 97@98; Little Schuylkill R. R., 33@36; Morris Canal, 86@88; do., pref., 124@124⅛; do., bonds, 92@95; Wyoming Valley Canal, 54@55; do., 6s, 85@89; Susquehanna Canal, 13¾@15; do., 6s, 65⅜@65½; Sch. Nav., 25@26; do., pref., 35½@35⅝; do., 6s, 1882, 80¼@81½; Union Canal bonds, 21@23; Delaware Div. Canal, 56@56½; do., bonds, 90@93; Elmira and Williamsport, 29@30; do., pref., 40@45; do., 7s, 1873, 95@100; do., 5s, 65@67; Lehigh Coal and Navigation, 55@55⅜; do., bonds, 1884, 91@91¼; North Pennsylvania, 37⅞@38⅝; do., 6s, 92¼@93; Philadelphia and Erie, 30¾@31¼; do., 6s, 92¾@93; Minehill, 58@58½; Catawissa, —@—; do., pref., 29⅜@29⅞; Lehigh Valley, 67@67¼; do., bonds, 95@98; Fifth and Sixth streets, (horse,) —@50; Second and Third, 90@92; West Philadelphia, 71@75; Spruce and Pine, 33⅛@33¼; Green and Coates, 31@—; Chestnut and Walnut, 51¾@52; Thirteenth and Fifteenth, 19@20; Girard College, 30@33; Tenth and Eleventh, 60@70; Union, 38@40¼; Hestonville, 14¼@14⅜.

Boston.—Vermont Central consolidated, 76; do., 2d mort., 41½: N. Y. and Boston Air Line 6s, 39; Rutland and Burlington 1st mort., 121¾; Old Colony and Fall River 6s, 1869, 98¼; Boston and Lynn, horse, 25; Boston, Hartford and Erie, 11½; Ogdensburg and Lake Champlain, 74; do., pref., 102½; Vermont Central, old, 1⅞; Everett Oil, 0.02; do., pref., 0.10; Central Pet., 1.15; Massachusetts and Oil Creek, 0.10; Beebe Farm, 3; Pepper Well Pet., 0.75; U. S. Pet., 4½; Harleigh Coal, 50; Short Mt. Coal, 15½; Vermont Iron, 0.15; Peck Gold, 0.30; Montezuma Gold, 1; Adams' Exp., 63½; Boston Water Power Co., 30½; Cary Imp., 12¼; Massachusetts 5s, 1894, gold, 99½; New Hampshire 6s, 1884, 99¼; Chicago 7s, sewerage, 100; Boston Gas, 742½; Bank of North America, 104½; Blackstone Bank, 125; Webster Bank, 107; Bank of Commerce, 117¾; Traders' Bank, 100¾; Boylston Bank, 136; Bank of Redemption, 110¼; Albany and Boston Mining Co., 7; Bay State, 10¼; Boston, 50c.; Canada, 50c.; Eagle River, 3¼; Hancock, 11¼; Hanover, 1¾; Superior, 3; St. Mary's, 1; St. Clair, 6½; Star, 1¼.

Baltimore.—Virginia bonds, reg., 35; Maryland bonds, 1890, 100¼; Central Ohio R. R., 24; do., pref., 25; Marietta and Cincinnati bonds, 85½; Western Maryland bonds, end., 96; Maryland Anthracite Coal, 4¾; Mechanics' Bank, 16; Citizens' Bank, 15¼. The latest quotations are: Balt. and Ohio, 114@115; do., 6s, 1867, 99@100⅜; do., 1875, 96@100; do., 1880, 98@99; do., 1885, 97@98; Northern Central, 47½@47¾; do., bonds, 1885, 88@88½; N. W. Va. 1st mort., 1873, 95@95½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85½@86½; Central Ohio, 24@—; do., 1st mort., 89@90; Western Md. bonds, 74@74; do., guar., 95⅛@98; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 95@98; do., 1873, 95@96; do., 1875, 97@97½; do., 1886, —@96¾; do., 1890, 98@98¼; do., coupon, 100@100; Park, do., 97@97½; do., 1892, 93@99; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 17½@18; Canton Co., 34@50; Gardner, 0.65@0.95; Am. Gas Coal, 0.95@0.95; Maryland, 0.05@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@112; Santa Clara, 3@3½; Balt. Chrome, 0.25@0.40; Bare Hill, 0.40@0.45; Atlantic Coal, 0.50@0.80; Mineral Hill, 0.35@0.45; Baltimore Coal, 150@190.

Bessemer Steel Rails.

It will be remembered that Mr. Moon stated at the last London and North Western meeting, in reply to a shareholder, that experiments were being made with a view to having rails with steel at the top and bottom of the rails, but iron in their body, which would effect a further large economy in the use of steel rails. They would have that part of the rail exposed to wear, of steel, and that which is not subject to wear (for practically a rail is not worn down below a certain point) of iron. But this difficulty arose in carrying out the plan—the steel could not be throughly welded to the iron in the process of rolling, or so thoroughly that it would not loosen itself, when of course it was useless for train running. Success, however, has since attended the plan by adopting another method of connecting the steel with the iron. Instead of placing a plate of steel at the top and bottom of the pile to be rolled into a rail, there is now a connecting plate of steel between the top and bottom steel plates, the connecting plate running down between the iron. The rail is steel above, and steel below, with the body of iron, excepting the plate of steel passing through the body of iron from the top to the bottom face of the rail. The steel is thus firmly connected with the iron. It answers, we understand, perfectly, and its importance to railway companies may be estimated when we say that steel rail (of this make) will cost only £9 10s. to £10 per ton, or but £2 more than iron. Great economy will therefore be effected in the future working of railways with large traffics, where good iron rails used to be worn or knocked out in three or four months. Extending the life of the rail, as the steel rail does greatly, also means economy in the consumption of coal, and should be another warning to the croakers.—*Herapath's Journal.*

☞ In future, trains on the Eastern Shore railroad will make close connection with the trains on the Philadelphia, Wilmington and Baltimore railroad from both Philadelphia and Baltimore, thus accommodating both interests.

☞ The Iowa extension of the Chicago and Northwestern railroad was completed to within 15 miles of Omaha on the 14th inst. This adds 24 miles west of Woodbine to which the cars were previously running.

☞ The bridge over Baker's Creek, between Jackson and Vicksburg, has been rebuilt, and trains have resumed running. This bridge is one of the most important on the road.

Public Debt of Austria.

The Austria Public Debt Commissioners have published in the Vienna *Gazette* a statement of the total debt of the empire on the 30th June, 1866. The figures show it to amount to 2,831,211,195 florins. The portion reimbursable and bearing interest is represented by 720,787,485 florins; not bearing interest, 318,334,643 florins; and the portion not repayable and bearing interest, 1,797,060,043 florins; and bearing no interest, 29,022 florins. A sum of 125,478,744 florins is required to pay the annual interest on the public debt, which has increased, since the end of December, 1865, by 234,831,693 florins.

☞ The extension of the Chenango Canal is rapidly approaching completion. When finished this will connect New York with the coal regions of Pennsylvania. The following canal enterprises are talked of: the Niagara Ship Canal; the Huron and Ontario Ship Canal; an enlargement of the Illinois and Michigan Canal; so as to admit the passages of first-class steamboats; a canal from the Hudson to Champlain, and an extension of the James River and Kanawha Canal to the Ohio.

☞ The North Shore (L. I.) railroad—an extension of the Flushing railroad—is now complete and running from Flushing to Great Neck, a distance of about 6½ miles. The amount of stock issued is $200,000, all paid in. Bonds $100,000, bearing 7 per cent. interest. The road will eventually be extended to Huntington, a farther distance of about 10½ miles. It will pass near the villages of Glen Cove, Oyster Bay and Cold Spring.

☞ The surveying party on the Tennessee and Pacific Railroad, engaged in running the line between Nashville and Knoxville, have reached Lebanon, Tenn., and are rapidly approaching Caney Fork. Thus far the route has been found thoroughly practicable. The distance from Lebanon to Nashville is twenty-six miles. The grades are very light and the cost attending the construction of the road astonishingly small.

☞ The Vicksburg *Herald* says: We learn that Hon. Wm. M. Gwin has accepted the Presidency of the Vicksburg, Shreveport and Texas Railroad. We hear that this road and the Southern Pacific Railroad of Texas have been consolidated, and that Dr. Gwin's Presidency embraces the entire line. Better still, it is said ample arrangements have been made for the speedy completion of our Western extensions.

☞ The La Crosse *Republican* says the Southern Minnesota Railroad is daily extending its iron arms out into the counties west of La Crosse; and will, as soon as the ice will bear loaded teams, send in for shipment eastward, pork and wheat by the wholesale.

☞ The branch railroad from Perryville to Port Deposit was opened to travel on the 17th inst., the first passenger train running over the road on the 15th. Two trains run each way daily.

☞ Mexican advices report that the works on the Imperial Railway between Vera Cruz and the city of Mexico would be recommenced at an early day.

☞ The additions to the Union Depot at Indianapolis were completed and opened for use on the 17th inst.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Dec. 15th, 1866, were $127,838 00
Corresponding week of previous year.. 128,714 00

Decrease $876 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Dec. 1866, were $83,512 00
Corresponding week of 1865 ..... 78,967 00

Increase $4,545 00

The earnings of the Chicago and Northwestern Railway for the third week in Dec., 1866, were $161,359 20
Corresponding week of previous year,. 136,609 71

Increase $24,749 49

The earnings of the Detroit and Milwaukee Railroad for the week ending Dec. 20th, 1866, were $23,494 00
Corresponding week of 1865 ..... 23,564 00

Decrease $70 00

The earnings of the Michigan Central Railroad for the 2d week in Dec., 1866, were... $55,252 00
Corresponding week of previous year.. 76,407 00

Decrease $21,155 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Dec., 1866 ... $25,901 00
Corresponding week previous year 25,659 75

Increase $241 25

The earnings of the Western Union Railroad for the week ending Dec. 21, 1866 . .. $9,382 42
Corresponding week previous year 7,179 53

Increase $2,202 89

Law of Insurance.—Election to Rebuild.

The case of Morrell *vs.* The Irving Fire Insurance Company, lately decided by the Court of Appeals of this State, involves the discussion of an interesting question of Insurance law.

The facts are fully stated in the opinion of the court which was written by

Davies, J.—This action was brought to recover the amount of a policy issued by defendants upon certain promises of the plaintiff, whereby the defendants insured him against loss or damage by fire to the extent of $3,000. The building insured was destroyed by fire in January, 1857.

At the time of the fire the plaintiff had another policy of insurance for $2,000 upon the same building, issued by the Excelsior Fire Insurance Company.

Each policy contained the usual clauses limiting the liability of the insurer "to such ratable proportions of the loss or damage happening to the subject insured as the amount insured by this company shall bear to the whole amount insured thereon," and making it optional with the company to rebuild or to repair the building within a reasonable time, giving notice of their intention to do so within 20 days after having received the preliminary proofs of loss, &c." The two companies, on the happening of the loss, united in a notice to the plaintiff stating "that we are prepared to rebuild the said building, and you are requested to furnish us with the plans and specifications of the same."

In pursuance of this notice, the companies proceeded to erect and repair the building, in accordance with the plans and specifications furnished, and claimed to have the same completed in conformity therewith. The plaintiff insisted that the building was not thus completed, and on the 4th of November, 1857, he commenced this action upon the said policy of insurance, and claimed to recover the full amount thereof. On the trial the plaintiff had a verdict for the full amount of the policy and the interest thereon, and judgment thereon was affirmed at the General Term of the Supreme Court. On appeal to this court, the judgment was reversed and a new trial ordered. This court held that the election to rebuild formed a new contract or agreement to build, according to the plans, and that such contract could be enforced as a building contract, without reference to the amount named in the policy, and that, if the insurer has not replaced the article or rebuilt the building in the manner agreed upon, the insured will be entitled to recover the damages which he has sustained by a breach of the contract or agreement, as in other cases of the breach by the builder of his agreement to build; that the action on this agreement to rebuild, could properly have been against both companies; that where they jointly elected to rebuild, they jointly agreed to rebuild, and were jointly liable in an action for a breach of the agreement. This court also held, that the plaintiff might, at his election, treat the contract to rebuild as that of each insurer, and for a breach of the building agreement, maintain his action against either company, and recover full damages; that if the party undertaking to rebuild should fail to perform the contract, and the insured should recover and collect damages for the breach of the agreement, such party could recover of the other insurer a rateable proportion of the loss. Such insurer would, by the payment of the damages received by the insured, have satisfied the demand for the loss; the insured would have been fully indemnified; and the insurer, who paid nothing and did nothing would be liable for contribution.

In his charge to the jury, the learned judge who tried the action correctly stated the rule as established by this court to be, that the jury were to ascertain the difference in value between the building as it existed on the day it was destroyed by fire and the building which the insurance company furnished and delivered over to the plaintiff after this notice, and that such amount would be the damages which the plaintiff is entitled to recover. And the court further charged, that the plaintiff is entitled to interest from the time possession of the new building was delivered over to him. No exception was taken to the charge, or to any part thereof.

The counsel for the defendants requested the court to charge the jury that the Excelsior Fire Insurance Company, at the time of the fire, had a policy of insurance upon the building destroyed for $2,000, and the defendants a policy for $3,000, and by the fifth sub-division annexed to defendants' policy the defendants can be made liable only for three-fifths of the amount of plaintiff's damages. The court declined so to charge, and the defendants' counsel excepted.

The counsel for defendants also requested the judge to charge that it was the duty of the jury to ascertain the whole amount of the plaintiff's damages, and after having done so, to render a verdict for three-fifths of that amount. The court declined so to charge, and the defendants' counsel excepted.

For the reasons already suggested, the requests to charge were properly refused. The defendants were liable on their contract to rebuild for the whole amount of damages sustained by the plaintiff by reason of the non-performance of their contract. They were entitled to no deduction from that sum, because another party was also liable to pay a portion of it. That other party was liable to contribute its share or portion, as this court held on the former argument, and it also held that these defendants were primarily liable to pay the whole amount of damage. The proof offered of the policy of the Excelsior Fire Insurance Company having been excluded, and properly so, there was no foundation for these requests to charge. The Jury, under the charge of the court, found the whole amount of the damage sustained by the plaintiff, by reason of the breach of the agreement to rebuild, at the sum of $2,300 and the interest thereon, for which sum judgment was perfected.

The remaining question to be considered is, whether the order of the General Term, affirming that of the Special Term, refusing leave to the defendants to put in a suplemental answer, is reviewable in this court. It is claimed that it is under the last clause of sub-division first of section eleven of the code, which declares that upon the appeal from the judgment in the action, the court shall have power to review any intermediate order involving the merits and necessarily affecting the judgment.

If the order were reviewable in this court, I should not concur with the Supreme Court in its refusal to permit the defendants to file a supplemental answer, setting up what clearly they had a right to do, namely the extinguishment and payment of two-fifths of the plaintiff's claim. If the defendants had based their application on this ground, I think it should have been granted. But the discussion of this question is now of no practical moment, as the General Term of the Supreme Court have given to the defendants all the benefit they could legally have derived if they had filed their supplemental answer, and had given the evidence offered by them, by confining the recovery of the plaintiff in the action to the remaining three-fifths of his claim. In relation to this, there is no pretense that it has ever been paid or extinguished except by the ground assumed, that the recovery of the judgment by this plaintiff against the Excelsior Company extinguished also his claim against these defendants for the remaining three-fifths. That proposition cannot be maintained; and the results, which will be attained are such as equitably attached to each of these companies. These present defendants were liable to pay and contribute three-fifths of the damage which the plaintiff sustained by the non-performance of their contract to re-build. In the present action the jury, under an unexceptionable charge, have found such damage to be the sum of $2,300. We must assume this to be its extent; and the defendants being clearly bound to pay and contribute that sum, they have no just cause of complaint with the judgment appealed firm, as modified and finally adjusted by the General Term of the Supreme Court. Their legal liability is not affected by the circumstance that the other com-

pany has extinguished its liability to pay two-fifths of the damage by the payment to this plaintiff of a less sum than its proper proportion. These defendants are not called upon to pay more than their proper portion of the damage as ascertained by the Jury; and if they have any remedy, it is by a call on the Excelsior Company for contribution.

The judgment appealed from should be affirmed, with costs.

Railway Enterprise and its Results.

An excellent paper on this subject was read at the meeting of the London Statistical Society on 20th ult., by Mr. R. Dudley Baxter, an authority of no little eminence on the subject. The treatise divides this marvellous branch of the history of the present century into five periods—viz., that of *experiment*, from 1820 to 1830; second, from *infancy to puberty*, from 1830 to 1845; third, *the mania*, from 1845 to 1848; fourth, *the era of competition*, from 1848 to 1859; and, lastly, that of *speculation*, from 1859 to 1865. A rapid summary of the interesting paper, taken from the London *Railway Times*, sets forth that after the bigoted opposition that characterized the period of infancy, the facts that most of the great lines in 1845 were paying dividends ranging from 10 to 15 per cent., and that shares were on an average 100 per cent. premium, led to the mania which by 1850 had brought the net returns down to an average of 3⅓ per cent., leaving scarcely anything for ordinary shareholders. Then came the amalgamation system, which by 1860 raised the percentage of profits from 3⅓ per cent. to 4⅓ per cent., and lastly we have had the rage for contractors' lines, which, stimulated by the finance companies, has just been brought to a conclusion. In the year 1834 only 200 miles were open. Last year the total was 13,100. Between 1830 and 1840 the rate of increase per annum was only 133 miles. Between 1860 and 1865 it was 533 miles. During the last six years the number of miles authorized by Parliament has been 7,323, or at the rate of 1,220 miles per annum. Of these there must be about 3,500 miles, or nearly one-half, not begun or not completed—a number sufficient to occupy us for fully seven years at our present rate of construction.

Owing to the tardy publication of the returns of the Board of Trade, some of the most important particulars concerning them are limited to the end of the year 1864. At that date, out of 12,789 miles open, 8,890 were in England, 2,105 in Scotland, and 1,794 in Ireland. England and and Wales have a mile of railway for every 6½ square miles of country, being the highest proportion in the world, while Scotland has less than half that accommodation, and Ireland little more than one-third. As regards the proportion of mileage to population, England has one mile of railway to 2,275 persons, Scotland one mile to every 1,470, and Ireland one mile to every 3,260, so that Scotland, a thinly inhabited country, has the greatest railway mileage in proportion to her population, and, indeed, in that respect, stands at the head of all European countries.

In 1865 the gross receipts for the United Kingdom were 8.57 per cent., of which 4.46 was profit, and the average of dividends paid was 4.64 per cent., the proportions being 4.65 per cent. by English lines, 5.70 by Scotch, and 3.56 by Irish. Up to the end of 1864 the total capital authorized was 520,522,000*l.*, while the sum expended was 426,482,000*l.* Of this the debenture and preference capital amounted to nearly one-half. The preference capital has been for some time steadily increasing, while the ordinary remains almost stationary. As the old companies almost always increase their capital by preference stock, it is believed that in seven or eight years the debenture and preference capital will have risen to two-thirds of the amount expended.

As regards the effect of railways in cheapening the cost of transport, it is stated that had the traffic of 1864 been conveyed by canal and road at the pre-railway rates it would have cost 108,000,000*l.*, instead of 36,000,000*l.* Hence there is a saving of 72,000,000*l.* a year, or more than the whole taxation of the United Kingdom. Commerce has increased in proportion, and the total value of our exports and imports, which in 1838 was 85,500,000*l.*, was last year 490,000,000*l.*

With respect to the systems of other countries, those of France and the United States are the most important. Up to the end of last year the lines constructed in France were 8,134 miles, or about the same length as the lines which existed in England at the end of 1855. Hence, notwithstanding the vigorous impulse given by the Emperor Napoleon, France is ten years behind England in actual length of railways constructed, and at least fifteen years behind if her larger territory and population are taken into account. In the United States the total mileage at the end of 1864 was 33,860 miles—four times that of France, two and a half times that of England, and nearly as large as the total mileage of the United Kingdom and Europe, which is about 42,000 miles. Moreover, the lines in construction, but not yet completed, are stated to be above 15,000 miles in length, including the Great Pacific, which receives from the Government subsidies of 3,300*l.*, 6,600*l.*, or 9,900*l.* per mile, according to the difficulty of the ground, besides enormous grants of land, and which, when completed, will reduce the journey from Hong Kong to England from its present time of forty-two days to thirty-three days. Nearly all the American lines are crowded with traffic, and, according to the sanguine anticipations of Mr. Baxter, "the trade which must ultimately pass over them will far exceed in extent anything that has hitherto been known in the history of the world."

Finally, Mr. Baxter devotes some space to the question of railway sinking funds for the reduction of national debts, and to the mode in which extensions should be promoted for the future, his view in the latter respect being that in country districts where the great profit of the work would come in the shape not of earnings upon outlay, but of enhanced value to the land and trade of the population, the municipal system should be introduced, so that parishes and boroughs might rate themselves to raise money for the purpose. With regard to railway sinking funds—a policy in which he considers other nations have made a great start—he points out that Belgium will, in 1884, have extinguished the whole cost of her State lines, 352 miles in length, the entire profits of which will then become part of the revenue of the nation, and adds—

"But the most remarkable example is France; and I will endeavor to explain as briefly as possible the working of the French system. In France the railways are conceded for ninety-nine years, but it is one of the conditions of the grant that all the capital, whether in shares or debentures, shall be paid off within that term by an annual *amortissement*, or sinking fund. The small amount of this annual payment is extraordinary. The French rate of interest is 5 per cent., and the annual sinking fund necessary to pay off 100f. in ninety-nine years is as nearly as possible .04. Put into the English form, for the sake of clearness, this means that the annual sinking fund necessary at 5 per cent. to redeem 100*l.* in ninety-nine years is only 1s. per annum. As debentures are issued in France for less than ninety-nine years when part of the concession is run out, the amount of the sinking fund varies, but it is usually said to amount on the average to ⅛ per cent. As the whole expended capital of French railways represented by shares and debentures is 233,000,000*l.*, it follows that the total annual sinking fund paid by the French companies for the redemption of that sum is less than 300,000*l.* The result is marvellous, that for 300,000*l.* the French nation will acquire, in less than ninety-nine years, an unencumbered property of 233,000,000*l.* sterling; but this is not all. The railways represented by that 233,000,000*l.* sterling produced in 1865 a net revenue of about 12,500,000*l.* Before 1872 further railways will have been completed, which will be amortised at the same date as their parent lines, and will produce before many years a net income of 4,000,000*l.*, making the total net income of the French system 16,500,000*l.* But the total charge of the French National Debt in 1865 was only 16,000,000*l.* So that France has now a system in operation which, in less than ninety years from the present time, will relieve the country from the whole burden of her national debt of nearly 540,000,000*l.*

"Is it allowable in me to ask why are we doing nothing of the sort? When so many other nations are paying off by means of their railways a portion or the whole of their national debts, why are we, with all our wealth and resources, to do nothing? A scheme of amortisation suited to the habits of the English people is perfectly possible, and the peculiar position of companies at the present moment renders it easy to carry out. I will say nothing about debentures, because a plan is now before the Government dealing with them. But I say, respecting share capital, that it would be perfectly practicable for the State to become the possessor of a large proportion of this stock in a comparatively short time, and at no great expense. An annual sinking fund of 5s. per cent. will pay off 100*l.* in seventy-two years, reckoning only 4 per cent. interest. Hence in seventy-two years an annual sinking fund of 560,000*l.* a year will pay off 200,000,000*l.* The Government duty on railways amounts to 450,000*l.* a year, and will soon reach 500,000*l.* My proposal would be to make this a sinking fund towards purchasing 200,000,000*l.* of preference and other stock, and let it be invested annually by the Board of Trade, or by commissioners appointed for the purpose, like those appointed for the National Debt. Instead of cancelling each share as it is purchased, let it be held in trust for the nation, and the dividends applied every year in augmentation of the sinking fund. In this manner, at the end of about seventy-two years, 200,000,000*l.* of preference and ordinary share capital would become the property of the nation, and its dividends become applicable to the interest of the National Debt. As dividends average 4 to 4½ per cent., the dividends on the redeemed capital would pay the interest on more than 250,000,000*l.* Consols, and be equivalent to the redemption of that amount of our National Debt. I believe that this is a practical scheme. In a slightly different form it is now being carried out in France, Belgium, and other Continental States. I trust that before long we shall cease to be almost the only nation in Europe which does not act on the principle 'that railways are the true sinking fund for the payment of the National Debt.'"

☞ A complementary banquet to the delegates of the Board of Trade of Milwaukie, Chicago and Oswego, was given at Toronto on the 19th. The chief subject of interest was the new scheme of joining Lakes Huron and Ontario by a ship canal, a Canadian enterprise in which the Northwest is much interested.

☞ The shareholders of the Buffalo and Lake Huron railway, at a meeting in London, England, have approved and accepted the act to consolidate that road.

Railways in Italy.

As early as the second week in December several new and important lines were to have been opened through Pavia, Cremona, and Brescia, and others between Catania and Messina, and also those between Florence, Rome, and Naples, *via* Arezzo and Foligno. These various works were being carried on with energy. Thus Italy will be intersected throughout her principal provinces by a continuous line of railway communication. Direct and rapid communication will be possible between Udine and Salerno on the one hand; and on the other between Mont Cenis and Otranto. The journey from Florence to Turin will be performed in twelve hours; to Milan in ten hours from the same capital. Venice and Florence will be within eleven hours' reach of each other; while Rome and Naples may be reached from Florence—the former in twelve, the latter in eighteen hours. Permission has been granted by the Italian Government to the English Government for the establishment of a line of communication through that country for the future passage of the Indian mail, as proposed by Captain Tyler. This line will be set on foot, it is hoped, in about six months' time.

Huntingdon & Broad Top Mountain R. R.

This road is 44 miles in length, extending from Huntingdon to Mount Dallas. At Huntingdon it connects with the Pennsylvania Railroad. The gauge of the road is 4 feet 8½ inches. It has 11¾ miles of sidings, and 14½ miles of branch roads, viz: Shoups Run, 9¼; Six Mile Run, 4¼; and Sandy Run, 1 mile. The weight of rail per yard on main track is from 45 to 60 lbs. The equipment of the road consists of 16 locomotives, 2 first class passenger, 4 baggage, mail and express, 3 freight, and 126 coal cars. The amount of capital stock authorized by law is $800,000; preferred $300,000; and by merger of the Bedford Railroad, $250,000 additional. The amount of stock subscribed is 12,352 shares common, and 3,815 preferred. The amount paid in of each is given in the annexed statement of "Stock and Debt." The floating debt does not include unpaid coupons. The rate per annum of interest on bonds is 7 per cent.; on funded coupons, 6 per cent. Par value of stock, $50.

The receipts from operations of this road for the fiscal years ending October 31, 1864 and 1865, have been as follows:

	1864.	1865.
From passengers	$29,115 92	$40,227 70
" freight	295,972 47	296,907 99
" mail transportation & express.	2,110 09	2,768 00
" interest	1,005 35	.....
" miscellaneous	7,076 51	12,309 46
Totals	$335,280 34	$352,213 15

Summary of payments:

For construction and equipment	$20,610 06	$77,084 75
Maintaining and operating the road	194,808 59	273,511 28
Dividends on preferred stock	4,189 50	8,533 00
Interest and coupons	143,167 38	226,037 09
State tax on capital stock and tonnage	1,064 63	1,258 72
United States tax	2,849 47	10,305 24
Totals	$363,689 68	$596,730 09

The expenses of operating and maintaining the road, buildings and equipment in the years named have been as follows:

	1864.	1865.
Maintenance of way and buildings, taxes, etc.	$61,380 43	$93,593 84
Repairs of engines	33,287 86	42,736 72
" cars	9,994 81	12,684 93
" tools, etc.	395 53	269 97
Incidental expenses	13,035 80	12,758 04
Office expenses	1,305 77	9,476 83
Agents and clerks	4,111 90	4,096 90
Labor, handling freight	189 82	.....
Porters, watchmen and switch tenders	3,978 05	4,294 58
Conductors, etc.	18,951 75	24,938 13
Engineer and firemen	13,278 42	17,474 78
Fuel and preparing	1,079 99	20,137 42
Oil and waste	5,401 40	8,790 35
Loss and damage	1,225 21	5,360 30
Use of freight cars	1,554 00	2,749 50
Wood and water station attendance	376 69	.....
Gen'l superintendence	2,626 64	3,455 00
Contingencies	9,495 77	10,694 02
Office expenses at Philadelphia	10,143 15	.....
Totals	$192,807 99	$274,511 31

Cost of Road and Equipment.

	1864.	1865.
Construction	$2,012,243 00	$2,055,598 70
Machine shop	.....	33,729 06
Totals	$2,012,243 00	$2,089,327 76

Stock and Debt.

	1864.	1865.
Capital stock common	$494,633 03	$494,380 03
Capital stock pref.	190,750 00	190,750 00
Funded debt	1,383,427 50	1,436,082 50
Floating debt	268,280 72	389,318 46
Totals	$2,337,091 25	$2,510,530 99

	1864.	1865.
Miles run by passenger trains	34,976	41,318
" freight "	270,767	132,460
Totals	305,743	173,778
Number of passengers carried	47,761	49,069
Number of tons of freight carried	338,297	336,955

Debt of Michigan.

The funded and fundable debt of this State, according to the recent report of the State Treasurer, is as follows:

Sault Canal bonds, 6s, due Jan. 1, 1878	$100,000 00
Renewal loan bonds, 6s, due Jan. 1, 1878	216,000 00
Two million loan bonds, 6s, due Jan. 1, 1868	250,000 00
Two million loan bonds, 6s, due Jan. 1, 1873	500,000 00
Two million loan bonds, 6s, due Jan. 1, 1878	500,000 00
Two million loan bonds, 6s, due Jan. 1, 1883	750,000 00
War loan bonds, 7s, due Jan. 1, 1866	1,111,500 00
War bounty bonds, 7s, due May 1, 1890	463,000 00
Adjusted bonds, past due	4,000 00
Full paid five million loan, past due	12,000 00
War loan bonds, called in Jan. 1, '66	1,100 00
One hundred and twenty-five thousand dollars of unrecognized five million loan bonds, past due, and unadjustable at	72,321 25
Total bonded debt	$3,979,921 25
Deduct debt of Jan. 1, 1661	2,388,842 79
Showing net increase of bonded debt, during past six years	$1,591,078 46

If the present policy of investing the receipts of the educational funds in State bonds is continued, the amount thus received, added to the annual levy of 3-16 of a mill for the sinking fund, will probably be sufficient to pay the State debt as fast as it matures.

Interest and Dividends.

The Hartford and New Haven Railroad Company have declared a dividend of $8 per share, free of Government tax, payable at the Union National Bank, January 2, 1867.

The Norwich and Worcester Railroad Company have declared a dividend of four per cent., free of Government tax, payable January 10, 1867, at the office of the Farmers' Loan and Trust Co.

The Panama Railroad Company have declared a quarterly dividend of five per cent. out of the earnings of the road, and one per cent. out of the earnings of steamers, sailing vessels, etc., payable January 5, 1867.

The Pittsburg, Fort Wayne and Chicago Railway Company have declared a quarterly dividend of 2½ per cent., free of Government tax, on the capital stock, and a semi annual dividend of 3½ per cent., less the Government tax, on the Third Mortgage Bonds, payable January 16, 1867.

The Boston and Maine Railroad Company has declared a dividend of $5 per share, payable January 1.

The Old Colony and Newport Railroad Company have declared a dividend of $3 per share, payable January 1.

The Western Railroad Corporation has declared a dividend of 5 per cent., payable January 1.

The Eastern Railroad Company (of Mass. and N. H.) have declared a dividend of 4 per cent. each, payable January 1.

The Fitchburg Railroad Company has declared a dividend of $5 per share, payable Jan. 1.

The Connecticut River Railroad Company has declared a dividend of 4 per cent., payable Jan. 1.

The Metropolitan (Horse) Railroad Company has declared a dividend of $2.50 per share, free of taxes, payable January 1.

The New Bedford and Taunton Railroad Company have declared a dividend of 5 per cent., payable 31st inst., making the dividends for the year 9 per cent., or $45,000, free of Government tax.

The Rome, Watertown and Ogdensburg Railroad Company have declared a semi-annual dividend of five per cent., free of government tax payable on the 15th January.

A quarterly dividend of two per cent. will be paid to the Stockholders of the Chemung Railroad Company on and after January 2, 1867, at the office of the company, No. 52 William street.

The directors of the Shore Line Railroad Company declare a dividend of three dollars per share, payable January 1st, 1867.

☞ The N. Y. Central Railroad Company contemplate erecting immediately commodious and handsome freight-house buildings and ample passenger accommodations at Schenectady, Amsterdam, Tribes Hill, Fonda, Little Falls and Utica.

☞ The work of repairing the Baton Rouge, Gross-Tete and Opelousas Railway is rapidly progressing, and it is expected that it will be ready for business in the course of a month or two.

☞ Work has been commenced on the continuation of the Western Maryland Railroad from Union Bridge to Hagerstown.

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